

# **APPENDIX D**

## **KANSAS DEPARTMENT OF TRANSPORTATION TRAFFIC COUNT**

## TRAFFIC COUNT OF US 59 THROUGH GARNETT

A traffic count produced by the Kansas Department of Transportation for North and South bound traffic on US 59 through Garnett is included in this appendix. US 59 provides direct access to Garnett from the North from I-70 at Lawrence and I-35 at Ottawa. US 59 connects with US 54 in Iola providing access from the South.

Traffic counts were taken every other year between 1990 and 1994. Unfortunately, this every other year schedule was changed in 1995, so the 1996 traffic count was not taken. The next traffic count is not planned until the spring of 1997 with results published in the summer of 1997. The following table was established to reflect the change in traffic volume:

Date/Direction	1990	1992	1994	1995
From the North	3160	3160	3320	3630
From the South	2685	2865	3020	3045

A comparison can be made later in 1997 to determine the impact, if any, that the trail has had on traffic into Garnett.

STATE OF KANSAS

KANSAS DEPARTMENT OF TRANSPORTATION

E. Dean Carlson  
Secretary of Transportation

Docking State Office Building  
Topeka 66612-1568  
(913) 296-3566  
TTY (913) 296-3585  
FAX (913) 296-1095  
February 13, 1997

Bill Graves  
Governor of Kansas

Cindy Pauls  
6025 SW Shady Ridge Road  
Topeka KS 66610

Dear Ms. Pauls:

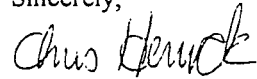
Enclosed is the traffic count information you requested for the intersection of US-59 and K-31 in Garnett. 1995 is the most current count we have for the location. Listed below are the traffic counts for the years 1990 to 1995. The first number of the count represents the total volume with the second number representing heavy commercial vehicles.

US-59			
	3160/280		
	3160/290		
	3320/255		
	3630/255		
			K-31
920/84		550/60	1990
780/70		420/45	1992
940/70		400/45	1994
960/70		500/45	1995
	2685/415		
	2865/285		
	3020/380		
	3045/380		

The traffic counts were taken from traffic flow maps of the state highway system. For your information I have attached a copy of a legend for a state flow map. The legend describes the 60/40 split with rush traffic

traffic counts and other pertinent information relating to the state flow maps. If you have any further questions or need additional information please contact me at (913)296-0346.

Sincerely,

A handwritten signature in black ink that reads "Chris Herrick". The signature is written in a cursive style with a large, stylized "C" and "H".

Chris Herrick  
Engineering Associate III

Enclosure: State Flow Map Legend

**APPENDIX E**

**STUDY RELATED  
CORRESPONDENCE**

Cindy Pauls RCP 25

**Student Proposal Hearing**  
**Graduate Program in Regional and Community Planning**  
**9 February 1996**

Present: Professors Burns, Deines, Keithley, Keller, Mattson, Weisenburger  
Visitors: Professor Rolley (LAR)  
Students: Cindy Pauls

**Agenda:**

**1) Student Masters Report Proposal:**

9:00 Cindy Pauls presented her report proposal entitled "The Prairie Spirit Rail Trail: An Economic Impact Study of Phase 1."

Major Professor: Stephanie Rolley (LAR)  
Committee: V.P. Deines (RCP)  
Ray Weisenburger (RCP)

**Discussion/Questions:**

Cindy made a brief presentation, stating the question to be studied ... Does the trail have a direct economic impact on Garnett? Keller commented that Galston, in his study on tourism, found three distinct phases of development. Might wish to check on the study in writing the report to see if Garnett fits the typical model. Also, consider mentioning the legal factors involved in establishing a rails to trails program (ICC abandonment, etc.). Keithley questioned how the impact variables would be controlled to isolate those which are attributed to the development of the trail in Garnett. Are expectations for the increased economic activity anticipated articulated in the community? Keller also suggested visiting with David Darling for the purpose of obtaining his Pull Factor Analysis for the two counties and to use in the report. The factors are published quarterly, and may provide another way of looking at change in the counties. Look at a change in spending consumption patterns.

Following the Proposal Hearing, the meeting proceeded with faculty affairs. Professor Rolley and Cindy Pauls departed.

Reported by:

  
C. A. Keithley

Mr. Brett Robinson  
Director of Taxation  
915 SW Harrison  
Topeka, KS 66612

October 11, 1994

RE: Prairie Spirit Trail

Dear Mr. Robinson,

In response to our telephone conversation today, I am submitting this request for your help in establishing a financial base to determine the economic impact of the Prairie Spirit Trail. I have enclosed a brochure which describes the trail and reflects the sponsorship of the Kansas Department of Wildlife and Parks (KDWP).

I am a graduate student at Kansas State University studying Regional and Community Planning. In response to a request by Mary Mae Hardt, the Regional Trails Coordinator for the National Park Service and Mike Engeman from the KDWP, I am in the process of researching the economic impact of the Prairie Spirit Trail for my thesis.

The first phase of the Prairie Spirit Trail is scheduled for completion in 1995. It is very important that a financial analysis of the businesses along the corridor be completed prior to the completion of the first phase. This analysis will provide the base needed to compare economic change after the trail is completed.

What I am requesting from you is a revenue analysis for 1993 and 1994 for the businesses directly influenced by the trail. Lou Atherton, Dan Benjamin and Linda Congers, the Chamber of Commerce representatives for Franklin County, Anderson County and Allen County respectively, are in the process of completing a list of those businesses that would be affected. These lists should be completed within the next two weeks. Due to confidentiality laws, I am aware that I would not be able to receive individual sales tax or gross revenue numbers. While individual numbers would be ideal, a consolidated number would still be beneficial.

Please consider this request, as a study of this nature would significantly improve our ability to justify further rail-trail conversions within the state. I will provide a consolidated list of the businesses affected by the trail. If you could use this list to provide either sales tax or gross revenue information, individually, by county or as a consolidated group, I would greatly appreciate your effort.

I am convinced that this study can only result in a positive impact on the state as a whole. Please let me know if there is anything I can do to help with this process. Thank you for your support.

Sincerely,

Cindy Pauls

Note: This request was denied.





STATE OF KANSAS

OFFICE OF THE ATTORNEY GENERAL

2ND FLOOR, KANSAS JUDICIAL CENTER, TOPEKA 66612-1597

ROBERT T. STEPHAN  
ATTORNEY GENERAL

November 28, 1994

MAIN PHONE: (913) 296-2215  
CONSUMER PROTECTION: 296-3751  
TELECOPIER: 296-6296

Cindy Pauls  
6025 SW Shady Ridge  
Topeka, Kansas 66610

Dear Ms. Pauls:

Attorney General Stephan has asked that I respond to your organization's inquiry regarding holding a drawing or raffle to raise funds. Our office cannot specifically approve or disapprove any such fund-raiser. However, we can advise you generally of the applicable law.

In Kansas, lotteries or "raffles" are illegal, both by statute and the Kansas Constitution. A lottery is defined as an enterprise in which a prize is awarded on the basis of chance for which consideration (usually money) is given. Thus, an individual or an organization may not sell tickets for a drawing for a prize. Nor may an organization sell an item, such as a pen, and "give" a raffle ticket to those who purchase the pen. In either instance, the element of consideration is present.

An organization may have a drawing for a prize if the element of consideration is eliminated. The organization may request a donation, but may not require a donation from a person to participate in the drawing. If a person requests a ticket but does not wish to make a donation, the person must be given a free ticket. The ticket itself and any advertising should state: "Donations requested, but no donation or purchase is necessary to participate." No specific amount of donation should be printed on the tickets and, additional tickets may not be given to individuals giving larger donations. Thus, if a person donates nothing, \$.25, \$1.00, or \$10.00, the person should be given one ticket. Persons working on the project may suggest a donation amount, but should make it clear that tickets are available without a donation.

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We recommend that you contact your local county or district attorney before proceeding with any such fund-raiser, since he or she would make the determination as to the legality of such drawings in the county.

We hope this information will be of assistance to you.

Very truly yours,

OFFICE OF THE ATTORNEY GENERAL  
ROBERT T. STEPHAN



Jean M. Schmidt  
Assistant Attorney General

\$5.00  
+ tax

**The Economic Impact  
of TRAVEL on  
Kansas, Its Counties  
& Tourism Regions  
1993**

A Study Prepared for the  
Travel & Tourism Development Division  
Kansas Department of Commerce & Housing  
700 SW Harrison St., Suite 1300  
Topeka, KS 66603-3712  
Ph. 913-296-2009 TTY 913-296-3487

Prepared by  
U.S. Travel Data Center  
Washington, D.C.

October 1994

To purchase additional copies, see order form in back of book

1993 Impact of Travel on Kansas

Table D: Counties Alphabetical by Tourism Region (Continued)

Region/County	Expenditures (\$ Millions)	Payroll (\$ Millions)	Employment (Thousands)	State Tax Receipts (\$ Millions)	Local Tax Receipts (\$ Millions)
<b>NORTHEAST REGION</b>					
ATCHISON	\$ 2.16	\$ 0.34	0.03	\$ 0.12	\$ 0.03
BROWN	2.38	0.41	0.04	0.14	0.03
DICKINSON	10.13	1.83	0.18	0.58	0.19
DONIPHAN	3.08	0.57	0.06	0.17	0.04
DOUGLAS	50.42	9.29	0.91	2.79	0.93
FRANKLIN	9.15	1.46	0.14	0.47	0.35
GEARY	23.63	4.18	0.41	1.27	0.53
JACKSON	3.24	0.45	0.04	0.16	0.03
JEFFERSON	2.67	0.31	0.03	0.09	0.32
JOHNSON	612.63	107.11	9.57	26.42	7.00
LEAVENWORTH	24.84	4.40	0.44	1.42	0.34
LYON	29.49	5.36	0.55	1.67	0.43
MIAMI	3.75	0.57	0.05	0.22	0.04
MORRIS	1.93	0.27	0.03	0.11	0.06
NEMAHA	2.93	0.48	0.05	0.17	0.03
OSAGE	3.49	0.35	0.03	0.16	0.29
POTTAWATOMIE	3.87	0.47	0.04	0.24	0.03
RILEY	40.11	6.97	0.66	1.86	0.67
SALINE	78.75	13.43	1.26	3.87	0.96
SHAWNEE	209.98	35.91	3.28	9.30	2.64
WABAUNSEE	1.48	0.23	0.02	0.08	0.05
WYANDOTTE	94.04	17.90	1.78	5.43	1.34
<b>TOTALS</b>	<b>\$ 1,214.15</b>	<b>\$ 212.29</b>	<b>19.60</b>	<b>\$ 56.74</b>	<b>\$ 16.33</b>

1993 Impact of Travel on Kansas

Table D: Counties Alphabetical by Tourism Region (Continued)

Region/County	Expenditures (\$ Millions)	Payroll (\$ Millions)	Employment (Thousands)	State Tax Receipts (\$ Millions)	Local Tax Receipts (\$ Millions)
<b>SOUTHEAST REGION</b>					
ALLEN	\$ 2.15	\$ 0.30	0.03	\$ 0.13	\$ 0.02
ANDERSON	3.36	0.59	0.06	0.20	0.04
BOURBON	8.48	1.44	0.14	0.47	0.18
CHAUTAUQUA	1.06	0.19	0.02	0.06	0.01
CHEROKEE	3.14	0.51	0.05	0.19	0.04
COFFEY	3.76	0.55	0.05	0.21	0.11
CRAWFORD	15.30	2.77	0.28	0.87	0.23
ELK	0.82	0.16	0.02	0.04	0.01
GREENWOOD	2.58	0.44	0.04	0.13	0.09
LABETTE	6.30	0.95	0.09	0.36	0.14
LINN	0.76	0.07	0.01	0.04	0.04
MONTGOMERY	20.94	3.68	0.37	1.18	0.35
NEOSHO	4.41	0.73	0.07	0.27	0.05
WILSON	2.42	0.41	0.04	0.14	0.04
WOODSON	1.89	0.27	0.03	0.08	0.12
<b>TOTALS</b>	<b>\$ 77.37</b>	<b>\$ 13.06</b>	<b>1.30</b>	<b>\$ 4.37</b>	<b>\$ 1.47</b>

c1994 U.S. Travel Data Center

# Order Form

Kansas Travel & Tourism  
700 SW Harrison St., Suite 1300  
Topeka KS 66603-3712  
(913) 296-7091  
Fax: (913) 296-6988  
TTY: (913) 296-3487

Date:

To:

Ship to (if different address):

QTY.	DESCRIPTION	UNIT PRICE	TOTAL
	Economic Impact of Travel on Kansas Counties 1993	5.00	
		SUBTOTAL	
		SALES TAX RATE	5.90%
		SALES TAX	
		TOTAL DUE	

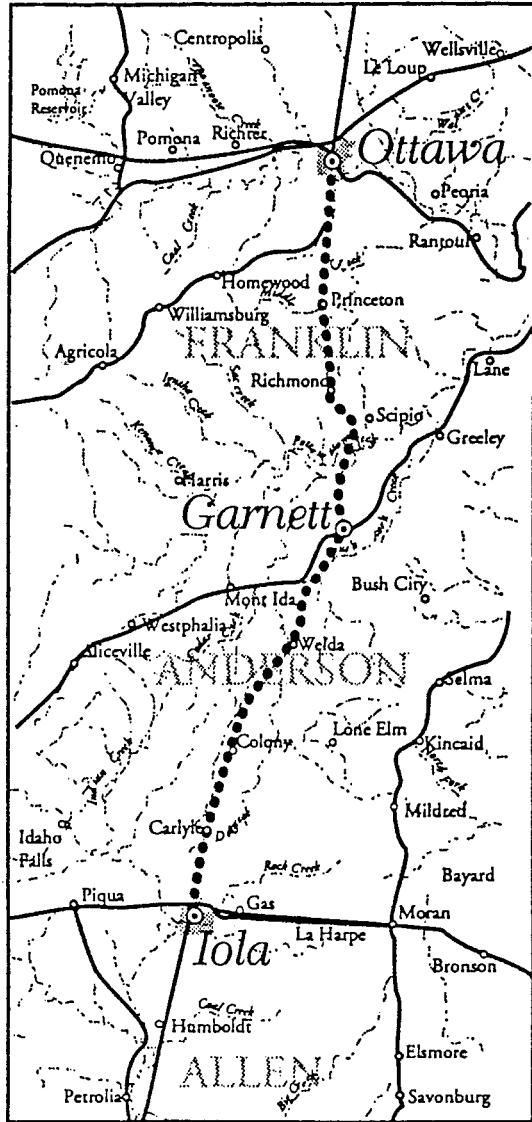
Please make checks payable to: Kansas Travel & Tourism




THANK YOU FOR YOUR ORDER!

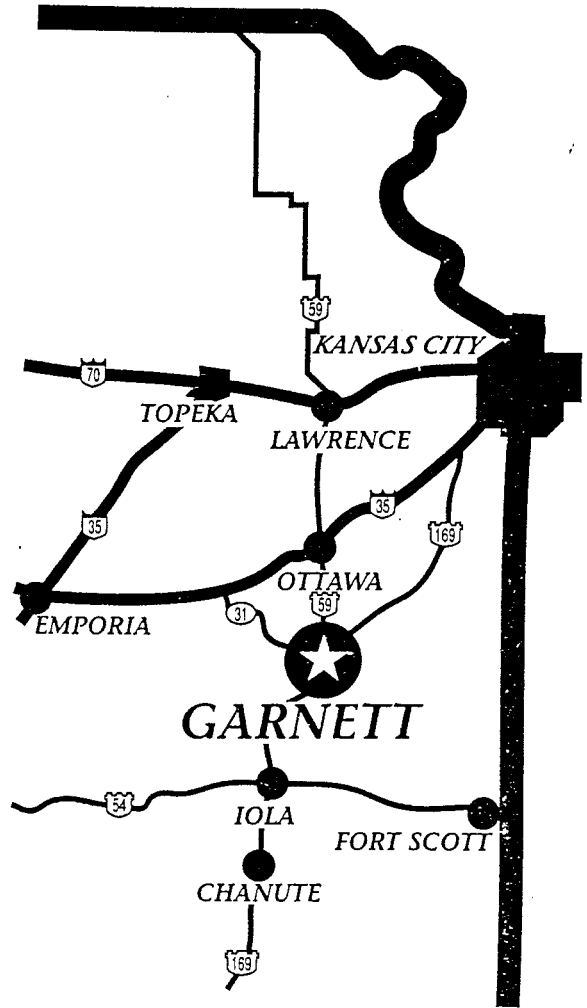
**APPENDIX F**

**LOCATION MAPS**

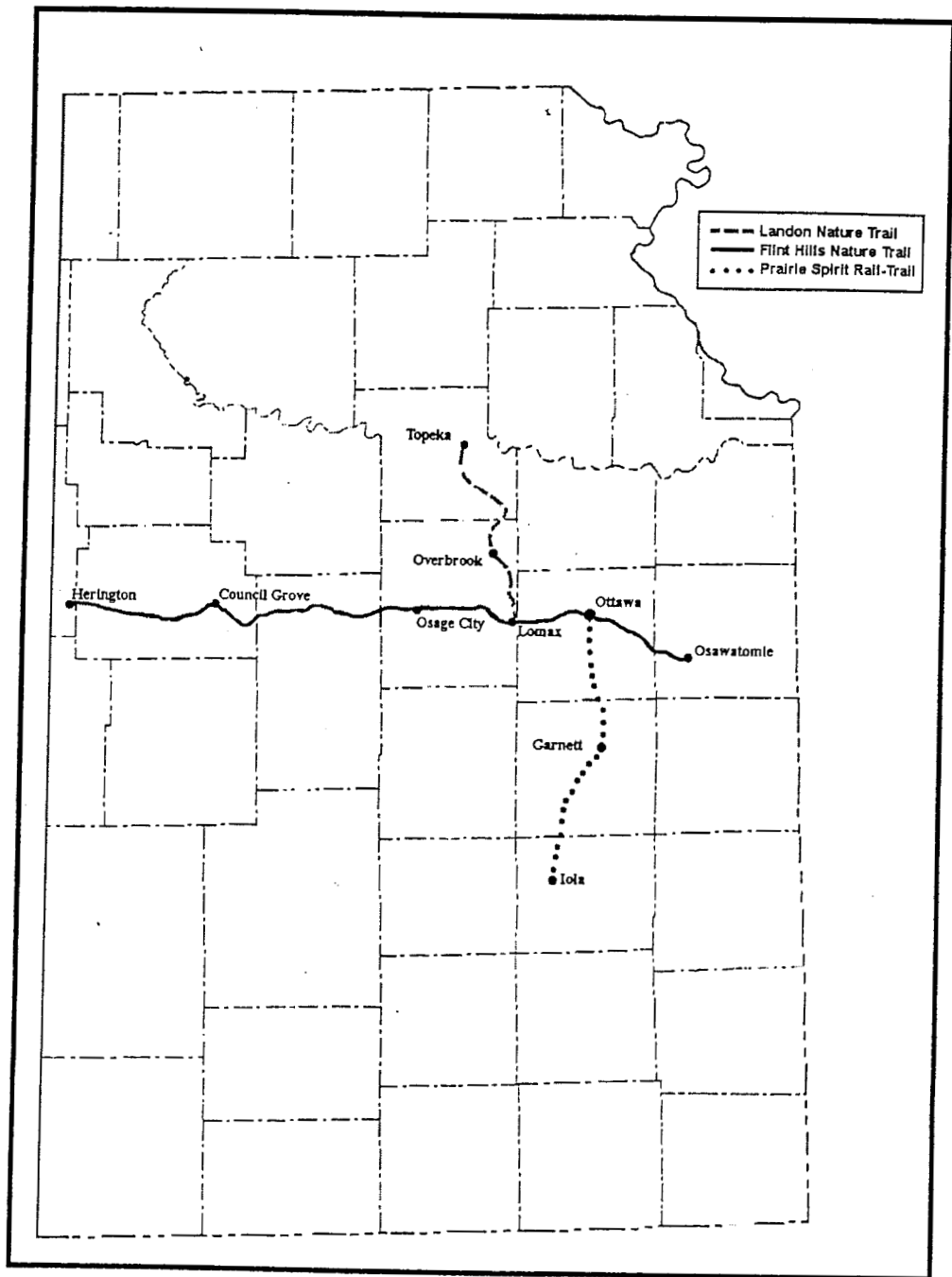
# The *Prairie Spirit* Rail - Trail .....|·|·|·.....



 Prairie Spirit Trail    
  Railroad    
  Streams







**Kansas Trails on Railroad Right-of-Ways**