

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND TOURISM

The meeting was called to order by Chairman Ben Vidricksen at 9:05 a.m. on February 4, 1998 in Room 254-E of the Capitol.

All members were present except: Senator Goodwin

Committee staff present: Hank Avila, Legislative Research Department
Emalene Correll, Legislative Research Department
Bruce Kinzie, Revisor of Statutes
Marian Holeman, Committee Secretary

Conferees appearing before the committee: Dean Carlson, Secretary, KDOT
Representative Vickrey
Jerry Carver, Paola High School Student
Mike Morrard
Hannes Poetter
Jack Rowlett, Jr.
Donna Butler
Frank Kelly
Steve Williams, Secretary KDW&P
Dan Wagenmaker, ERA

Others attending: See attached list

Highway 169 advisory group

Dean Carlson, Secretary, Kansas Department of Transportation, expressed his appreciation for the opportunity to talk about Highway 169 and provided a US-169 Fact Sheet together with a copy of a news release on the subject (Attachment 1). They are happy to develop plans, but do not have funds to proceed with it.

Representative Vickrey introduced Jerry Carver, Student Representative, Paola High School, who presented a petition signed by 4,690 people requesting improvement of US-169. Mike Morrard, Hannes Poetter, Jack Rowlett, Jr., Donna Butler, Frank Kelly - Miami County Sheriff, all addressed problems with this highway (Attachment 2). Mr. Morrard recommended a concurrent resolution strongly supporting the modernization of US-169 as a demonstration project as proposed by Representative Snowbarger to the US House. Conferees expressed appreciation for the Governor's news release. They feel it is a very positive first step. All expressed appreciation for efforts related to this highway. Mr. Frank Kelly presented a short video of a Kansas City news program on US-169 traffic fatalities. Senator Jordan spoke of the problems on US-169 from his personal knowledge and loss.

Senator Jordan moved to introduce a concurrent resolution to go to Congressman Snowbarger, and all members of the Kansas delegation, to support his effort in making US-169 a demonstration project. Senator Tyson seconded the motion. It was explained that this resolution would be asking for emergency demonstration funds to rectify the problems with US-169. Motion carried.

Wildlife & Parks - consultant report on lake resort construction

Steve Williams, Secretary, Department of Wildlife and Parks, explained that in accordance with provisions of 1997 HB-2350 they employed consultants to conduct the subject study (Attachment 3). The Department's involvement with the feasibility study involved providing support materials and staff on site at each of the state parks to work with the consultants. He introduced Dan Wagenmaker, an associate with Economic Research Associates, who presented the consultants' report for "Feasibility Analysis for Kansas State Park Resort Development." The Department of Wildlife and Parks in the Kansas Department of Commerce and Housing has the report. Briefly, they did a demand analysis, followed by several other selection criteria, an analysis of the state parks, common elements and developer selection. One common element was the friendliness of all staff which was remarkable. A negative common element is the poor highway signage for all parks. The report appendix contains excellent summaries on each park along with preliminary developers list and potential site maps. Members discussed several aspects of the report. It was suggested private sector developers should drive this, rather than the state. S.T.A.R. Bonds might be expanded to include lake resorts. This issue will be considered again. With the Department's help we'll invite potentially interested communities.

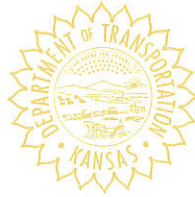
Meeting adjourned at 10:10 a.m.

The next meeting is scheduled for Thursday, February 5, 1998.

SENATE TRANSPORTATION AND TOURISM
COMMITTEE GUEST LIST

DATE: FEBRUARY 4, 1998

NAME	REPRESENTING
David Bossemeyer	Junction City / EDX
Wendy Thomas	Economic Pipelines
Irene Hill	Topeka disabled Community
Ernesta Garber	City of Topeka
Barry Taebber	Lawrence Chamber of Commerce
Judy Billings	Lawrence CVB
Vayto McRae	Spring Hill New Era
Ladene Cole	Inten - Sen Igorn
Tom Whiraker	Ks Motor Carriers Assn
Don Cawby	DOB
Mike Monard	Paola, KS
Jim Carrico	Paola, KS
Jack Burt	Paola, KS
Mark Thomas	Asst. Chief OPERATION ^{South Johnson} County FIRE
Justin Elliott	Paola High School
Frank Kelly	Miami CO Sheriff
Shannon Fowle	Paola High School
Nedra CARUBA	Paola High School
Nathan Freeman	Paola High School



KANSAS DEPARTMENT OF TRANSPORTATION

E. Dean Carlson
Secretary of Transportation

Docking State Office Building
Topeka 66612-1568
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Bill Graves
Governor of Kansas

**INFORMATION FOR THE
SENATE TRANSPORTATION AND TOURISM COMMITTEE**

February 4, 1998

US-169 FACT SHEET

WHAT: US-169 is a two-lane highway constructed in 1976 on four-lane right-of-way. The section of highway discussed today has fully controlled access, meaning that vehicles can access the highway only at interchanges. By highway standards, this portion of US-169 is considered very modern for a two-lane facility.

WHERE: This portion of US-169 begins at the K-7 interchange near Osawatomie and goes northeast to one mile south of the Johnson/Miami County line. The length of this section is approximately 20 miles.

CURRENT TRAFFIC SITUATION: This section of US-169 is experiencing rapid growth with respect to traffic volumes due to its close proximity to Johnson County's expanding job market. Miami County is experiencing suburban growth, as people who live in Paola and Osawatomie commute to Johnson County. US-169 from Osawatomie to one mile south of the Johnson/Miami County line is considered a high volume traffic route, especially during morning and evening commutes. In 1992, the average daily traffic count on this portion of US-169 was 6,360 vehicles. In 1996, the last year from which statistics are available, the average daily traffic count was 8,055 vehicles.

RECENT ACCIDENT HISTORY: In 1997, there were eight fatalities due to vehicular accidents on this section of US-169. In 1996, there were three fatalities and in 1995 three fatalities were also recorded. According to law enforcement reports, the five fatal accidents in 1997 in which the eight fatalities occurred were caused by vehicles trying to pass in no-passing zones or by vehicles that had drifted left of the center line.

SENATE TRANSPORTATION & TOURISM
COMMITTEE -DATE: 2-4-98
ATTACHMENT: #1

REDUCING ACCIDENTS ON US-169: KDOT is considering several actions that will provide a safety reminder to drivers:

1. Increase number of signs to improve driver awareness.
2. Possible use of innovative signage, for example, use of two-way traffic signs.
3. Temporary use of variable message boards for educational purposes.
4. Signs asking motorists to call a local law enforcement number to report erratic drivers.
5. Use additional law enforcement.

FUTURE SITUATION: KDOT is anticipating inclusion of four-lane expansion of some or all of US-169 in a new comprehensive transportation program.

Kansas Department of Transportation

NEWS RELEASE



Docking State Office Building Office of Public Information Topeka, Kansas 66612-1568

Feb. 4, 1998

98-016

FOR IMMEDIATE RELEASE

News Contact: Ken Miller, (785) 296-3585

At the request of Gov. Bill Graves, the Kansas Department of Transportation (KDOT) has begun laying the groundwork for providing plans to upgrade US-169 to four lanes from Spring Hill to Osawatomie.

It is expected to take five to six months to contract with a consultant for this project. Because of the lead time to develop projects, KDOT Secretary E. Dean Carlson feels it is important that plan development be initiated on this project.

In the past, KDOT has substantially reduced plan development during times of funding uncertainties. Funding for improvements to this portion of US-169 would be available only if the state undertakes a new comprehensive transportation program.

In the meantime, KDOT is considering several actions to provide a safety reminder to drivers who travel on US-169 in Miami County:

- *More signs to improve driver awareness
- *Possible use of new signage - for example, use of two-way traffic signs
- *Temporary use of variable message boards for educational purposes
- *Possible use of signs asking motorists to call a local law enforcement number to report erratic drivers
- *Additional law enforcement

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1-3

NOTE: This information is available in alternative accessible formats. To obtain an alternative format, contact the KDOT Office of Public Information, Docking State Office Building, #754, Topeka, Kansas, 66612-1568 or phone (913) 296-3585 (Voice)/(TTY).

A time to grieve



JEFF ROBERSON/The Star

Scott Fowle and his daughter, Shannon, paid a visit Friday to the place where his wife, Jan Fowle, was killed Sept. 6 in a head-on

car collision north of Paola. Ten traffic deaths have been reported on a 20-mile stretch of two-lane U.S. 169 in the last year.

U.S. 169 traffic breaking hearts

SENATE TRANSPORTATION & TOURISM
COMMITTEE -DATE: 2-4-98
ATTACHMENT: # 2

Ladies and gentlemen thank you for the opportunity to address this committee.

As you can see, the heartbreak of Highway 169 is not only a fiscal issue but it is a highly emotional issue with those of us that depend on this stretch of lethal two-lane. We don't have to bury ourselves in the detail of formulas to understand that this Highway needs your attention. As Secretary of Transportation Carlson pointed out recently, "To bluntly put it, our normal formula will never kick this out as a need. Capacity will drive this issue."

We have compiled some relevant information on Highway 169 that speaks to this and a number of other issues. Other members of this delegation have and will share this information shortly.

What can be done? We must not stick our heads in the sand and cloak ourselves in the rhetoric of "**no funds available**". More people will die. We can and we must find the funds to do the following:

- Widen this 20 mile stretch beginning at Springhill from a two lane to a four lane.
- Immediately begin design engineering for the modernization.
- Immediately increase in the Highway Patrol designated for this section of 169.
- Evaluate and Improve traffic control here.
- Enact a concurrent resolution strongly supporting the modernization of Highway 169 as a demonstration project as proposed by Representative Snowbarger to the U.S. House Transportation Committee.

Most of you are from rural communities much like ours. So you know how much the citizens of our rural communities depend on linkages like Highway 169. Our citizens don't have a viable alternative to 169. It is unsafe. It is "Heartbreak Highway." As citizens of this great State we ask that you do the right thing. Let's find the funds to stop the tragedy occurring on this stretch of lethal two-lane.

MICHAEL J. MORRIS
CARROTTEES CONSTRUCTION CO.
PAOLA, KS.

- **U S - 169 Highway**

- **Ladies and gentlemen of the committee.**
- Gathered before you is a **desperate** group of citizens from the Kansas County of Miami, represented by County Commissioners, the Sheriff, Mayors and City council members of Paola and Osawatomie, Economic Development, Chamber of Commerce, and Student Council members from Paola and Osawatomie as well as some private citizens.
- The purpose of our brief presentation is the urgent request for emergency legislation to provide immediate funding for the engineering and construction work, upgrading US 169 Highway in Miami County from two lane to four lane on the right away already owned by the State of Kansas.
- You have graciously granted us 15 minutes of your valuable time, which leaves us about 90 seconds for every one of the 10 precious lives lost on this killer highway in the last 10 month. Mind you, that this compares to zero fatalities on the stretch of 169 highway that continues with four lanes and an even larger traffic count from the Miami County line north through southern Johnson County into Olathe. Indeed, there have been only 2 fatalities on the 4-lane section through Johnson County in the years 1992 to January 1998, while 33 lives have been lost during the same time frame on the two lane stretch in question through Miami County.
- The enormous job market growth in Johnson County is pulling workers from 60-80 miles south into the metropolitan area, while the attractive living conditions in Counties of Miami, Linn, and Anderson cause people to move into the country.
- But the blessing of this thriving economy of eastern Kansas has brought us an unbearable traffic count on this 20-mile stretch of highway. It has by far outstripped the

last available KDOT numbers from June 1996 (collected in January 1996) which even than put it into the number one spot for traffic count of any two lane roads in Kansas.

- Not included in these outdated numbers is the fact that the Mall of the Great Plains has opened last August and indeed 8 of the terrible fatalities have occurred since its opening date.
- This highly publicized Mall claims to have visitors and employees from 25000 to 45000 people every day with 169 Highway being one of the three approach routs. If this overburdened Highway carries only 15 % of this additional traffic, indeed the KDOT numbers could be off by 20-30 %.
- Also not included in these numbers is the reality of our declining unemployment numbers, from 5 % to 3 % during the last two years, caused by a job market explosion and the general Industrial, commercial, retail and residential growth throughout the Metropolitan area.
- Indeed our private observations have put the daily traffic count in the neighborhood of 11 to 12,000 cars. This would place US-169 highway at a higher traffic count than 50 percent of the Kansas four lane highways
- Your chance of dying on this highway within the last 5 month equates to 1:170,000. Put this into relation of the traffic count on I-35 and US 69 just north of 87th street in Lenexa, and you would have a fatality every 27 hours. At the exit on I 70 to the Capitol in Topeka a fatality would occur every 4.5 days.
- These numbers are unacceptable. What is even scarier is the fact, that projected into the future, on a nominal increase of today's traffic count, and the death toll increase of the last 2 years, 60 to 100 travelers will lose their lives on this stretch of highway within the next 5 years. Now you add the proposed NASCAR racetrack and the Land of OZ

into the equation, 35 % of your traffic pull from eastern Oklahoma and Texas will travel on US 169.

- This is like a loaded gun hidden in the kitchen drawer of a house filled with children. And the Governor, the Senators and the Representatives of the State of Kansas run this house. They have been made aware of this danger, this killer, this carnage, and through their unwillingness to act, it could be construed by some that our legislators are responsible for each and every further loss of lives through negligence.
- This danger and risk of travelling this Highway has reached proportions way beyond, way beyond, the reasonable risk that one can expect to take by driving on our public roads.
- This carnage has reached unacceptable proportions and it needs extraordinary actions. Actions beyond the political rhetoric. Actions beyond the normal political process.
- The question you have to ask yourself is not, how many votes can I buy through the allocation of the public funds entrusted to me, but the question in this case should be: how many lives can I save through my actions?
- Which one of you will step forward and introduce emergency legislation to allocate the funding for the immediate start of the engineering and physical widening of this Highway to 4 lanes.
- Which one of you will help us and step over the line of local politics and do the right thing for the people of Miami County, who are, though maybe far away from your own district, also a part of the State of Kansas? Who will help us through our desperate times, without strings attached, without asking for payment in kind in return for your good deed?

- We ask for your help because we are being told by the Kansas Department of Transportation and by the Secretary of Transportation, that our highway indeed is fine. The accident rates, the traffic count, the road geometrics, the pavement conditions, are all fine. There are many more miles of Kansas's highway that have a higher priority ranking than US-169.
- Show us the numbers, please. I tell you, of the highways ranked in priority in front of US 169, there is none that has had the fatalities per 1 million miles traveled as high as US-169 in the years 1992 through 1996. There is no two-lane Highway in the State of Kansas that had 10 fatalities in the last 10 Month.
- To add insult to injury (or in this case fatality), we are being told that several accidents were not related to the numbers of lanes provided, but rather to weather conditions, impaired drivers, and reckless driving. Since when has KDOT become the judge, the jury and the executioner of the State of Kansas? Since when is speeding or falling asleep at the wheel punishable by death.
- The main reason for the high number of fatalities is the extremely high traffic count for a two-lane highway. Out of the 40,000 lives lost on US roads every year, 77% are lost on roads like US-169. The only cure recommended by the Federal Highway Safety Administration are 4 lane roads, which carry a national fatality rate of 5 %.
- What are the other options we have as concerned Citizens?
- We could beg Johnson County for an immediate moratorium on any further development, residential, commercial or industrial, in Southern Johnson County, because it would put an undue additional traffic burden on US-169 and endanger more lives.

- We could plead with the Mall of the Great Plains to please stop the Phase 2 and 3 expansion scheduled for this fall, for the same reasons.
- We could ask KDOT to use the 30 million Dollars pledged for road improvements around the proposed NASCAR racetrack, whose developer walked into town 6 months ago. And instead use it to save lives in a County that has been among the first original Counties in the State of Kansas.
- **We will** ask for a change in KDOT District lines, to move Miami County out of District 4 into District 1. Due to its direct economic connection and the existing traffic patterns, Miami and Johnson County need to be in the same jurisdiction in regard to the Kansas Department of Transportation and the Highway Patrol.
- We have come to ask for your help because we know that our unusual circumstances need immediate attention and we trust in your ability and leadership to recognize the desperation of this situation.
- May the grace of God Almighty protect you and your loved ones as you travel the roads of the State of Kansas.

Hannes Poetter

My name is Jack Rowlett Jr.. I have lived in Miami County, Ks for over 45 years. Currently, I am president of the USD 368 School Board, serve on our County ' Schools To Work' plan writing committee, I am current chair of our County Solid Waste Management Committee, past chair of the six County Lake Region Solid Waste Management Authority, a board member of the Paola Chamber of Commerce and have other active interests in our County.

My role in these various areas have made me acutely aware of our transportation safety problems you are hearing here today. I am very conscious of the need for personal responsibility in our driving habits. Under no conditions, should a false sense of security be levied in order to blame our high ways for driver error. But the facts do stand for themselves, 169 is daily increasing in its traffic count and in all probability, it will continue at an ever increasing rate. The County housing starts have increased substantially in the last ten years, our school districts are growing at app. 3% a year and a disproportionate number of homes are clustering around the 169 corridor.

The Miami County growth plan has determined two intersections on 169 as business growth areas due to their location to the 4 lane access in the metropolitan area. Our school buses are carrying more children each year on the 169 highway. The truck traffic is increasing and Miami County is currently devoting much more of our County resources, which we don't have to devote, to patrol and work accidents on 169 highway. Our students are afraid to drive that area of the roadway, and unfortunately, there is little other alternative when traveling to the metropolitan area.

The situation we are facing is not getting better. We are on the leading edge of growth and a greatly increasing load on our highways. 169 is a vital conduit for employment and economic activity between the Metropolitan and Miami County areas. I would respectfully ask to please expand this 169 corridor to a four lane highway which will make it infinitely safer for this exchange of resources of financial and human capital.

TESTIMONY OF MIAMI COUNTY SHERIFF FRANK KELLY

Mr. Chairman, Members of the Committee:

We are asking for a Concurrent Resolution to memorialize Congress on the need for a Demonstration Project of the ISTEA program that has been proposed by Congressman Vince Snowbarger. This will make US-169 a four-lane highway from Spring Hill in the north of Miami County to K-68. This is a six-mile project that will cover approximately 33% of the overall distance of the project we are presenting to you today.

In your packets that were left for you last week, there are the statistics on the traffic count and the material dealing with the accidents. We won't belabor the obvious with you today. We have asked you to consider the impact that has been created by the situation with US-169.

Further, I would reiterate our other needs to have the funding to widen all of US-169 to K-7 in Miami County -- to begin immediately to have design engineering for the entire highway system from Spring Hill to K-7 -- to increase the Highway Patrol presence on US_169 -- to evaluate and improve the traffic control on US-169 with signage and flashing lights especially at the area where the four-lane changes to a two-lane highway.

In the 2 1/2 minute video there are four elements that we ask you to be aware of 1) the high level of traffic on US-169, 2) the witness of survivors to their personal tragedy, 3) the area where the 4-lane becomes a 2-lane highway, and 4) the comments of Representative Jene Vickerey.

WHAT WE NEED!

- ✓ *Funding for widening US-169 to 4-Lane from Spring Hill to K-7 Highway!*
- ✓ *Immediately begin design engineering for entire 20 miles project!*
- ✓ *Increased Highway Patrol of US-169!*
- ✓ *Evaluation and Improvement of Traffic Control on US-169!*
- ✓ *Enacting Concurrent Resolution supporting US-169 Demonstration Project!*

MIAMI COUNTY CONCERNED CITIZENS FOR U. S. 169 HIGHWAY'S SAFETY

- **10 Fatalities in the last 10 months**
- **84 more deaths** in the next 7 years if this project is ignored
- **33 Fatalities** since 1992
- Longest stretch of **TWO LANE HIGHWAY** with the highest traffic count in the State of Kansas
- Two Lane Highway carrying Four Lane traffic at 65 mph.
Average daily count 8,055 in 1996
- Top story in Miami County Republic's Top Ten Stories for 1997; Number one story -
"NUMBER OF DEATHS ON 169 HIGHWAY"
- Editorial in the Olathe Daily News headlines -"WHAT'S THE DELAY?"
The longer the State and Miami County wait more lives will be lost.
- 169 Highway is the shortest route to the "Great Mall of the Great Plains" from east, central, and southeast Kansas
- 169 Highway is the shortest route to southeast Kansas, Oklahoma, and Texas
- Right away for construction of **FOUR LANES** is owned by the State of Kansas
- 17+ School buses loaded with 650 children traveling this Highway everyday
- Miami County citizens are very concerned with the SAFETY of this Highway.
33.2% of Miami County Citizens are commuting to the Johnson County and K C Area for employment

WE REQUEST IMMEDIATE ENGINEERING. IF 33 MILLION CAN BE SPENT FOR A RACEWAY, SURELY WE CAN SPEND MONEY TO SAVE OUR CITIZENS LIVES!



**Miami County
U.S. 169 Highway
Senate Transportation and Tourism Committee
House Transportation Committee
February 3, 1998**

Dear Senators and Representatives;

For the past five years Miami Countians have expressed their concerns regarding the safety of U.S. 169 Highway. Within a twenty-mile stretch - from Spring Hill to Osawatomie - there have been **ten fatalities** within the past ten months. The latest double fatality occurred just days ago.

Although the Kansas Department of Transportation may discount the need for expansion of U.S. 169 to a four-lane highway (and the lack of funds to do so) we are requesting your assistance to expedite engineering for this project. According to KDOT's own traffic counts, ***this highway carries more traffic than any other two-lane highway in the State!***

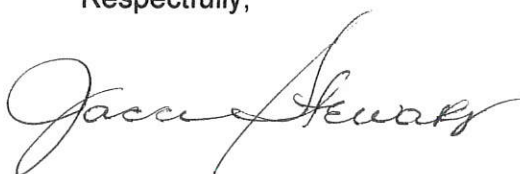
We feel that the increase in traffic on this highway in just the past two years should warrant some type of immediate and long-term action from the Department of Transportation and our State Legislators. There has been continuous discussion and dialogue regarding the lack of funding for this type of project, but we believe that the following action can be taken immediately without the implications of massive financial costs:

- ⇒ ***Installing warning and caution lights where the highway reduces from four-lanes to two-lanes south of Spring Hill.***
- ⇒ ***Increase the number of units and frequency of law enforcement patrols during.***
- ⇒ ***Initiate priority designation for highway maintenance during snowy or icy weather.***
- ⇒ ***An Immediate re-evaluation of U.S. 169 Highway traffic volume and patterns.***
- ⇒ ***Initiation of engineering for expansion to a four-lane highway.***

With Miami County's population growth trending at 12-27% per year, if the engineering was completed now, by the time a new highway program is implemented we could move forward with construction. In addition, the auxiliary highway that runs parallel to Highway 169 will be closed during the fiscal year 1998-1999 for bridge replacements, adding 30%-60% more vehicles to the overburdened U. S. 169.

Senators and Representatives, I am urging you not to put this issue aside. We are looking to you for your leadership and guidance in resolving this critical issue. Thank you for this opportunity to share our concerns. I look forward to your reply.

Respectfully,

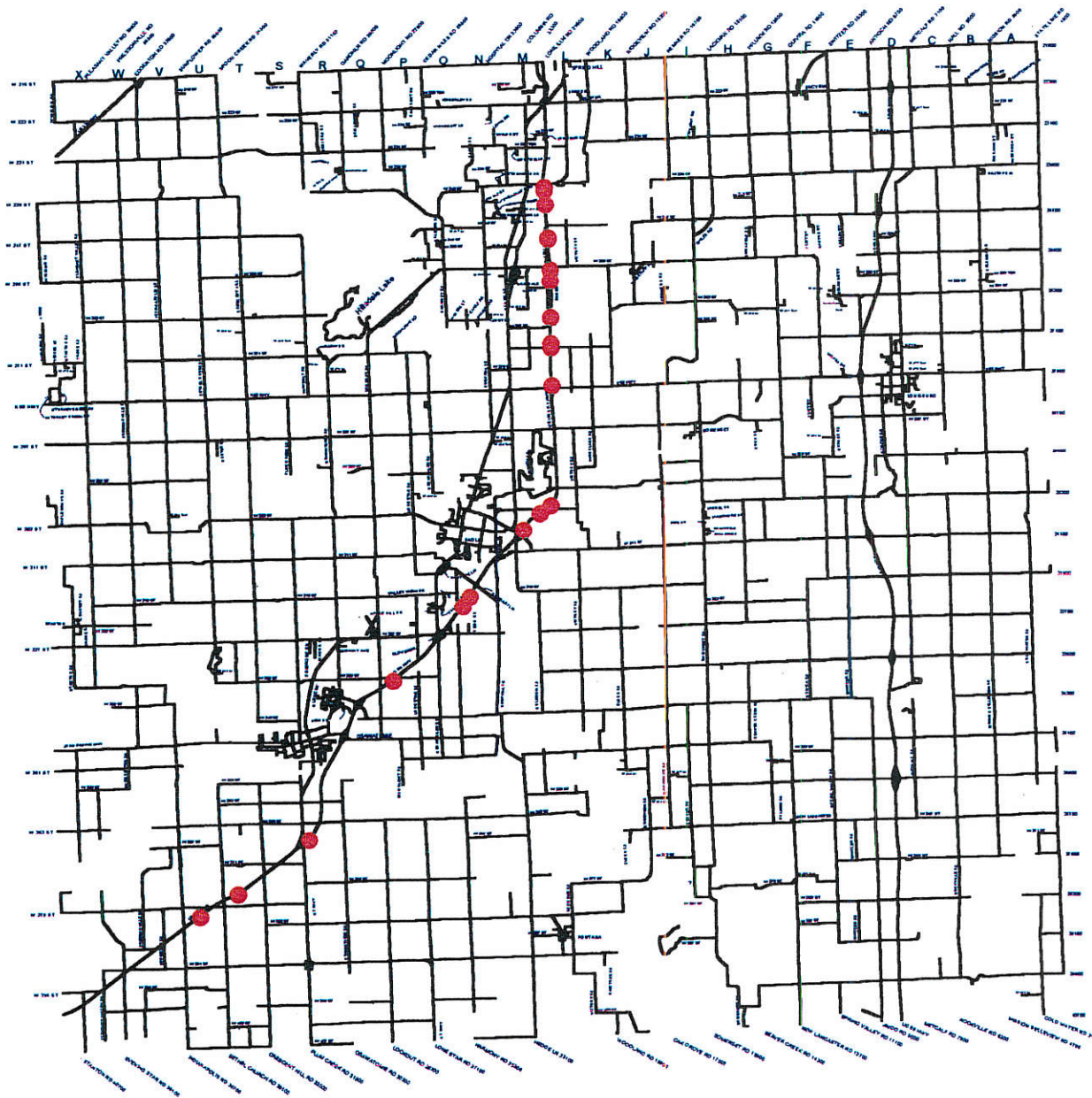


Jacqui Stewart

President

Chief Executive Officer

Fatality Accidents U.S. 169 HWY

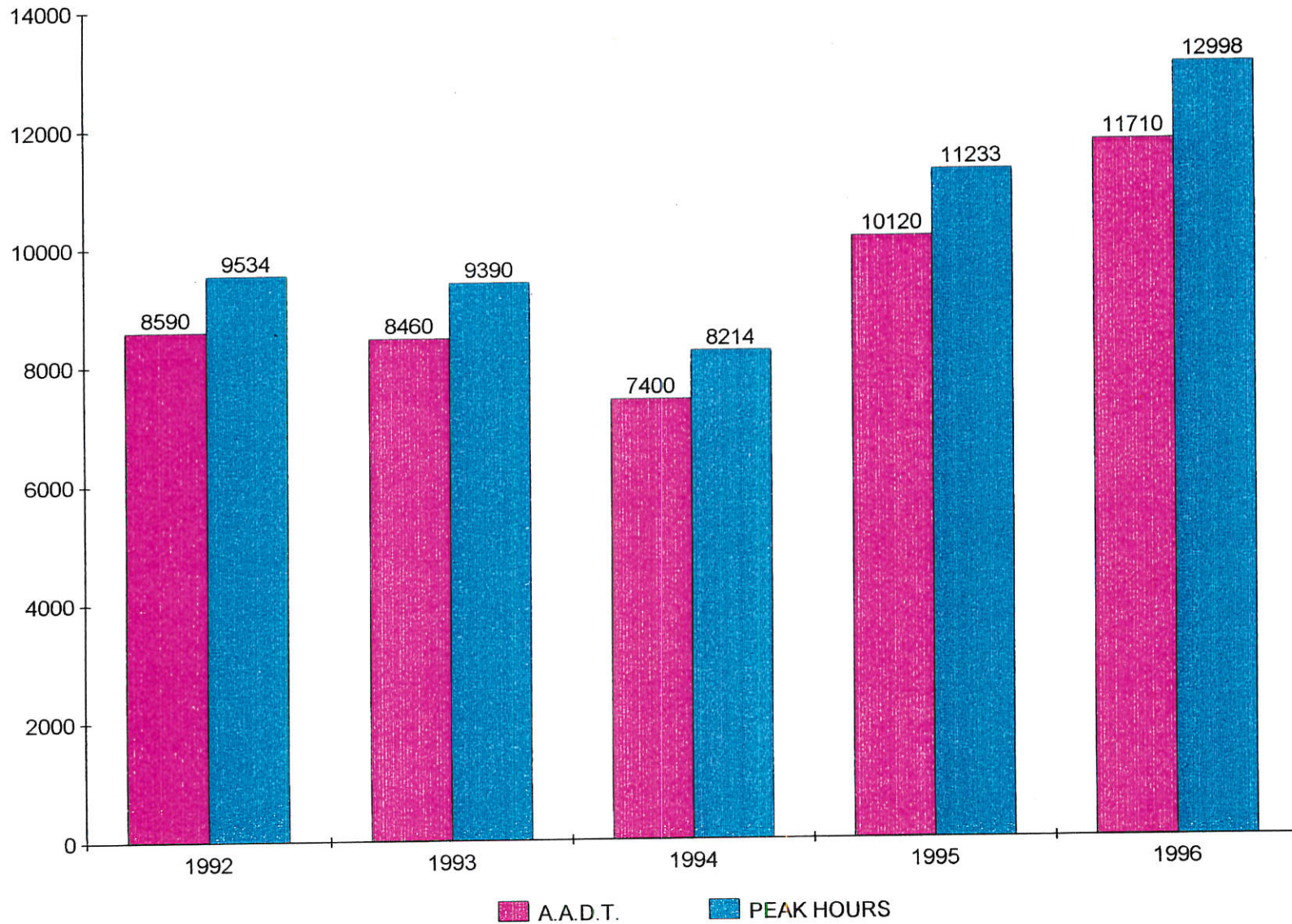


LEGEND

- Fatality Acc
- Text Road Names
- ∩ Roads

2.15

AVERAGE ANNUAL DAILY TRAFFIC
BEG. 4 LANE TO JOCO LINE (1.741 MI)



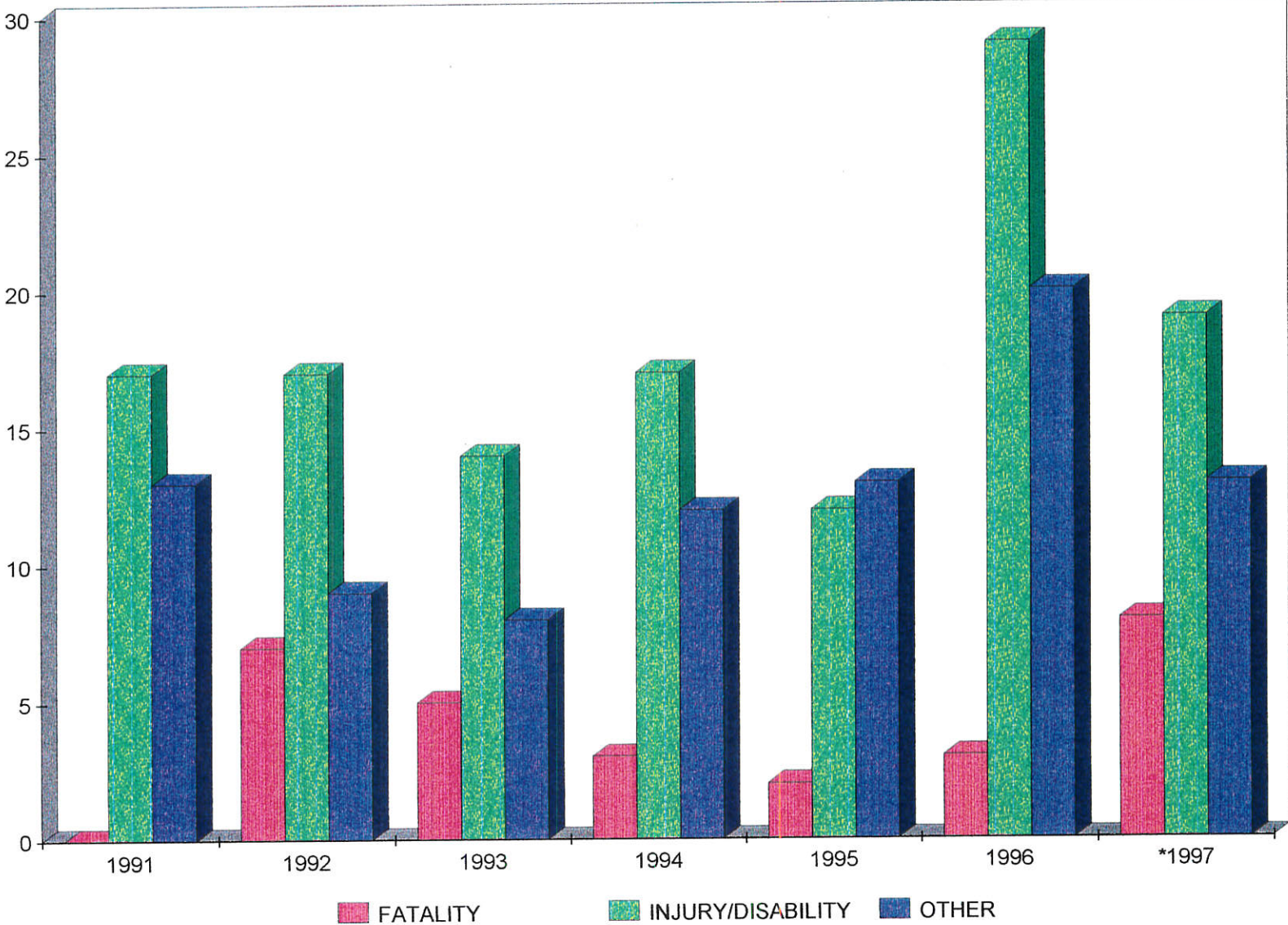
2-16

SOURCE:

KS. DEPT. OF TRANSPORTATION AND PLANNING
MOTOR VEHICLE DATA PRODUCED BY MR. BOB HOUSE
ANALYSIS COMPUTATION FORMULA PRODUCED BY MR. ALAN SPICER

MIAMI COUNTY INJURY SEVERITY LEVELS

SOURCE: KANSAS DEPT. OF TRANSP.-TOPEKA



*1997 UNOFFICIAL DATA

2-17

2-17

U S 169 Highway In Miami County, Kansas

We are representing Miami County with a delegation of County Commissioners, Sheriff, Mayors, and City Council of Paola and Osawatomie, Economic Development, Chamber of Commerce, and Student Council Representatives from Paola and Osawatomie. We are requesting legislation to provide funding for engineering design for the upgrade of 169 Highway in Miami County, from a two lane to a four lane highway. This will be on right away already owned by the State of Kansas.

Headlines in Miami County Republic, detailing the top ten stories of the year, NAMED DEATHS ON 169 HIGHWAY as the NUMBER ONE story for 1997.

During the past year, (1997), the traffic fatalities and accidents with serious injures on 169 Highway in Miami County has reached alarming proportions. The citizens of Miami County, with a large number of people commuting to the Kansas City area for employment and medical care, deserve and are determined to have a safer highway to travel. Ten people were killed, in the last ten months, on a twenty mile section of this highway, plus many more accidents that caused serious injuries that required numerous hospitalizations. At this rate **84 PRECIOUS LIVES WILL BE LOST** while we wait 7 years for the next Highway Bill. **THIS IS UNACCEPTABLE!**

I remember very vividly the Paola Osawatomie football game last Fall when a moment of silent prayer was offered for two families involved in a fatal accident on 169 highway. One fatality was a Paola High School football player. The other fatality was a 48 year old mother of a Paola football player. The High School student was headed home from work in Olathe and the mother was going to work in Olathe.

On December 11th, another tragedy occurred. Dr. Appenfeller, a devoted physician from Osawatomie was killed on 169 Highway just after completing his morning rounds at Miami County Medical Center. This was a very caring man that after 43 years of service, was still helping the sick without appointments, taking phone calls at home, and the office, and still provided care to those who could not afford to pay. I am sure there are similar stories about the other five fatalities.

WE ALL HAVE LOVED ONES COMMUTING THIS HIGHWAY EVERYDAY.

IT SCARES THE HELL OUT OF US!

We ask ourselves: "What can be done to stop this carnage?" Secretary Carlson has requested Kansas Dept. of Transportation's Bureau of Traffic Engineering to review the speed limits on this section of Highway. KDOT has been making additional efforts to clear snow and ice during recent storms. We hope that KDOT will implement additional safety procedures **NOW**. Miami County Sheriff's Department has added the Highway to their priority patrol list. **HOWEVER, THE SAD FACT IS, IF THIS SECTION OF HIGHWAY WAS A FOUR LANE THESE FATALITIES PROBABLY COULD HAVE BEEN PREVENTED!**

The problem is with the congestion on this twenty mile section of two lane highway. This section has the highest traffic count for a two lane highway in the State of Kansas. Traffic counts on this twenty mile section varies from 8,200 to over 10,000 cars and trucks in one day in Miami County. These are KDOT traffic counts as of June, 1996, and I am sure it is higher today. From 1992 to 1996 at the Hillsdale exit there has been a **22 % increase** in traffic. If this increase is projected to the year 2000, there will be 11,382 cars a day at this point. This does not include the six to seven thousand cars a day that will be re-routed to 169 Highway when a railroad overpass is

scheduled to be replaced on old 169 south of Hillsdale, plus the increased traffic to the Mall of the Great Plains in Olathe.

We are aware that you will probably be discussing this with KDOT. We also have been in contact with KDOT for the last five years, pointing out the problems of congestion and safety on this twenty mile section of highway. We were told that 169 Highway in Miami County has good geometric and pavement conditions which give it a low priority rating for improvements. After **TEN DEATHS** and numerous other injury accidents in a ten month period, you will definitely have trouble convincing Miami, Linn and Anderson County residents, who travel 169 Highway, that it is low priority and does not need improvements to make it safe.

Ladies and gentleman of this committee, you are in a position to do something about this highway. We are organized and are prepared in any way to help pass a new highway bill. We urge you to impress on Kansas Department of Transportation the need to make 169 Highway in Miami County, **a high priority** for advanced engineering and design and include this project in a New Highway Bill. **WE NEED TO START THE PROCESS NOW TO STOP THE NEEDLESS LOSS OF LIFE, WHICH IS SO TROUBLING TO MIAMI COUNTY.**

Mr. Gene W. Murray, Chairman
Miami County Economic Development Corp.
Highway Committee
P. O. Box 101
Paola, KS. 66071

Statement by Callie Peace, Osawatomie High School Student Before
the House Transportation Committee, February 4, 1998

Thank you for this opportunity to appear before you and to provide you with our concerns about US Highway 169 in Miami County.

As students and young adults, we are concerned about US Highway 169 and the high rate of fatalities on the two lane stretch of highway from Spring Hill to Osawatomie.

There are approximately 30 school buses per week from our school district that travel on that highway each week. These buses transport children from pre-school age through high school to and from school each day as well as the activity buses that transport us to and from athletic events, on field trips and for other functions.

In addition, we and our peers travel on that stretch of road hundreds of times each week and we are fearful of the heavy traffic on only two lanes of highway. We are reminded of the danger on this highway by the many crosses and flowers placed on the shoulder at the locations of fatal traffic accidents.

The students of Paola High School and Osawatomie High School have obtained thousands of signatures on a petitions supporting the widening of the highway to four lanes. This petition has been presented to the governor, the Senate Transportation Committee and to this committee. As citizens, future taxpayers and future voters, it is our fervent hope that this committee and the

In conclusion, I respectfully submit to you that we, as citizens, taxpayers and voters, are not here to ask for your consideration, but we are here to inform you, our elected officials, about what we want from our state government and that we understand the costs and are willing to pay those costs.

Thank you for your time, do you have any questions?

Mr. Chairman and Members of the House of Transportation Committee:

Before I begin my presentation I would like to thank you all for the opportunity to speak and for your concern about the need to widen 169 south of Spring Hill. This issue is extremely important to me and all the students of Paola High School, as well as the citizens of Miami County and it is a relief that we aren't alone.

I think it is fair to presume most of you on this committee have little or no experience driving on highway 169 south of Spring Hill. So you've probably never had to consider Old KC Road as an alternative to this deathtrap, never sat at home in the middle of the night waiting for your child to walk through the door because you've heard there was yet another fatal accident on 169. You almost certainly have not known any of the 33 people who have died on this highway in the past five years. Unfortunately, this is not the case for the citizens of Miami County, including the student body at Paola High School.

This fall, one of these tragedies hit PHS especially hard. A student, Freddie Keaton, and a mother of three, Jan Fowle, were both killed in a head-on collision on highway 169. None went untouched by this accident. Half of the school could be seen at the funerals, the football team donned patches in memorial for the second year in a row, many of the junior class went to both of their houses and sang "Amazing Grace" in an effort to express their woe and ease that of the two families. It was a blow against the general moral and well-being of our school, and the scar still shows today.

Only a few weeks ago, while we were organizing this petition and preparing to address this committee, there was yet another head-on collision killing two on highway 169. When I heard the news all I could do is ask, "Who was it this time?" There was no shock, there was no disbelief, there was only a silent prayer that it might not be someone I knew and cared about. It wasn't this time, but in less than a few hours I encountered someone for whom it was. Death on this highway is something we are growing accustomed to, and if that in itself is not a tragedy, I don't know what is.

I am going to be honest with you and tell you that most of the people I know are afraid to drive on highway 169. We go out of our way, wasting time and money, to avoid it. The only alternative beyond a maze of gravel roads is Old Kansas City Road, a road that, by KDOT standards is in dire need of repair. This road has little to no shoulder, is incredibly rough to drive, has bridges that are falling apart, and many other hazards, but miraculously, it doesn't have the death 169 has. This alternative will be closed this summer due to work on one of those bridges, so I will be forced to commute to work every day on 169.

I don't pretend to know the cause of each of the deaths that have occurred on highway 169, but I know for a fact a way they could have been prevented. You will hear a lot of statistics today and many more in the upcoming months, but the most impressive statistic I think we have to offer is Zero. Absolutely none. That is the number of deaths that have occurred on highway 169 north of Spring Hill, and it splits into four lanes. A

recommendation to KDOT to extend the four lanes south from Spring Hill could eliminate these unnecessary deaths.

What you do is up to you, I can only hope you choose to support us in our efforts. I must say that I am ill prepared to listen to the excuse that there is no money left in the current bill for expansion. Even if that is so it is a long-term option whose effects we wouldn't see for at least five years. What you can do now is fight for us to make our highway ready for that expansion. It has been called to my attention that the pre-engineering task alone takes up to two years. That is a delay that two years from now could prove to be grievous mistake when we could begin it tomorrow. Many other things could be done to help prevent further death: road signs, heavier patrolling, measures even as extreme as a concrete median between the two lanes could be taken.

As representatives of Paola High School and Osawatomie High School we would now like to present to you the signatures of 4,573 citizens collected in a span of only five days, including myself, who ask for your protection. Thank you.

Statement by Thomas Speck, Business Manager,
Osawatomie Unified School District 367 Before
The House Transportation Committee, February 4, 1998

Thank you very much for the opportunity to speak to you today.

My purpose is to bring to your attention the need to expand US Highway 169 to four lanes from the Miami County line to the intersection of US 169 and Kansas Highway 7 on the South edge of Osawatomie.

I travel this highway daily and have concluded that this highway is no longer safe. The State Secretary of Transportation would take exception with my statement and tell you that there is nothing wrong with the design of the highway. I do not dispute this, the highway design is fine. Next the State Secretary of Transportation will tell you that the accidents on this highway are the result of driver error. I do not dispute this either, but, this statement does not pass the "so what" test since practically all traffic accidents are the result of driver error.

The problem that we face with US 169 in Miami County is that the traffic load on this highway is rapidly reaching, if it has not already reached, a level that the road cannot accommodate the flow safely. When I drive this highway during the morning and evening drive times, the traffic is constant and bumper to bumper for the twenty miles of two lane highway that I travel. You have vehicles opposing each other within four to six feet while passing. Often you encounter an inattentive driver, one who is sleepy or perhaps been drinking, and you are run off the road or collide. If you speak to anyone who

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travels this road with any regularity, they will all tell you horror stories of being run off this highway.

Once you enter the highway, it is unlikely that you will be able to pass safely on the whole twenty miles. If you happen to get in a line of slow moving traffic, you often have impatient drivers that will attempt to pass when it is not safe or attempt to pass in marked no passing zones.

In my opinion, the heavy traffic load on this highway is the major contributing factor for the high number of fatalities in accidents.

If you analyze the fatal accidents on this highway in the last year, some similarities exist. All but one of the accidents occurred during daylight hours. All involved driver error. All involved oncoming vehicles colliding with each other. Expanding the highway to a four lane may not eliminate some of these accidents but it would certainly reduce the collisions with oncoming traffic and would have resulted in fewer fatalities.

I am also the business manager for the Osawatomie Unified School District. You have already heard from one of our students about the number of buses that our school district runs up and down this highway. When you factor in the other school districts such as Garnett, Prairie View, Central Heights, Paola, Spring Hill, Gardner, Olathe and so on, you can easily have upward to one hundred busses on this stretch of highway in a given week. This high number of busses and children on this highway is an invitation to a serious accident. Unfortunately, we have no other highway to access the

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majority of the schools in our league and the locations for most of our field trips.

I used to say "if" we ever have a school bus involved in an accident on this highway and now I say "when". I pray that it never happens, but I am convinced that until we expand this highway we are exposing our children to a high risk of occurrence.

Additionally, we have employees in our school district that live in Northern Miami County or in Johnson County that drive to Wellsville and then on to Osawatomie via country roads because they feel that it is safer than driving on US Highway 169.

The citizens in our area that drive this highway regularly are angry, frustrated and afraid. They are angry that friends and neighbors are being subjected to the dangers of this highway, often in accidents and occasionally killed. They are frustrated with the answers they receive from the elected and appointed state officials. We keep hearing that we can't afford this road, or that we haven't included it in the state highway plan or that it costs too much. I contend that this road has no costs, it is an investment. An investment in our young people like you've heard from today as well as the citizens who travel this highway each day. Just once, we'd like to hear a state official tell us that we have a legitimate concern and that they will make every effort to comply with our desires.

And the citizens are afraid. They are afraid to drive this highway, especially when the roads are wet or slick.

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In conclusion, I respectfully submit to you that we, as citizens, taxpayers and voters, are not here to ask for your consideration, but we are here to inform you, our elected officials, about what we want from our state government and that we understand the costs and are willing to pay those costs.

Thank you for your time, do you have any questions?

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Incorporated in 1885

**Testimony to the House Transportation Committee - February 4, 1998
by Eric Berlin, City Administrator, Spring Hill**

The City of Spring Hill strongly supports the immediate improvement of U.S. 169 from two lanes to four. This highway changes from four-lane separated to two lane at the Miami County/Johnson County line, where Spring Hill is located. From our vantage point, we can see the danger increase exponentially as motorists move from four lanes to two. This danger is borne out by the alarming number of accidents, many of them involving fatalities, which are occurring on the highway from Spring Hill to Osawatomie.

As greater Kansas City has expanded southward, U.S. 169 has lost its status as a rural highway. It is an urban roadway carrying urban amounts of traffic. Spring Hill has several large plants, and many of those plant workers reside in Miami County and travel this roadway every day. In addition, many Spring Hill residents commute to Miami County. We have been fortunate not to suffer the fatalities that our neighboring cities to the south have faced, but we fear that it is only a matter of time. We beg the legislature to act before more lives are lost, by immediately authorizing engineering to move forward, approving the necessary funding to widen the highway, and taking intermediate steps to improve the safety of the highway until these improvements are made.

2-29

For the House Transportation Committee
January 28, 1998

As Mayor of the City of Osawatomie I have access to many statistics. Statistics tell ONE story which is not always the WHOLE story.

Last fall a presentation was made in Osawatomie concerning the 'trade pull factor' rating of various cities in Kansas. At that time the First-class cities which earned the highest ratings were Lenexa with 2.48 and Overland Park with 2.09. Two of the Second-class cities were Merriam with 2.30 and Mission with 2.29. 'Trade pull factor' is described as attracting the highest proportion of business from outside their community. These cities to which I refer are all north of Miami County and Anderson County. How do the people get to those shopping areas? They travel on US 169!!!

In December we had the misfortune to lose two of the Family Practice doctors who had been taking care of area residents for over forty years. One was killed in an accident on US 169. This means that the thousands of patients who had been depending on these men have had to go elsewhere. The waiting rooms of the doctors remaining in the county are full with both existing patients and the influx of the new patients. Many residents are going elsewhere to Garnett or Olathe for medical care.....how do they get there? They travel on US 169!!!

The School districts which make up the Frontier League have school busses on the highways every day taking students from the first grade through high school to various locations for field trips, scholar bowls, and athletic events. This is in addition to the transporting of students from their homes to the schools in Garnett, Osawatomie, Paola, Gardner, Wellsville, Eudora, Louisburg, etc. Much of this traffic includes travel on US 169! School officials in Osawatomie have told me they have an average of between three and four busses on US 169 every day for the activities! I am sure neither you nor I want our children exposed to the needless carnage which we are seeing on this two-lane stretch of highway in Miami County!

PLEASE, do something NOW to help us!

2-28
30

For the Senate Transportation Committee

January 28, 1998

Feb. 4, 1998

We suggest:

- Additional funds for the Highway Patrol to increase enforcement of the laws.
- Pre-engineering for readiness when funds are available.
- Consider the inclusion of an expanded US 169 as HIGH PRIORITY in the next comprehensive highway plan.

You have the facts and the statistics to make the decisions, but emotions cannot be ignored. They exist. SAVE our citizens and our guests as they travel through Miami County on US 169.

THANK YOU for your time and consideration.

Anna Lee Billam, Mayor of the City of Osawatomie
Gene Murray, Former Highway Commissioner
Liz Dean, President of the Osawatomie City Council
Artie Stuteville, Member of the Paola City Council
Liz Freeman, Paola High School Student
Brandon Powell, Osawatomie High School Student
Nicole Donovan, Osawatomie High School Student
Thomas G. Speck, Business Manager USD 367



1000 W. 47th place Shawnee mission, Kansas 66205

913/477-5777

To whom it may concern.

Feb. 3, 1988

A little over 2 years ago our truck was returning from deliveries in Kansas City, it was heading south on 169 just beyond the Hillsdale exit. A van, driven by a 93 year old man; veered left of the center line involving our truck in a head on collision. The two occupants of the van were killed, our driver was very badly injured. (he as yet has not been able to return to any type of work) the driver of a third vehicle involved was uninjured.

The only thing that offers any protection from this type accident is the median of a dual lane hwy. This type of accident (head on ^{death}) is happening about an average of once a month now, and it is safe to assume that it will increase as usage is increased.

People of Miami County, myself included; are afraid of this hwy. If some unknown killer was stalking this road taking a life a month, we all know that there would be great outcry to stop the carnage.

We know how to solve this problem it requires a dual lane hwy.

Thank you.

Michael E. Abbott Mgr. 2-32



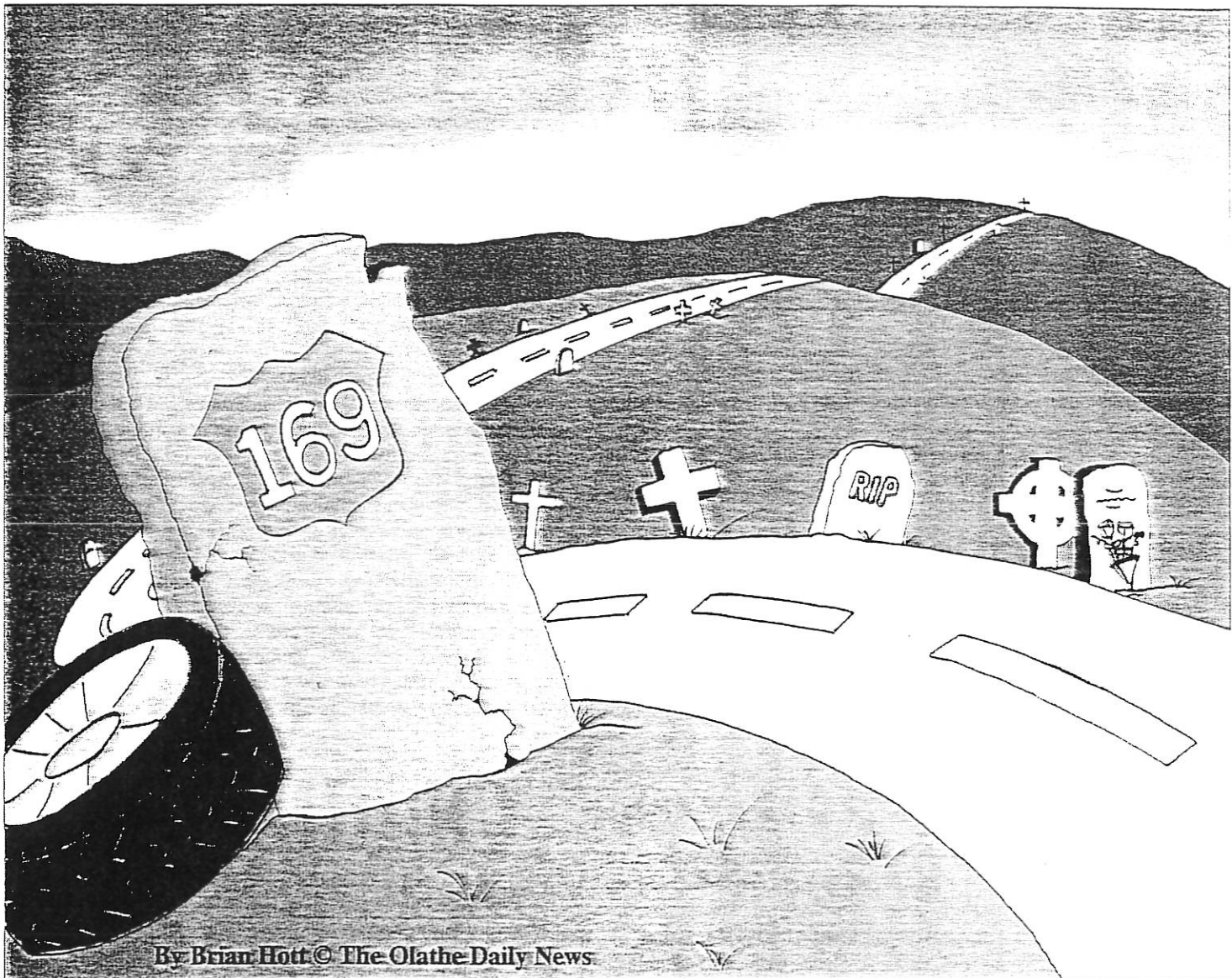
manufacturers of dust and pollution control machinery



OPINION

THE OLATHE DAILY NEWS

TUESDAY
JANUARY 27, 1998



THE OLATHE DAILY NEWS

TUESDAY
JANUARY 27, 1998

THE OLATHE DAILY NEWS

Citizens to lobby lawmakers about 'Killer 169'

Lane Allison
Daily News Reporter

PAOLA — Hannes Poetter, Paola resident and owner of Beethoven's, a restaurant in Paola, is tired of losing business to highway fatalities.

He and a group of concerned residents and officials in Miami county are tired of losing friends, neighbors and loved ones to highway accidents on US-169, also known as "Killer 169."

'It's terrifying that on this highway, we're losing an average of a life a month.'

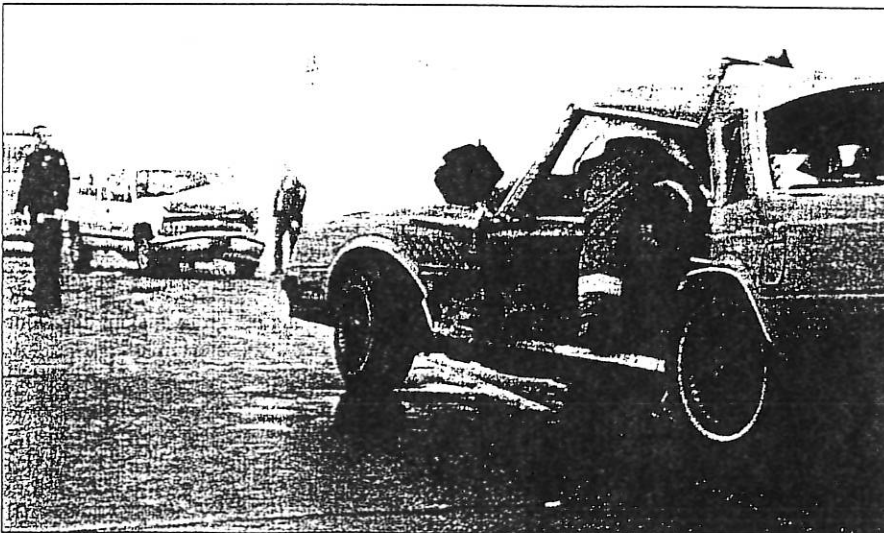
— Rep. Jene Vickrey,
R-Louisburg

They believe the price for a new highway is worth saving lives, and on Wednesday they will let their legislators know how serious they are about changing the highway's reputation as a death gauntlet.

"Four of the people who died last year in traffic accidents on that stretch of highway were my customers," Poetter said. "One of the women was the mother of one of my employees. The apathy of some people, in regard to this issue, just made me so sick that I got involved with trying to change it."

He's not alone. People have gone so far as to begin placing small crosses, some with the names of accident victims, and flowers

■ See CITIZENS, Page 2A



Todd Feeback/The Daily News

Emergency personnel work to extract Sonja Welliver, 19, from her vehicle after her car was struck by a southbound Chevrolet pickup truck on US-169 and 153rd Street. Welliver sustained minor injuries and was transported to Columbia Overland Park Regional Medical Center.

Accident on US-169 injures Paola woman

Lane Allison
Daily News Reporter

A dense morning fog Monday may have played a part in a two-car collision at US-169 and 153rd Street that injured a Paola woman.

Sonja Welliver, 19, was taken in stable condition to Columbia Overland Park Regional Medical Center after the car she was driving, a Dodge Mirada, was struck on the driver's side door by a Chevrolet pickup driven by David Breckenridge, 33, of Prairie Village.

Officer David Haldeman of the Olathe Police Department Traffic Division said the accident occurred when Welliver turned from West 153rd onto the highway and was struck by Breckenridge, who was traveling south.

"It's a pretty cut-and-dried accident," the officer said. "They both claimed to have a green light. They just collided in the middle."

Haldeman said Welliver was lucky to escape

■ See PAOLA, Page 2A

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Citizens to lobby lawmakers about 'Killer 169'

■ **CITIZENS**, From Page 1A
along the stretch of highway.

Tony Trook of the Miami County Sheriff's Department has compiled accident statistics for the stretch of highway from the south Miami County line to Johnson County. According to her statistics, there have been 33 fatalities along that 27.3-mile stretch of two-lane highway since 1992. Poetter analyzed the statistics further.

"Just since the Great Mall of the Great Plains opened, there have been eight fatalities," Poetter said. "There has been so much growth and development in southern Johnson County that we figure traffic on Highway 169 has increased 20 percent since 1996 and will continue to get worse."

The group from Miami County believes the solution to the rising death toll is in expanding the highway from a two-lane to a four-lane road way.

Trook's statistics would tend to support that solution. All of the 33 fatalities along the highway in the last five years occurred on the two-lane portion of the highway. In the last 10 months, Poetter said, there has been an average of one death a month on the highway.

Paola woman injured in accident

■ **PAOLA**, From Page 1A
with only minor injuries.

"If her car would have been hit a fraction of a second sooner, she probably would have been killed," he said. "As it happened, the truck hit her car far enough back on the driver's side door that the impact just bounced her into the passenger's seat."

For Breckenridge, who escaped serious injury, the accident was eerily reminiscent of another accident in December that killed a respected Osawatomie doctor, William O. Appenfeller.

Breckenridge said he was fol-

lowing a truck driven by the doctor when it slid on a patch of ice and struck another truck on the highway. Breckenridge was one of the first witnesses on the scene and stopped to help.

"I remembered seeing that accident about a month ago, and it was at 70 mph," Breckenridge said. "All I was thinking was that I'm glad we weren't going that fast. I'm glad the person in the other vehicle is OK."

"Cars can be fixed. It's harder to fix people."

Lane Allison can be contacted at 764-2211, ext. 131.

"If you project that out for the next five years, taking into account expected growth, we could be looking at 70 to 80 lives lost on that highway," Poetter said.

"That is unacceptable. We hope to rattle some cages in Topeka Wednesday. We need to let them know that this is something out of the ordinary and that we need emergency funding to expand the highway."

Among the group making the

trip to Topeka are former state highway commissioner Gene Murray, Paola Mayor Floyd Grimes and Miami County Sheriff Frank Kelly. There will also be a contingent of students from Paola and Osawatomie who will present legislators with a petition for changes to the highway.

Jene Vickrey is the Sixth District representative, which includes much of Miami County. He helped coordinate the schedule for

Wednesday's lobbying trip, which will include meetings with Sen. Ben Vidricksen, chairman of the state transportation committee, and Gov. Bill Graves.

"Our issue is that we have the longest stretch of highway in the state that is at or above capacity," Vickrey said. "We want to make sure that the governor and other lawmakers here know the danger it poses in our area."

The Miami County contingent seeks emergency funding to expand the highway immediately. Vickrey, however, said it was more important to make sure US-169 was included in the next comprehensive highway plan. Regardless of the source of funding, actual expansion of the highway would still be months away.

"We would have to have engineering studies made and plans drawn up, which would take some time," Vickrey said. "In that time, we're going to lose more lives. We're way beyond a safe situation on the highway now."

"On this highway, if you make an error in judgment, it will probably cost a life. It's terrifying that on this highway we're losing an average of a life a month," he said.

Miami County fatalities frequent on U.S. 169

Two more killed on deadly stretch of highway.

By DIANE CARROLL
Staff Writer

Friday was another frustrating day for Scott Fowle of Paola.

Two more persons had just died on U.S. 169.

Fowle knew one of the latest victims, Stephen T. Summers, 31, of Osawatomie. Summers died when his Chevrolet Camaro crossed the center line early Friday and hit a GMC truck head-on. The driver of the truck, Michael B. Scantlin of Olathe, 32, also died.

"It just tears people apart to have these deaths," said Fowle, explaining that most people in the Paola/Osawatomie area know one another.

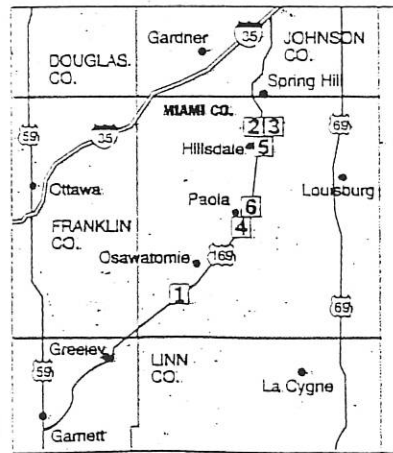
Since April, 10 persons have died in traffic accidents on a 20-mile stretch of U.S. 169 from Spring Hill to just south of Osawatomie. One of the victims was Fowle's wife, Jan Fowle, 48. She died in a head-on collision Sept. 6 in an accident that also killed a 16-year-old Paola boy.

Residents of Paola, Osawatomie and Louisburg think the number of fatalities on the highway would go down if the highway were expanded from two lanes to four. Paola Mayor Floyd Grimes said Friday. They have been asking the Kansas Department of Transportation to expand the highway every year for the last five or six years.

See **MIAMI, C-8**, Col. 1

Fatal wrecks

Since last April, 10 persons have died on U.S. 169 in Miami County.



1. **April 24, 1997:** Norman Yates, 68, Shawnee and Lois Mersman Guilfoyle, 40, Greeley, Kan.
2. **Sept. 6, 1997:** Freddie Keaton III, 16, and Jan Fowle, 48, both Paola, Kan.
3. **Oct. 29, 1997:** Emma Wiese, 47, Overland Park and Ann Avvampato, 42, San Diego
4. **Dec. 9, 1997:** Donnie Brill, 30, Osawatomie, Kan.
5. **Dec. 10, 1997:** William Appenfeller, 71 Osawatomie
6. **Friday:** Michael Scantlin, 32, Olathe and Stephen Summers, 31, Osawatomie

The Star

Continued from C-1

he said, but seem to be getting nowhere.

Grimes said he could hardly believe it Friday when he heard two more had died.

"I felt guilty because I've been unable to convince anybody that we need action on this roadway," he said.

Grimes said traffic has escalated on U.S. 169 as the populations in Paola and Osawatomie have increased. Heavier traffic is expected, he said.

The state's chief traffic engineer said Friday that Kansas transportation officials were "racking our brains" over the situation. A Department of Transportation representative met Friday with a task force in Paola, and the department is aware that Grimes and others from Miami County will be meeting with Gov. Bill Graves next Wednesday, said Mike Lackey, an assistant secretary in the department and the state's transportation engineer.

"We are very, very concerned about it, but we want to make sure that what we do is the right thing," Lackey said.

The average daily traffic count on the 20-mile stretch of highway has increased from 6,360 vehicles a day in 1992 to 8,055 in 1996. Lackey said, the latest year for which statistics have been compiled.

"It's getting right to the borderline where, by volume alone, probably the next improvement needs to be a four-lane," Lackey said.

Unfortunately, Lackey said, the state doesn't have the money for a highway expansion, which could cost as much as \$75 million to \$100 million, by some estimates. Also, he said, research shows that the fatality rate on the stretch of U.S. 169 is higher than average because of human error, not because anything is wrong with the road's design.

For the most part, drivers are either drifting over the center line or passing in no-passing zones, a review of the fatalities shows, he said.

"You can't do anything about those kinds of accidents from a road standpoint," he said.

Unlike the latest wreck, almost all of the fatal accidents have occurred in daylight.

The highway changes from four lanes in Johnson County to two lanes in Miami County, and some southbound drivers may not be

taking enough care when they switch over to the narrower road, said Miami County Sheriff Frank Kelly.

Some people, including Kelly, think the state should consider lowering the speed limit from 65 mph to 55 on the two-lane stretch. Kelly says that he'd also like to see more law enforcement officers on the highway but that his office doesn't have enough personnel to cover all the territory.

Fowle said something has to be done.

If the highway were four lanes, he said, he doubts if his wife would have died. She was on her way to work at a restaurant in Olathe when a car driven by 16-year-old Freddie Keaton III crossed the center line. Authorities think the youth was asleep at the wheel, Fowle said.

Fowle, a self-employed computer consultant, said he has nearly been run off the road several times during the last year.

"It's unbelievable how busy the traffic is," Fowle said.

Handwritten numbers: 36, 2, and a scribble.



STATE OF KANSAS
DEPARTMENT OF WILDLIFE & PARKS

Office of the Secretary
900 SW Jackson, Suite 502
Topeka, KS 66612-1233
785/296-2281 FAX 785/296-6953



February 4, 1998

The Honorable Ben Vidricksen, Chairperson
Senate Committee on Transportation and Tourism
Senate Chambers
State Capitol Building

Dear Senator Vidricksen:

In accordance with the provisions of 1997 Legislative Session House Bill No. 2350, the Kansas Department of Wildlife and Parks and the Kansas Department of Commerce and Housing engaged a consultant to prepare a feasibility study regarding the potential of developing lake resorts in Kansas. The study was required to consider only sites at existing state parks or lakes. A contract with the consultant firm of Economics Research Associates (ERA), Chicago, Ill., was finalized in the fall of 1997 and the consultant agreed to provide the final copy of the feasibility report by January 15, 1998.

The cost of developing the report was finalized at \$50,000 and was financed with funds provided by the Department of Commerce and Housing. The Kansas Department of Wildlife and Parks provided support material to ERA and made provisions for Department staff to be available at the various state parks when the consultant was at the site.

Copies of the final report have provided to members of the Committee. In addition, Mr. Dan Wagenmaker, Associate, ERA, will make a presentation on the development of the report and the final recommendations. If you or members of the Committee have any questions, Mr. Wagenmaker and myself will be available.

Sincerely,

Steve Williams, Secretary
Kansas Department of Wildlife and Parks

SENATE TRANSPORTATION & TOURISM
COMMITTEE - DATE: 2-4-98

Attachment # 3