

Bicycle and Pedestrian Master Plan Crawford County, Kansas



**Produced by:
PedNet Coalition**

**Prepared for:
Crawford County, Kansas**

**In cooperation with:
Live Well Crawford**



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Chapter 1: Why Plan for Non-Motorized Transportation?



Why Plan for Non-Motorized Transportation?

The goal of this Crawford County, Kansas Bicycle and Pedestrian Master Plan is to improve the quality of life for all residents. While most people will recognize the need and benefit of this type of policy, others may feel skepticism toward spending money on bicycle and pedestrian infrastructure, believing the money should be spent on other community needs. These concerns are reasonable and will be addressed in this section.

Spending money on bicycle and pedestrian facilities is a wise investment because:

- It is the right thing to do;
- It will improve the health of Crawford County citizens and reduce healthcare costs; and
- It can decrease the demand on local automobile infrastructure, diminishing transportation costs and congestion.

Live Well Crawford County has funded the development of the Crawford County Bicycle and Pedestrian Master Plan. Live Well's vision is "Making the healthy choice the easy choice for Crawford County."

Creating opportunities for people to be more active will help Live Well reach its goal of improving the health of the people of Crawford County. However, more than that, on a fundamental level, building and maintaining bicycle and pedestrian facilities is simply the right thing to do.

Today, in most American communities, traveling by any means other than an automobile is difficult and dangerous. This is due, in part, to transportation policies in the past 60 - 70 years, which have focused on moving automobiles, rather than moving people. Bicyclists and pedestrians were marginalized, while moving vehicles from one place to the next as quickly as possible took precedence. Through this Bicycle and Pedestrian Master Plan, we hope to bring the focus back to moving people.

One hundred years ago, it would have been unprecedented for a government or private developer to build a street without meeting the needs of pedestrians. Today, this practice has become commonplace. Unfortunately, this leaves many Kansans, who cannot drive, to negotiate the busy streets, while their transportation needs remain unmet.



A skateboarder and two bicyclists ride around in Arma, Kansas.

Through this Bicycle and Pedestrian Master Plan, we hope to bring the focus back to moving people.



When sidewalk infrastructure exists, but is narrow, dilapidated, or intermittent, pedestrians will often choose to walk in the roadway.

Although it may be hard to imagine, a substantial portion of the population uses another means of transportation besides an automobile. Whether they are too young, cannot afford to drive, have a physical or mental disability that prevents them from driving, or have lost their ability to drive due to complications of aging, there are many Kansans who do not drive.

Sadly, these residents are left with few options. They must either rely upon others, who are not always available, for transportation, or they must navigate busy, dangerous streets on their own. Crawford County pedestrians and wheelchair users can be seen on the streets wedged between fast moving automobiles and the curb or their presence is made clear by trampled grass alongside major roads.

Beyond the fundamental question of mobility, many people who currently drive would prefer to drive less. Some people are motivated out of a concern for their health, the environment, the need to save money, or because they think it is fun. Whether they want to replace all of their trips or only a portion with walking and bicycling, they are more likely to do so when it is convenient and safe.

As aforementioned, building a bicycle and pedestrian network is simply the right thing to do. Our federal, state, and local governments are in the business of providing a transportation network for their citizens. This includes everyone, people who drive, walk, use wheelchairs, and ride bicycles. All forms of transportation need to be considered when building infrastructure.

Improved Health and Reduced Healthcare Costs

The United States is facing a public health crisis caused by a population that is increasingly sedentary. Much of that sedentary behavior can be linked to the overuse of the private automobile, and it begins with children being driven to school.

In 1969, about 50 percent of American children walked or rode a bicycle to school, but by 2001 that number had dropped to just 13 percent (Safe Routes to School National Partnership, 2012). Even worse, half of children who live within ½ of a mile of the school (10-minute walk or less) are driven to school! (Safe Routes to School National Partnership, 2012)

Many adult residents also are making trips in their automobiles that could be made by foot or bicycle. For example, of trips that

are less than one-mile, over two-thirds are taken by private automobile (League of American Bicyclists, 2010). The automobile is a wonderful device that allows us to travel to destinations our great-grandparents may have never thought possible; but its overuse, especially for short distances, is leading to severe health consequences.

Obesity truly has become an epidemic in the United States. Currently, the State of Kansas is ranked as the 19th most obese state, with 30 percent of the population obese. (Trust for America's Health, 2014). In 2012, over one-third of Crawford County was obese (Environment, 2015). While the percentage of obese residents in Crawford County has decreased since 2011, it is still above the Healthy People 2020 target for adults, which is 30.6 percent (Centers for Disease, 2012).

Obesity increases the risk for many chronic diseases, such as diabetes, heart disease, hypertension, blood lipid disorders, and some types of cancers (Centers for Disease Control, 2012). All of these obesity effects raise the already staggering cost of healthcare in the State of Kansas. In fact, in 2010, total healthcare costs to treat obesity related disease in Kansas were over \$5 billion (Health, 2012). If the obesity trends continue unabated, the costs could be as much as \$5.6 billion, crippling the Kansas economy (Health, 2012). These figures do not even include other costs such as the loss of productivity at work by unhealthy employees. The health complications of obesity are tremendous, and the amount of preventable human suffering is heart breaking, but there is something we can do about it.

Our sedentary lifestyle and reliance on the automobile have no doubt contributed to these healthcare costs. The Crawford County Bicycle and Pedestrian Master Plan will design streets to make physically active transportation safe, enjoyable, affordable, and convenient, helping to address the obesity epidemic.

We are rewarded with a substantial return on investment when we build facilities that encourage and support bicycling and walking. For example, the American Heart Association found that for every \$1.00 spent on a walking and bicycling trail, the community saves over \$3.00 in healthcare costs (Healthy, 2012). Figures like these are powerful. Nonetheless, it can sometimes be hard for policy makers, like City Council members, to incorporate them into the development of city budgets. While everyone wants people to be healthy, those healthcare costs are borne by the individual, their insurance company, their employer, or the federal or state government, not usually the

For every \$1.00 spent on a walking and bicycling trail, the community saves over \$3.00 in healthcare costs. – American Heart Association

government entity paying to build the trails.

However, more employers are realizing the benefits and importance of a healthy community for their business. If the average citizen in Crawford County is less healthy than the average citizen elsewhere, then employers will face increased healthcare costs and decreased productivity if they build in Crawford County. In fact, a morbidly obese employee can cost employers over \$8,000 in medical claims, sick days, short-term disability, and workers compensation compared to a non-obese person, who would cost just over \$4,000 (American Journal of Health Promotion, 2014). This price tag could cost a city new employment opportunities. Given these obesity statistics and the fact that about 27 percent of Crawford County adults are physically inactive, increasing their health is everyone's responsibility and should be on everyone's list of concerns.

The Crawford County Bicycle and Pedestrian Master Plan will design streets to make physically active transportation safe, enjoyable, affordable, and convenient, helping to address the obesity epidemic.

To appreciate fully the effect an increase in bicycling and pedestrian infrastructure can have on the health of Crawford County residents, let us imagine a resident who uses the new bicycle and pedestrian facilities to change their life.

Imagine a Frontenac resident who lives near South Brooklyn Court and works at Labette Bank. For years, this employee has driven to work every day and never considered using their bicycle for transportation. One day, they use a new trail in town, and it rekindles their childhood love of bicycling. Then, on their drive to work, they begin to notice new bicycle lanes and sharrows along the street. Soon, they realize that they could enjoy their new favorite recreational activity on the way to work, so they begin bicycling the 1.7 miles (3.4 miles round-trip) to work most days of the week.

This individual typically drives to work in approximately 6 minutes, but it takes them approximately 11 minutes to ride their bicycle. Therefore, their new mode of transportation has added 10 minutes to their total daily commute, but they have gained 22 minutes of cardiovascular exercise by riding their bicycle to and from work instead of driving. Thirty minutes of daily exercise will reduce their risk of heart disease, stroke, diabetes, certain types of cancer, and other ailments (Graham, 2005). In addition, it is helping them maintain a healthy weight by burning calories on their commute to and from work.

Reduced Costs for Transportation

Simply put, anytime a Crawford County resident decides to walk

or ride a bicycle instead of drive, it saves Crawford County, and its taxpayers, money. Every time a driver in Kansas purchases a gallon of gasoline, he or she pays two types of tax: a state tax (24 cents per gallon) and a federal tax (18.4 cents per gallon). In addition to these fuel taxes, drivers also pay license and registration fees and personal property taxes on their automobiles. While these taxes have built and repaired thousands of miles of roads and bridges over the years, they do not provide enough revenue to maintain or enhance the entire road network.

Driving a car is a heavily subsidized activity. For every \$1.00 in user fees that someone pays, society pays another \$1.00 to operate the road system. That is because, even though the fees might seem expensive to the motorist, the cost to move and store automobiles is enormous. A nonpartisan initiative of the Pew Charitable Trust called "Subsidyscope" examined the extent to which driving an automobile is subsidized. It analyzed all user fees and all of the non-user fees that also fund roads, such as sales taxes, income taxes, and property taxes. It found user fees fund only 51 percent of road and highway costs (Pew Charitable Trust, 2009).

Some trips are more expensive to a community than others. Trips during pronounced peak demand times (like school pick-up and drop-off) are more expensive than others that have more varied time demands on the road network. Constructing roads to meet the peak traffic demand is the principle force behind road expansion and other congestion mitigation efforts. For those reasons, this Bicycle and Pedestrian Master Plan has focused heavily on the area around the public schools.

Allowing people to replace automobile trips with bicycle and walking trips will reduce the strain on the road network, and will result in substantial long-term savings to the taxpayers of Crawford County.

Simply put, anytime a Crawford County resident decides to walk or ride a bicycle instead of drive, it saves Crawford County, and its taxpayers, money.

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Chapter 2: Methodology and the Crawford County Community



History of Crawford County

Mining in Crawford County

Coal was originally discovered in Crawford County in 1857. Initially, strip mining, also called surface mining, and drift mining were the common approaches in the county. Eventually, these two methods weren't sufficient to reach the deeper layers of coal. The first coal shaft in the county, used for underground mining, was built in 1877 in Pittsburg (Powell, 1972).

By 1914, the county had 63 shaft coalmines employing 6,000 people, and was responsible for one-third of the nation's coal production (Powell, 1972). The Western Coal and Mining Co., the Girard Fuel Co., and the Hamilton Coal Co. are a few mining companies that were operating in Crawford County (Kansas Historical Society, 2016).

In the early 1900's due to a large amount of immigrants coming to southeast Kansas for mining jobs, especially from Balkan countries, Crawford County became known as "Little Balkans." However, by April of 1960, the last shaft mine in Crawford County had closed. Nonetheless, their heritage is still celebrated every August during Little Balkans Festival (Miners Hall Museum, 2016).

The location, growth, and development of Crawford County and its communities are due in large part to mining. For example, in 1886, what is now known as Arma originally began as a coal camp called Rust. This camp was one of the few that continued after the coal strike in 1921 and The Great Depression. Also, Mulberry originally began as a mining community called Mulberry Grove (Powell, 1972). Finally, in a 1926 article in the Pittsburg Daily Headlight it explained how the opening of a Cherokee-Pittsburg coalmine was the "principal cause of the establishment" of a camp, which would later become Frontenac (Powell, 1972).

The development of these campsites were often times due to the coal company building houses for their employees (Kansas Historical Society, 2016). With many foreign employees and little options for transportation, coal companies felt building housing next to the coalmines would benefit their employees and their business.

It wasn't uncommon for the companies to also build stores and community centers at some of the larger coal campsites (Kansas Historical Society, 2016).

Arma to Franklin Sidewalk



As part of the “Fun Things To Do” photo series, local residents play on the Franklin to Arma sidewalk. Photo property of FCCI



Local community members take time on June 4, 2005 to repair sections of the 1.7-mile Franklin to Arma sidewalk. Photo property of FCCI.

The decline in mining brought about a decline in the population and businesses operating in some Crawford County communities. Particularly, in Franklin, schools and business closed requiring many residents to travel to Arma for education and business (Franklin, Kansas, 2007). It is suggested that this led to the construction of the longest sidewalk connecting two towns in the nation.

A three-foot wide, 1.7-mile long sidewalk was constructed with federal funding in 1936 to connect Arma and Franklin (Franklin, Kansas, 2007). This provided students and residents a safe path to travel between the two communities for school and business.

However, use of the sidewalk decreased as school busing and private transportation became more common. Then, in 2003, a tornado swept through Franklin destroying much of the town. Residents decided to rebuild the town and part of their efforts focused on restoring the sidewalk to once again provide families a place for recreation and transportation.

To help preserve this historically important sidewalk, local residents have been working to clear and restore the sidewalk. They also created a “Fun Things To Do” photo series where they photographed a variety of activities and people using the sidewalk (Franklin, Kansas, 2007). Additionally, it was added to the State Register of Historic Places in 2006 and the National Register of Historic Places in 2007 (Franklin, Kansas, 2007).

Jefferson Highway

In 1915 the Jefferson Highway Association was formed and they held their first meeting to identify the route of the first transcontinental highway in North America (Miners Hall Museum, 2016). The highway begins in the north in Winnipeg, Manitoba, Canada and ends in the south in New Orleans, Louisiana, United States. In addition to those two locations, the Jefferson Highway travels through Minnesota, Iowa, Missouri, Kansas, Oklahoma, Arkansas, and Texas (Miners Hall Museum, 2016).

The Jefferson Highway only kept its name until the 1920’s when the standardized numbering system took over (Kansas Historical Society, 2016). In Crawford County, Highway 69 is the former Jefferson Highway. However, the Association continues to hold conferences to celebrate the route even after the name has been changed.

Frontier Military Historic Byway

The Kansas Legislature identified The Frontier Military Scenic Byway on June 15, 1990 (Miners Hall Museum, 2016). The nearly 170-mile route follows the military trail the Army used to travel between forts.

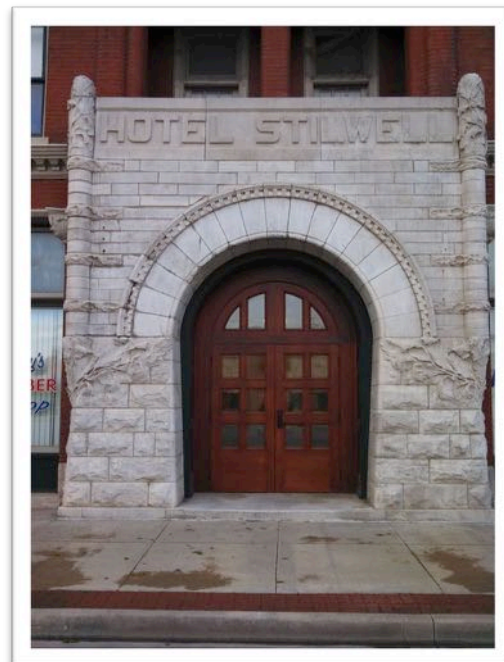
This historic trail leads travelers to Fort Leavenworth, Fort Scott, Mine Creek Battlefield, John Brown Museum, and more. Crawford State Lake and Hotel Stilwell are two historic sites located in Crawford County along this trail, which follows Highway 69 (Miners Hall Museum, 2016).

Railroads in Crawford County

In addition to coalmining, railroads affected the development of the county. For example, The Cherokee and Pittsburg Coal and Mining Company was formed in Frontenac after the Santa Fe Railroad leased them the land in 1886 (Crawford County, Kansas, 2016). Santa Fe and other railroad companies were known to set up housing near the mines so the many immigrant workers could easily commute to and from work.

Because of this, many current towns and unincorporated areas in Crawford County are positioned near railroads. For example, Arcadia, Cherokee, McCune, Farlington, and Opolis had Frisco lines running near their communities. The M. K. & T. passed through the town of Walnut and Hepler. The Santa Fe line passed through the town of Walnut, Frontenac, Brazilton, and Chicopee (Home Authors, 1905).

Other railroad lines that operated in the county were the Missouri Pacific, which served Arma and Chicopee to name a few cities, and the Joplin and Pittsburg. These two railroads provided residents with a method to travel across the county. The Kansas City, Fort Scott, and Gulf Railroad, which later became Frisco, has historic significance in Crawford County besides just building railroads. They planted several hundred acres of catalpa trees near present day Farlington (Powell, 1972). The wood from these trees was used for railroad ties, fence posts, and more. Finally, the Pittsburg Railroad also had trolley cars that provided people an opportunity to travel between Pittsburg, Frontenac and Chicopee on a ten-mile line (Powell, 1972). Together, mining and railroads played a major role in shaping the development and growth of Crawford County.



The Frontier Military Historic Byway passes by Hotel Stilwell, a registered National Historic Site.

The Crawford County Community

Established in 1867, Crawford County is located in the southeastern corner of Kansas and named in honor of Governor Samuel J. Crawford.

Located in the southeastern corner of Kansas, Crawford County was established in 1867. It was named in honor of Governor Samuel J. Crawford who served as governor from 1865 to 1868 (Crawford County, Kansas 2016).

Crawford County is home to Girard, which is the county seat, Pittsburg, which has the largest population, Frontenac, Arma, Cherokee, Mulberry, McCune, Arcadia, Walnut, and Helper. There are also 23 unincorporated areas within the county boundaries.

The U.S. Census of 2010 states Crawford County has a population of 39,134 (Community Commons, 2012). The median age in Crawford County is 32.7 years with 49.8% male and 50.2% female. Nearly 22% of the population is 17 years old and under, 63.9% is 18-64 years old, and 14.4% is 65 years and over (Community Commons, 2012).

The racial composition of Crawford County was 92.4% White, 1.9% African American, 0.6% Alaska Native or American Indian, and 1.4% Asian. Hispanic or Latino of any race accounted for 4.8% of the total population (Community Commons, 2012).

Of the 15,364 households in Crawford County, 9,038 were family households of which 4,241 had children under the age of 18 (Community Commons, 2012). 30% of children lived in a household with a single parent. The average persons per household was 2.43 (U.S. Census, 2015).

The 2010 Census shows that there were 39,134 people living in Crawford County with 49.8% males, 50.2% females, and a median age of 32.7 years old.

According to the U.S. Census Bureau (2015) 21.7% of people in Crawford County live below the Federal poverty level, while 21.8% of Crawford County's children live below the Federal poverty level. Further, within that same five-year period, the American Community Survey shows that 5.3% of Crawford County's households had no vehicle available, and 3.4% of the community's workers over the age of 16 walked to work (Community Commons, 2012).

Education

Schools are significant attractors for pedestrian and bicycle traffic. Crawford County is home to five Unified School Districts

(USD); Northeast USD 246 (Northeast Elementary/Junior and Northeast High), Southeast USE 247 (Southeast Elementary,

Southeast Junior, and Southeast High), Girard USD 248 (R.V. Haderlein Elementary, Girard Middle, and Girard High), Frontenac USD 249 (Frank Layden Elementary, Frontenac Junior and Frontenac High), and Pittsburg USD 250 (George Nettels Elementary, Lakeside Elementary, Meadowlark Elementary, Westside Elementary, Pittsburg Community Middle, Pittsburg High).

According to the National Center for Education Statistics (2014), these districts and their 17 schools serve a total of 6,038 students with 60.5% qualifying for free and reduced lunches (Community Commons, 2012).

Some Preliminary Conclusions Based on the Above Demographics

- Crawford County has 10% more people living 200% below the federal poverty level than the State of Kansas.
- The American Community Survey's 5-year Estimates for 2010 - 2014 established that a mere 3.4% of Crawford County's workforce over the age of 16 walked to work, although the mean travel time to work is just 16.2 minutes. Thus, the county has a real opportunity to encourage some of its local population via provision of additional walking and bicycling amenities.
- Since 5.3% of occupied housing units had no vehicle available to them from 2010 - 2014, improvements to Crawford County's walkability and bikeability will provide those individuals with increased access to healthy grocers, employment, education, and opportunities to lead healthy, active lives.

Methodology

The citizens of Crawford County, Kansas primarily guided the development of the Crawford County Bicycle and Pedestrian Master Plan. Live Well Crawford County and the County Active Transportation Advisory Board (ATAB) directly oversaw the plan's development, and offered suggestions and feedback during development. In addition, the public's suggestions were collected via public meetings and a website that was online throughout the project.

Advisory Board

Kim Vogel and Debra Anthony, Co-Chairpersons for Live Well Crawford County, Brad Stroud, Director of Live Well Crawford County, and Roger Lomsheck, Chairperson of the County ATAB, provided the key guidance, recommendations, and edits to the plan. The advisory board and PedNet staff communicated throughout the entire project via in-person meetings, videoconferences, telephone calls and emails. During each meeting, specific sections of the plan were discussed and feedback received.

The General Public

The general public's input was collected via two public meetings; one held on June 8, 2016, and a second meeting held in early 2017. Public input for these types of planning documents is critical as it provides feedback that may not have otherwise been identified.

At the first meeting, PedNet and Live Well Crawford County staff spoke to the public to provide background to the project and highlight the benefits of this type of planning for their community. Further, the County ATAB assisted the PedNet team in facilitating tabletop discussions during which the public could offer their project ideas by drawing directly on a map. The public provided input on areas of concern and areas they would prefer to see improvements made in their community. At the final public meeting, the draft plan was unveiled and final comments collected.

In addition to the public input meetings, a project website was created where comments were collected and analyzed during the project period.



Crawford County residents attend public meeting to hear about the project and submit their ideas.

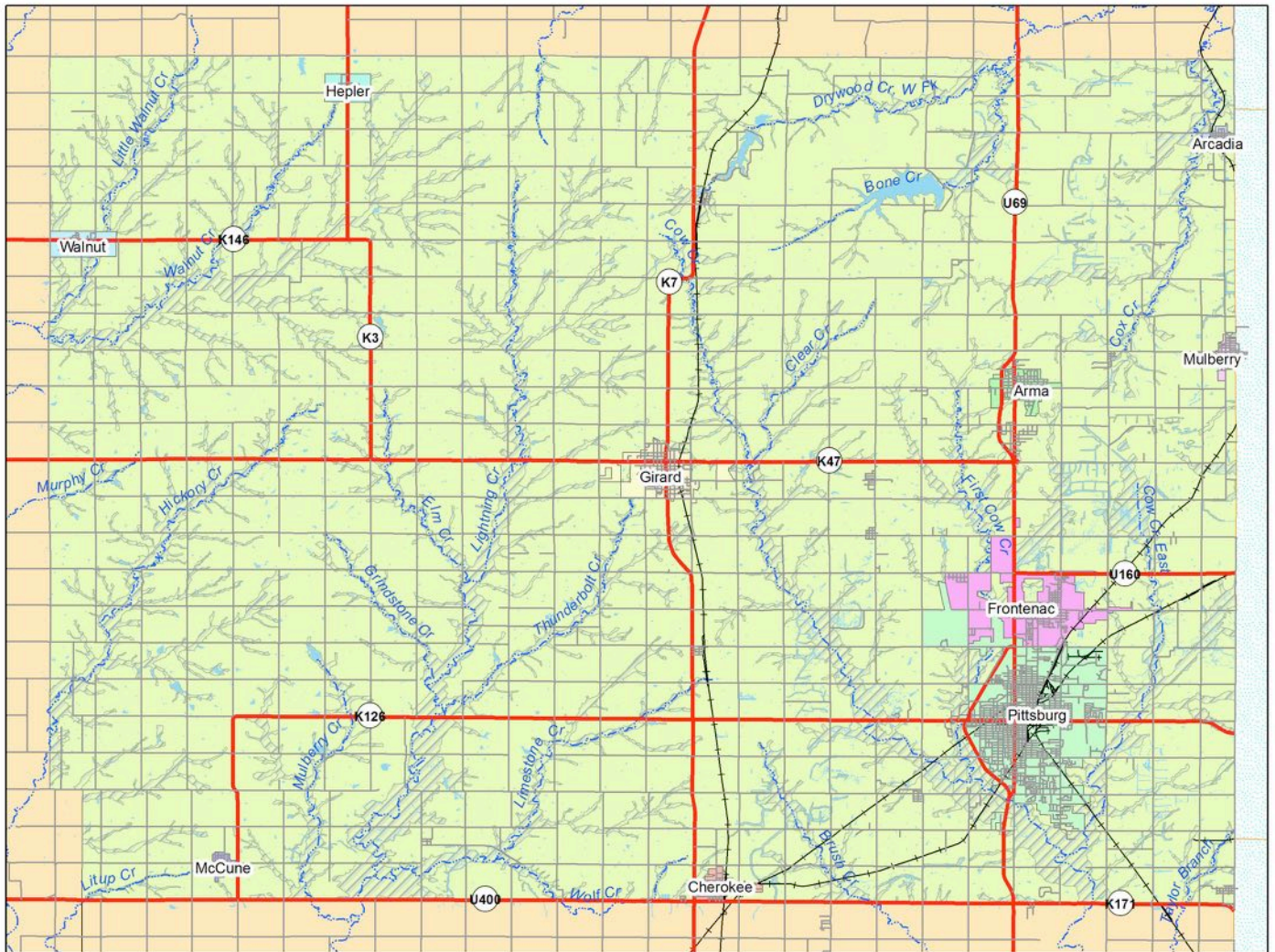
Data Collection

Information was collected from a variety of sources. The Kansas Department of Transportation (KDOT) provided local traffic counts. Crawford County, KDOT, and the State of Kansas provided digital mapping resources and aerial photography.

Field reconnaissance and surveys were used to map the following information:

- Location, design, building material, and Americans with Disabilities Act (ADA) condition of existing sidewalks along selected arterial streets
- Location of schools, parks and other attractors for bicycle and pedestrian traffic
- Location of areas with non-residential land uses
- Location of public lands, streams, railways, and flood plain areas for potential trail sites
- Location of future sidewalk and trail projects

Road width, sidewalk condition, and location, as well as speed data from key roads in Crawford County rounded out the data gathered for completion of the plan.



Map One: Natural Features

Topography, Creeks, and Flood Plains

Digital resources from Crawford County and the State of Kansas were used to map the streams, flood plains, and topography in the Crawford County area. A digital elevation model (DEM) provided the base data for the examination of the elevations and slopes. The map on the previous page highlights this information.

Streets and Highways

Crawford County provided a digital map of its streets attributed with the functional classification of the roadway along with the agency responsible for maintenance. Other information, such as traffic counts was included to give a complete inventory of the area's roadway system.

Crawford County is accessible by US Highway 7, which runs north-south in the middle of the county, and US Highway 69, which connects to Kansas City. Highway 146 and US Highway 47 allow for entryway into Crawford County from the west, while US Highway 160 and US Highway 126 allow entryway into Crawford from the east. Finally, Highway 400 and Highway 171 provide east-west travel on the southern border of the county.

Parks, and Government Owned Land

Parks and recreation facilities, community centers, libraries, and city, state, and federal offices are also locations that attract bicycle and pedestrian activity. Vacant government land may be a site for future trails because it is undeveloped and its potential development is likely to be unopposed.

Locating and mapping these community resources was completed using digital tax parcels, field investigation, and data provided by Crawford County.

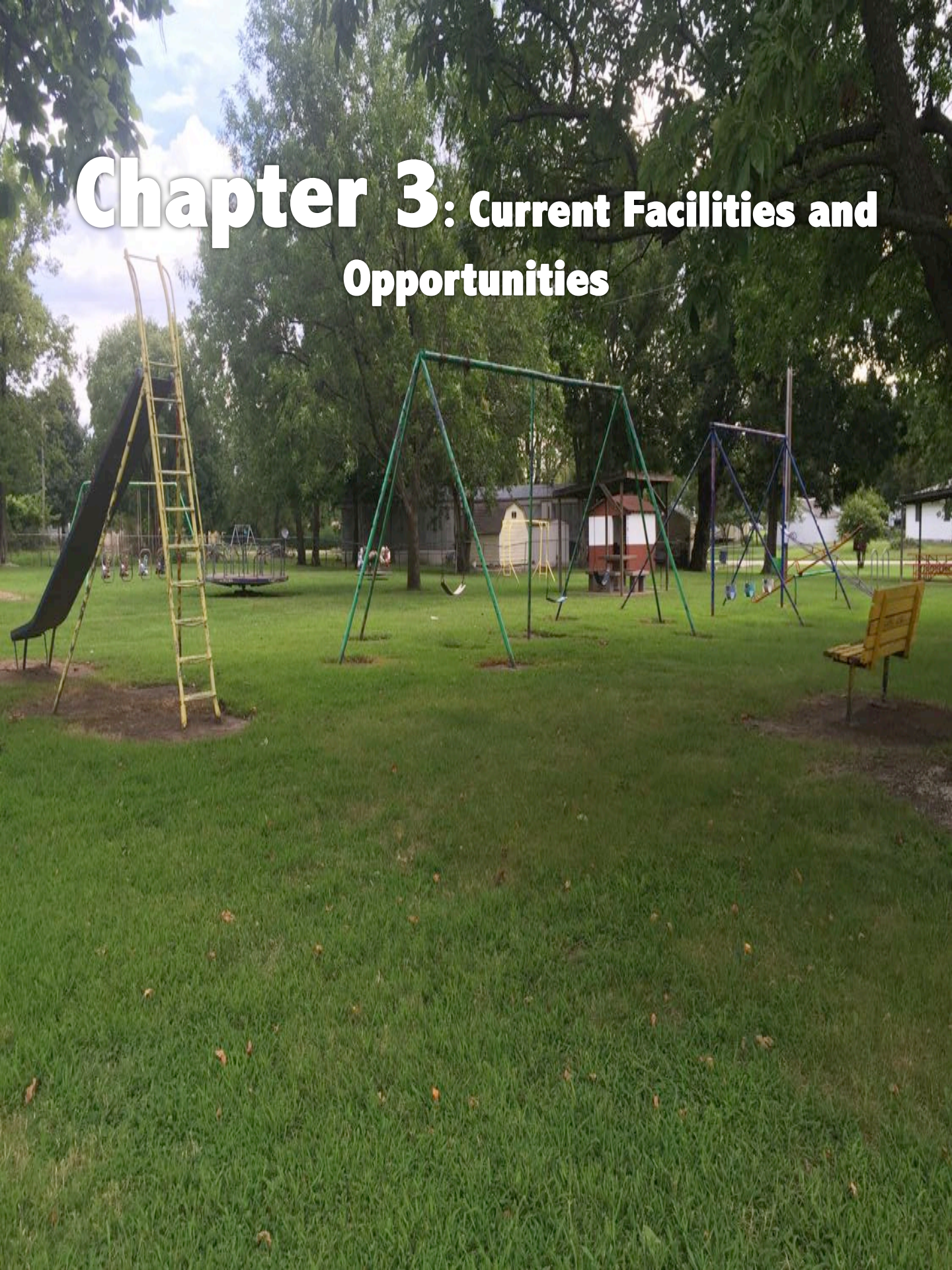


Parks like the one pictured above typically support a community's residential district.

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Chapter 3: Current Facilities and Opportunities



Classification and Definition of Infrastructure

The language within this plan aligns with the most commonly used national definitions and classifications.

Sidewalk: a paved path for pedestrians that parallels a roadway, and usually exists in the roadway's right-of-way. The sidewalk's width does not influence its designation.

Sidepath/Pedway: a type of non-motorized transportation facility that, like a sidewalk, typically parallels a roadway and exists in the roadway's right-of-way.

Trail: a path that is open to the public for use by non-motorized transportation users. Trails generally exist outside of the roadway right-of-way. Trail width does not influence its definition.

Bicycle Lane: a roadway section designated exclusively for bicyclists' use via striping and marking. Bicycle lanes normally exist on the outer edges of a roadway.

Sharrow: a painted symbol placed in existing traffic lanes to alert motorists that bicyclists may be using the full lane. A sharrow by itself does not indicate a bicycle boulevard.

Bicycle Boulevard: a low speed, typically residential street, which gives priority to bicyclists by allowing through bicycle traffic and local automobile traffic only. Many have a physical barrier, which directs motorists off the roadway, while allowing bicyclists' access.

Note about Sidepaths/Pedways: There are serious safety considerations with providing bicyclists' facilities along an existing roadway's right-of-way. The "Guide for the Development of Bicycle Facilities, 4th Edition" by the American Association of State Highway Transportation Officials (AASHTO) lists 14 ways that pathways of this type may increase the risk of bicycle/automobile crashes.

In summary, sidepaths and pedways only are appropriate along long stretches of roadways with infrequent driveways and intersections, like a rural highway. In most cases, they are not appropriate for city streets. Sidewalk widening only increases the potential danger to bicyclists by allowing them to achieve increased bicycling speeds. For those reasons, this type of facility is not included in this plan, and the PedNet team tends to discourage the use of wide sidewalks as substitutes for trails.

There are ways to create safer infrastructure for bicyclists that exist in the roadway right-of-way. For example, “protected bicycle lanes” are being built across the United States. These are bicycle lanes that are protected from adjacent traffic by bollards, concrete barriers, floating parking, or other means. However, these protected bicycle lanes require extensive planning and specialized signals at every intersection in order to work properly.

Note About Estimating Project Costs

All of this plan’s potential projects had an estimated cost calculated by applying generalized construction costs to the project length. Cost estimates for each project type (e.g., trail, sidewalk, and on-street facilities) were derived from a variety of sources, such as comparisons with similar municipal projects, generally accepted professional estimates, and other literature.

It was not practical or necessary to do a detailed cost analysis for each of the potential projects, because it would take decades to fund and build all of these projects. Over time, the cost estimates would lose their relevance due to inflation, property transfers, and other economic factors. In Chapter 4, priority projects have been identified with more detailed cost analyses, maps, and artistic renderings.

Evaluating the sidewalk condition is critical to the development of a prioritized sidewalk plan, and to helping Crawford County staff develop a maintenance plan.

Infrastructure Category 1: Sidewalk

An important component of evaluating the quality of the pedestrian environment is the condition and connectivity of the sidewalk network, and its relationship to the street network. Evaluating the sidewalk condition is also critical to the development of a prioritized sidewalk plan for Crawford County.

Existing Sidewalk Conditions

To move forward with the development of an integrated pedestrian transportation network in Crawford County, the existing sidewalk infrastructure was evaluated and opportunities were identified in eight communities: Arcadia, Arma, Cherokee, Frontenac, Hepler, McCune, Mulberry, and Walnut. Girard and Pittsburg’s sidewalks were evaluated in two previous Bicycle and Pedestrian Plans and their evaluation and recommendations can be found in those documents.

One route in each of the above eight communities was evaluated for sidewalk presence and condition. Each block was evaluated down to the property lot level. Meaning that, if a block had seven property

lots on each side of the street, there were fourteen pieces of data collected. In addition to those communities' sidewalks, we also evaluated the historic sidewalk from Franklin to Arma.

This extensive data collection is of tremendous benefit to Crawford County. It allows the county to know the exact amount of sidewalk missing, sidewalk present, and the condition of the sidewalk. Not many communities in the United States have completed this type of sidewalk inventory.

The Ranking System

The sidewalk classification system used to rank the sidewalk at each property's lot is described as follows:

- Classification #1. Non-functional: Sidewalk exists, but is broken and non-functional. Needs total replacement.
- Classification #2. Hazardous: Sidewalk exists, but the majority is in a state of disrepair. Non-ADA compliant and presents severe trip hazards.
- Classification #3. Usable, but non-ADA compliant: Sidewalk surface is generally usable by the general public, but is not ADA-compliant. Sections of sidewalk need to be repaired, because there are severe cracks, upheavals, and excessive cross-slope. Repair is needed, but not total replacement.
- Classification #4. Acceptable, but non-ADA compliant: Sidewalk surface is generally in good repair, but is not ADA-compliant.
- Classification #5. Good and ADA-compliant: Sidewalk is in good repair and ADA-compliant.

The rating system did not include physical measurements for width, slope, or cross-slope. It is quite possible that a property lot was rated a "5", but does have a minor issue making it non-ADA compliant. So the ADA compliance was determined visually, and is therefore more of an estimate than an absolute.

Current Crawford County Sidewalk Conditions and Needs As previously mentioned, the towns of Arcadia, Arma, Cherokee, Frontenac, Hepler, McCune, Mulberry, and Walnut were inventoried for sidewalk condition. Representatives from each community and members of Live Well Crawford County determined one route in each community to evaluate. In total, 21.4 miles of roadway was evaluated for sidewalk condition. Of that, 14.44 miles, or roughly 67%, lacked any sidewalk. Some of that was built without sidewalk, and some lots have had their sidewalk removed by property owners over the years.

Sidewalk Rating



#1. Non-functional



#2. Hazardous



#3. Usable: Non-ADA Compliant



#4. Acceptable: Non-ADA-Compliant



#5. ADA-Compliant

Of the sidewalk that exists, (6.96 miles of total roadway frontage) 1.19 miles of sidewalk is in “non-functional” or “hazardous” condition, meaning that it cannot be repaired, but rather needs replacement. 5.77 miles of sidewalk is either repairable or in good condition.

Consistency is Key

It is clear that the cities in Crawford County have had several decision makers over the decades with different views on sidewalk. To illustrate, one example of this inconsistency is along McKay in Frontenac. Sidewalk is missing on the south side next to Parkview, but then appears along the rest of McKay until Santa Fe. From Santa Fe to shortly before John, there is no sidewalk. It then reappears for a few blocks before disappearing again. This section that is missing sidewalk is directly across from the public pool and a park. Each city must address the issue via policy, like a Complete Streets policy, before spending additional money on capital sidewalk improvements.

Specific Sidewalk Projects

Franklin to Arma Sidewalk

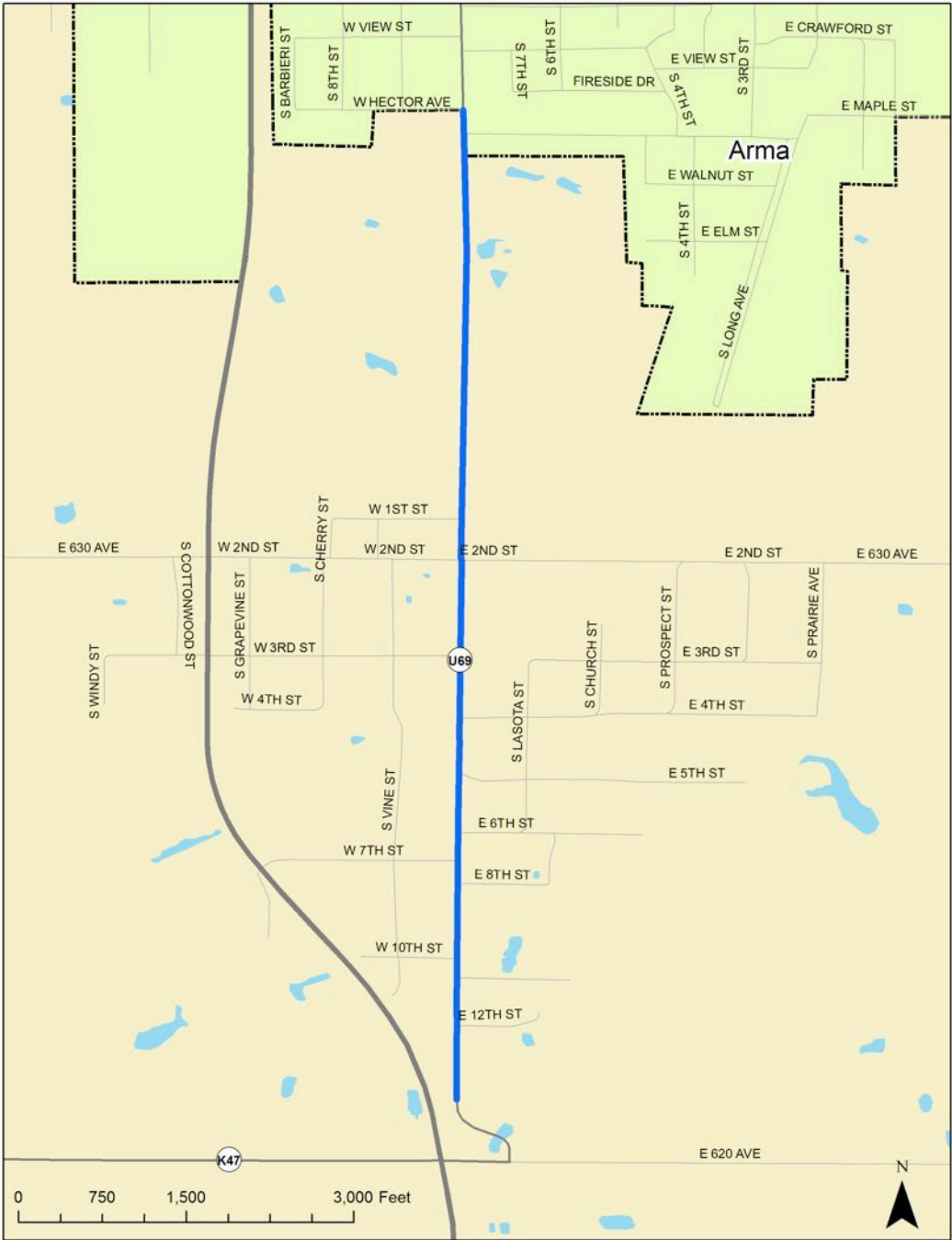
In addition to the routes in the eight communities, we evaluated the sidewalk between Franklin and Arma. As mentioned in Chapter 2, this sidewalk is of historical importance to this county. When the sidewalk was built in 1936 it was 3-foot wide, which is below current standards. While the community has made efforts to preserve this sidewalk, some of original sidewalk has been overgrown by grass or is crumbling after years of inadequate maintenance. Rebuilding the entire sidewalk and making it 5-foot wide to comply with ADA standards is recommended. This will help to encourage walking between these two communities.

However, the Kansas Historical Society (KSHS) indicates the sidewalk will lose its historic integrity if the sidewalk were to be torn out and rebuilt. According to KSHS, it could be repaired selectively and still maintain its status. However, we do not feel that selective repairs would be sufficient for transportation purposes. Therefore, the decision to maintain its historical integrity or rebuild for equitable transportation will need to be decided by the community.



Sidewalk in Hepler, Kansas that has been uprooted due to a tree.

Each city must address the issue via a policy, such as a Complete Streets policy, before spending money on capital sidewalk improvements



Franklin to Arma Sidewalk

This historic 1.7-mile long sidewalk was constructed with federal funding in 1936 to connect Arma and Franklin. At this moment it is only 3' wide, which is below current ADA standards.

Total to Fix and Build All Crawford County Sidewalks

For roadways needing new sidewalk, or sidewalk repair, the cost was calculated by measuring the lot frontage and applying that length to the per foot cost estimate for constructing or repairing sidewalk.

New sidewalk construction estimates include sidewalk and ramp installation, but not other improvements at intersections, driveway apron reconstruction, utilities and sign relocation, and/or many other contingencies that are frequently encountered.

The cost for constructing new sidewalk was estimated at \$30.00/foot. The cost for repairing non-ADA compliant sidewalk was estimated at \$20.00/foot. These estimate values are general. The cost of a project, once designed, could be considerably lower or higher. A linear foot of sidewalk is along one-side of the roadway. So a mile of roadway without sidewalk on either side would require 10,560 linear feet of sidewalk. Unless otherwise noted, the sidewalk referenced is 5' wide.

A cost analysis to rebuild the Franklin to Arma sidewalk is below. Cost estimates to build and repair sidewalk along the identified routes in the eight communities is provided in the appendix.

Linear Feet	Needed Outcome	Estimated Cost	Total
8,976	Rebuild	\$30.00	\$269,280

Recreational trail use is popular nationwide, representing one of the highest-ranked recreational demands in the United States.

Infrastructure Category 2: Trails

Recreational trail use is popular nationwide, representing one of the highest-ranked recreational demands in the United States. Trails serve a wide variety of uses ranging from functional transportation connectors, which enable citizens to travel safely from one location to another, to the passive and intimate pathways that provide opportunities to enjoy nature in a quiet and personal way. The development of this trails plan focused on the following objectives:

- Increasing opportunities for people to gain physical activity;
- Increasing the use of “non -motorized” transportation;
- Increasing the quality of life of Crawford County citizens;
- Making Crawford County a more “livable” county; and
- Increasing the safety of bicyclists, pedestrians, and wheelchair users.

Trail Planning

When planning trails, anything is possible, but not always practical. Trail locations are not limited to the public right-of-way offered by roads and streets. Open corridors, such as the floodways of streams and creeks, and nearly any undeveloped property could present a possible trail location. Ideally, trail corridors are located in areas that offer a natural setting removed from an existing roadway corridor. Reviewing trail locations outside of existing roadway corridors gives trail planners the ability to consider multiple locations that a sidewalk would prohibit. However, a proper trail plan must also maintain pragmatic points of view.

In researching possible trail locations for the Crawford County Bicycle and Pedestrian Master Plan, the field investigation began by PedNet staff conducting a field study to examine potential trail options. This process involved several steps, but began by identifying alternatives that connect trip generators like schools, stores, parks, and residential areas.

Once staff identified a few trail options, a public meeting was held to gain feedback on the proposed trails and additional areas residents would like to see trails. Local residents who have decades of experience and local knowledge are often the best sources of information for potential trails.

To find potential trails with the length and ambiance that would encourage Crawford County residents to use the trails recreationally, publicly available rights-of-way (like government owned property and sewer easements) were investigated.

Finally, railroad rights-of-way, both active and abandoned, were evaluated as prospective trail locations. We spoke with Gabriel Meyer, Attorney-Advisor of the Surface Transportation Board (STB) to learn more information about the railroads in Crawford County. A summary of the information he provided is below as well as two documents, the “Missouri-Kansas-Texas Railroad Company Abandonment” and “The Atchison, Topeka And Santa Fe Railway Company Abandonment and Discontinuance” are in the appendix.

1) Helper to Walnut Rail Line

Meyer believes the line is fully abandoned. The carrier sought and received abandonment authority. There is no record of the line being railbanked, which means turned to trail use under federal authority. However, because there is no consummation notice, a letter from the railroad stating it exercised the abandonment authority granted to it, in their

Trails serve a wide variety of uses ranging from functional transportation connector to the passive and intimate pathways.



Crawford County residents attending public meeting for the bicycle and pedestrian transportation plan.

records, Meyer cannot be certain. This abandonment was authorized in 1988 but rail carriers were not required to file consummation notices prior to 1997. The “Missouri-Kansas-Texas Railroad Company Abandonment” in the appendix has more information.

2) Walnut-Brazeton-Girard-Pittsburg Rail Line

Meyer could not find the microfiche version of the original document but believes the line is abandoned. The electronic version, which is in the appendix (“The Atchison, Topeka And Santa Fe Railway Company Abandonment and Discontinuance”), indicates the line was approved for abandonment. However, given the lack of additional records, Meyer cannot say with certainty whether or not the line was later railbanked, or if the carrier exercised/consummated its abandonment authority.

3) Cherokee to Pittsburg Rail Line

Meyer believes this segment of the rail line is railbanked but, due to a lack of documents, cannot be certain. The abandonment involved multiple line segments, one of which was Cherokee to Pittsburg. The last specific mention of that line segment was in May/June 2002. The parties who were negotiating a possible railbanking arrangement asked STB for permission to extend their negotiations. STB agreed and allowed an extension.

While there is no further documentation on the segment after the extension request, Meyer believes the line segment was railbanked, but is not certain. Brad Snow, from All Aboard Foundation, also believes the segment has been railbanked. Meyer explains that until recently, parties were not required to notify the STB if they reached a railbanking deal.

Meyer also believes that the line is most likely not abandoned because there is no record of a consummation notice for the Cherokee to Pittsburg segment. Since the abandonment filing occurred after 1997, the railroad would have been required to file a consummation notice in order to exercise its abandonment authority. The “Missouri-Kansas-Texas Railroad Company Abandonment” in the appendix has more information.

4) Rail line through Arma

Meyer could not find records associated with this this, but strongly suspects that it is abandoned.

When the potential trail locations were identified, the corridor was examined to determine if there were circumstances that

would disqualify a potential project from being practical by either being too expensive or too intrusive on the local environment. Items such as a creek bank that is too steep to maintain ADA compliance, or the need for expensive bridges, which can sometimes double or triple the cost of the trail, were evaluated. Sometimes, unforeseen costs can remove a trail from the plan or lower the priority of the proposed trail (e.g., a creek tunnel under a street that is two-feet too short to allow a trail to travel under the road surface).

Nearly every proposed trail crosses privately held land at some point. While some landowners might be willing to give or sell an easement, others may have no interest in a trail bisecting their property. Every effort was made to identify trail locations that would minimize the need to acquire privately owned land for trails. When possible, trails should run along a parcel edge to minimize impact. Four trails were identified for inclusion in this plan. Trail priorities were set by:

- The proximity to the core of a city
- Connectivity throughout the county
- How many people the trail section will serve
- Difficulty and cost of trail construction

A trail system is built over decades, but it is good for a community to identify potential trails early on, so that as development occurs and roads are improved, future trail sections can be accommodated.

Trail Costs

Trail Project Name	Length	Trail Material	Cost Per Mile	Total Cost
Watco Trail Extension	7.4	12' Gravel*	\$472,973**	\$3,500,000
Girard to Crawford State Park	9.7	10' Concrete	\$780,000	\$7,566,000
Crawford State Park to Bone Creek Lake	10.9	10' Concrete	\$780,000	\$8,502,000
Trail around Bone Creek Lake	8	12' Gravel	\$500,000	\$4,000,000
Trail and Road Combination Path	18.08	Mix	\$418,695***	\$7,570,000
Total Cost				\$31,138,000

*Trail will be predominately gravel with a small section of concrete as explained in chapter 4

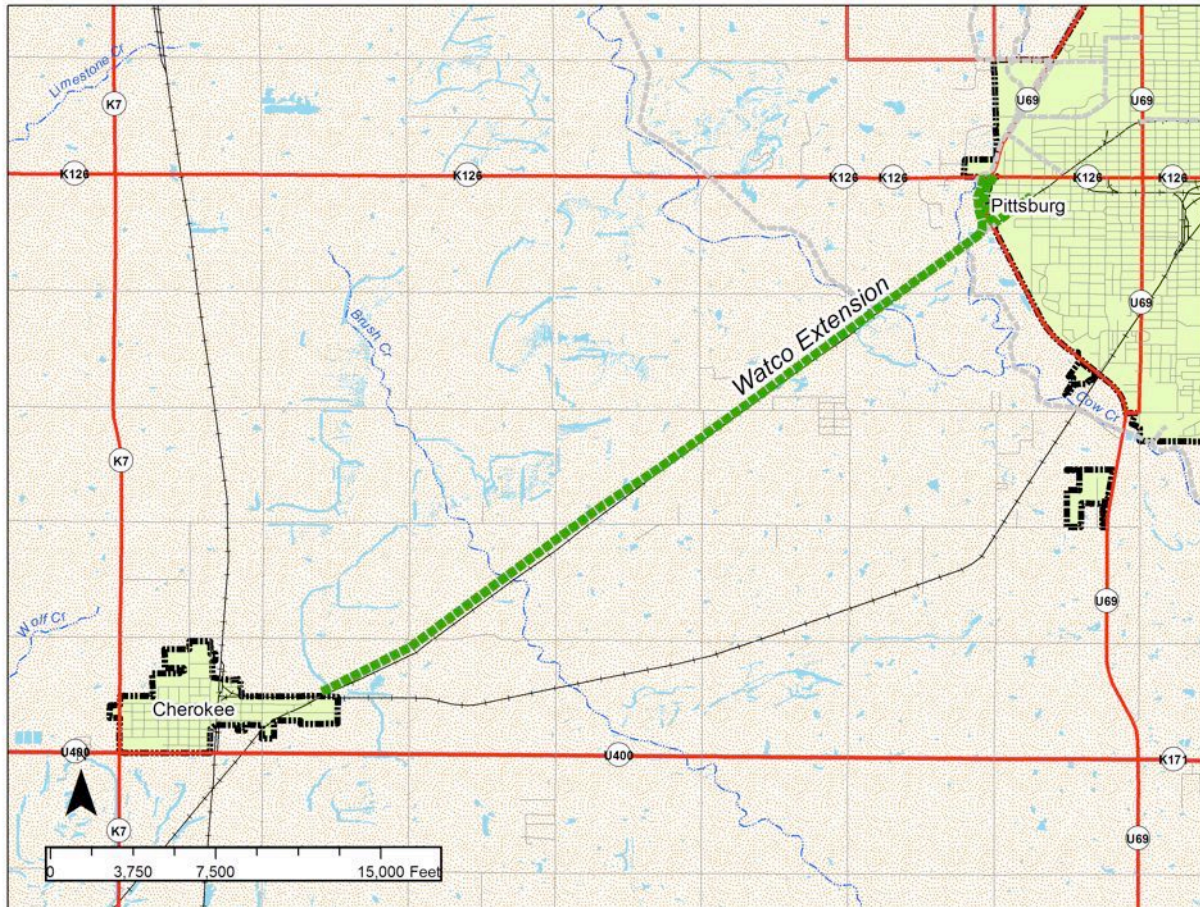
**Cost per mile for the Watco Trail is based on a more detailed cost estimate that is outlined in Chapter 4.

***Cost per mile for the Trail and Road Combination Path is based on a cost estimate detailed on page 34.

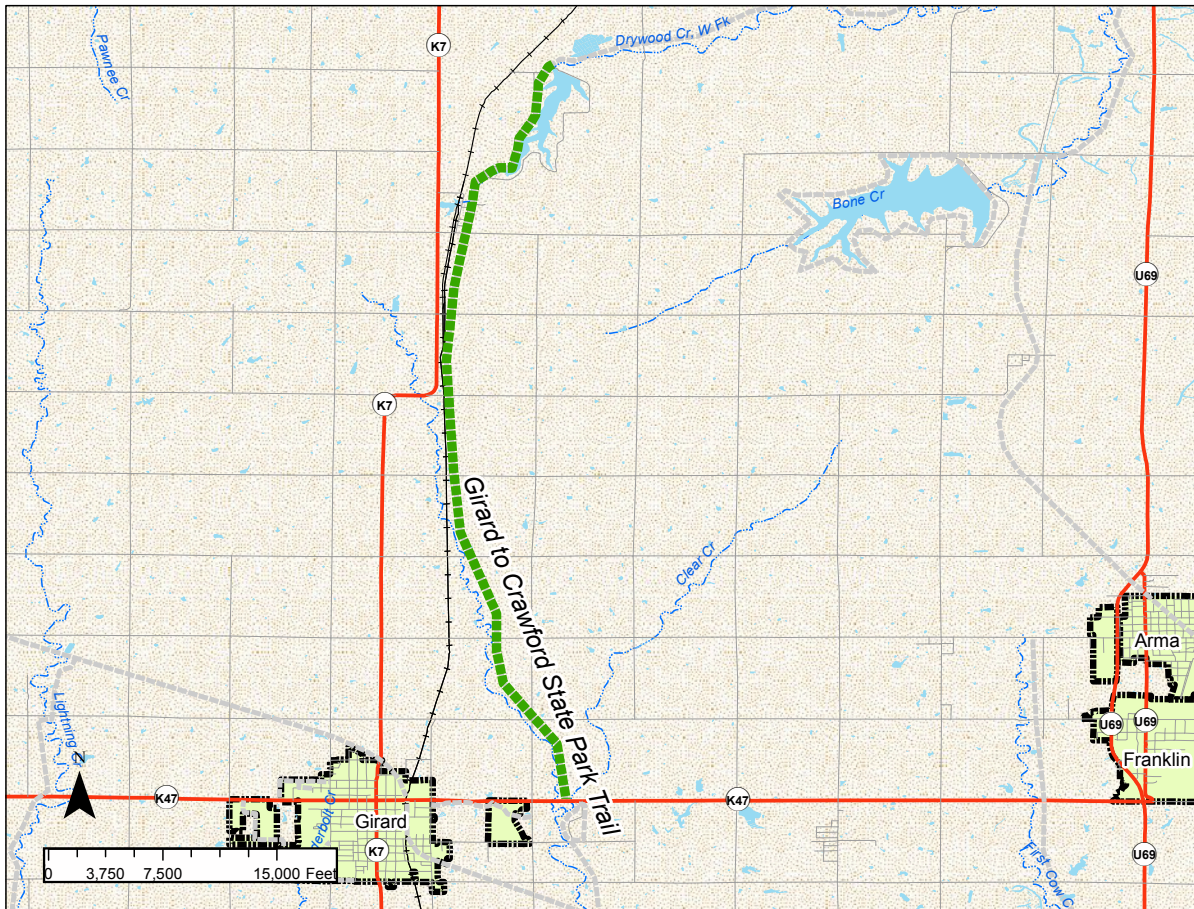
All potential trail projects identified in this plan will require more detailed planning, design, and engineering before they can be constructed. There will need to be a public input process to evaluate the detailed designs and further refine the exact routes of all the proposed trail alignments. Once elected leaders and the public decide to pursue a trail route, detailed construction drawings will have to be drawn and construction permits will be required. Permitting may be required from the city, county, State Department of Natural Resources, and, in some cases, the federal Army Corps of Engineers. Finally, when needed, the county will have to go through its internal processes for right-of-way and land acquisition.

For proposed trail cost estimates, all of those factors have been included as well as basic labor and material costs. However, any of those individual project components could make a project cost more or less than expected. For the purpose of discussion and comparison, generalized per mile cost estimates have been provided based on recommended trail surface type. A more detailed cost analysis of the priority trail project is in Chapter 4.

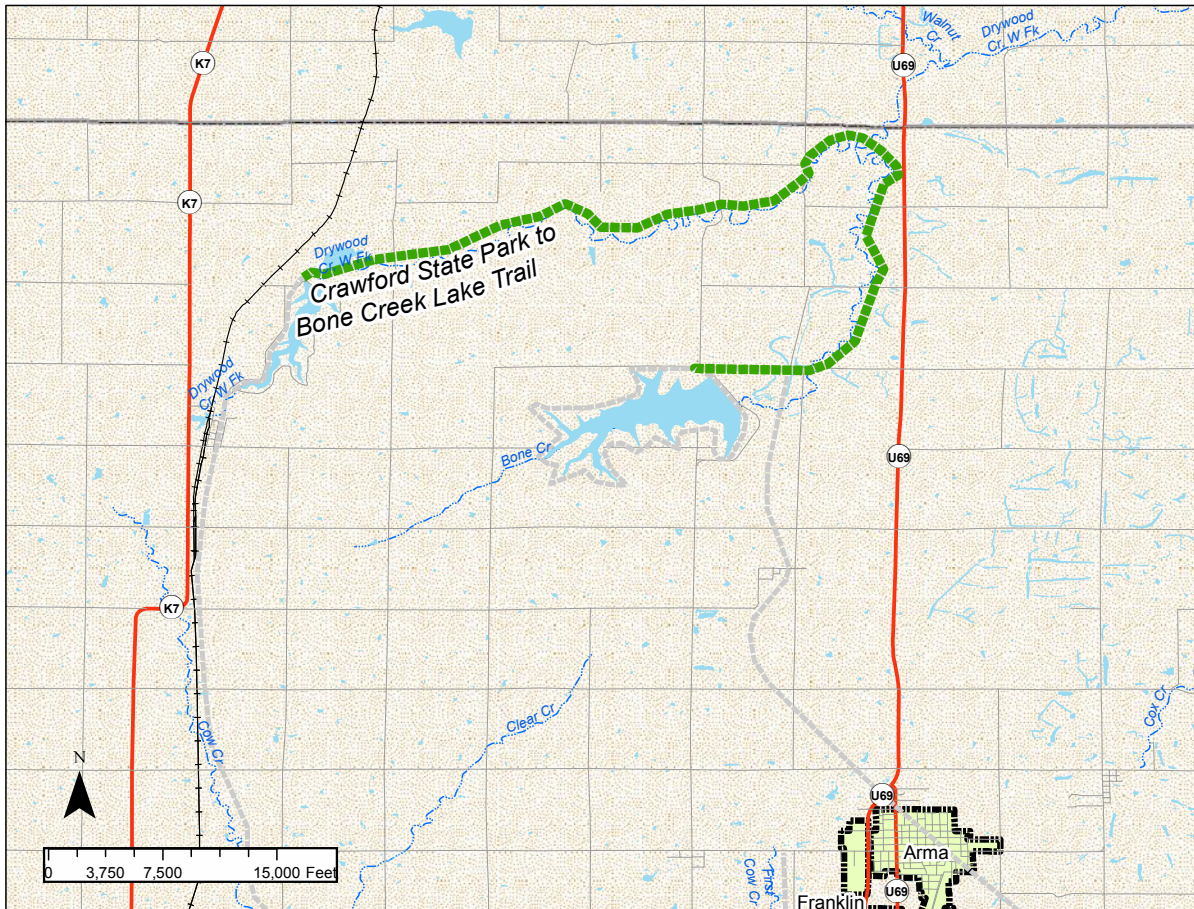
Trail Projects



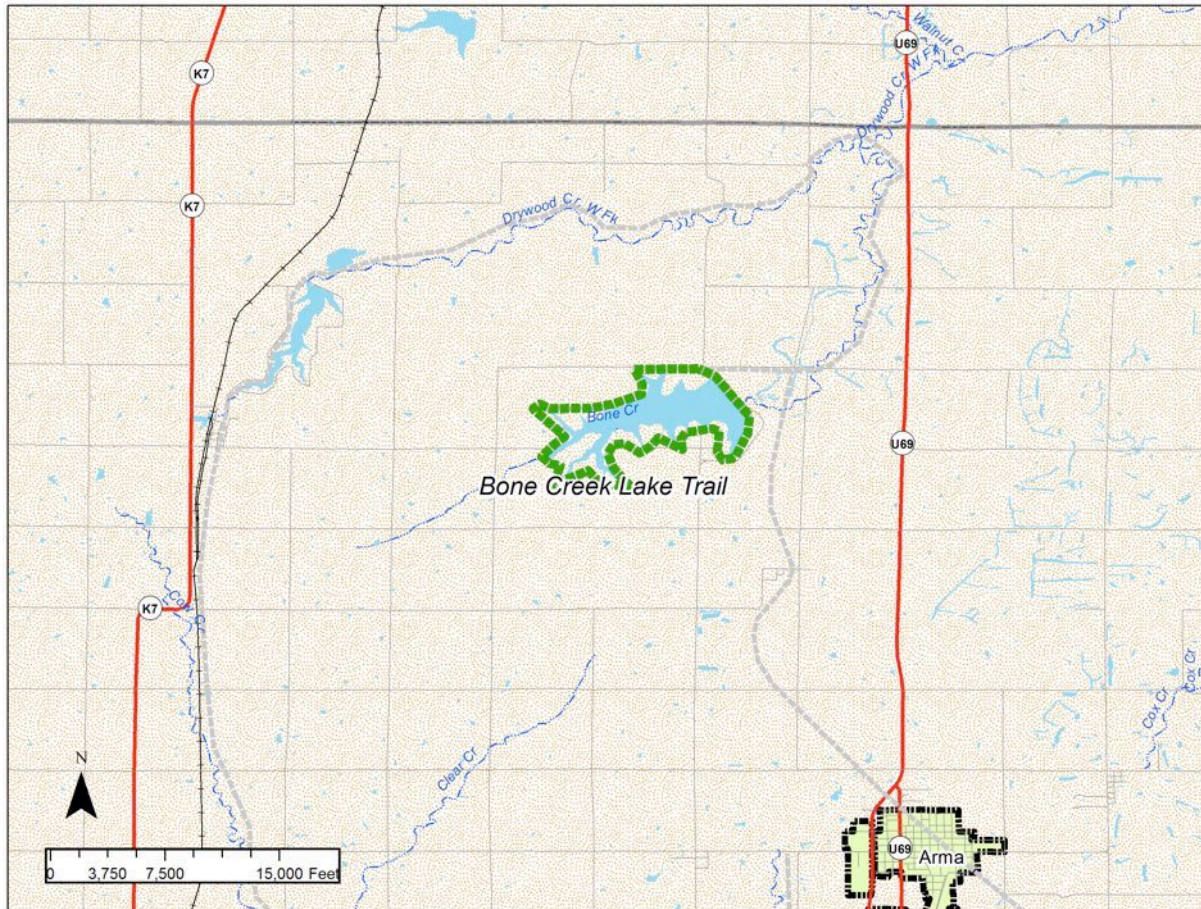
Watco Trail Extension: An approximately 7.4-mile long proposed trail along the abandoned Watco Rail line from Quincy St. in Pittsburg to the eastern edge of Cherokee. Proposed trail surface would be predominately gravel. Estimated cost: \$3.5 million.



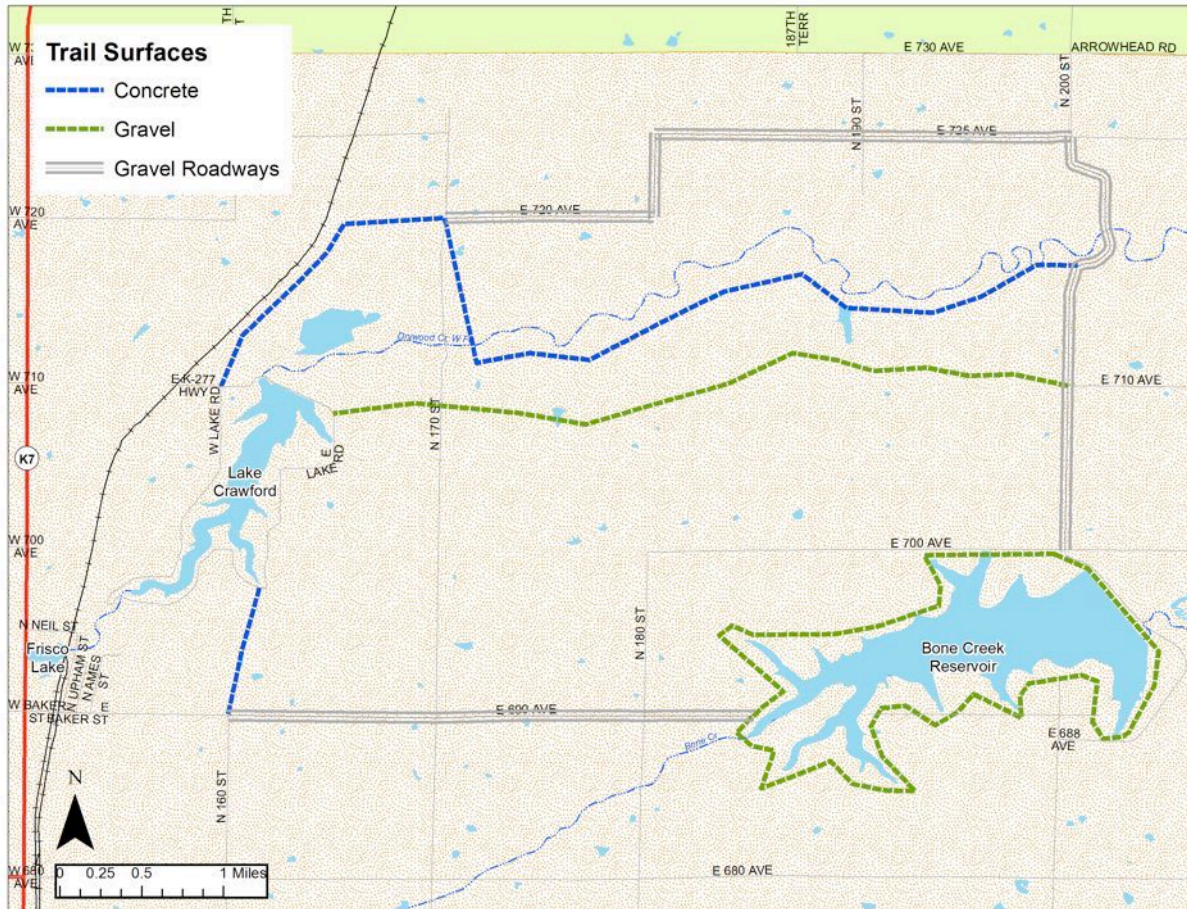
Girard to Crawford State Park Trail: An approximately 9.7 mile proposed trail from Girard at Highway 47 to the dam at Crawford State Park. The proposed route would use a combination of the Second Cow Creek, the active railroad line through Farlington, and State Park property on the north side of the lake. Proposed trail surface would be concrete. Estimated cost: \$7.566 million.



Crawford State Park to Bone Creek Lake Trail: An approximately 10.9 mile long proposed trail that follows the West Fork of Drywood Creek and Bone Creek from the dam at Crawford State Park to the dam at Bone Creek Lake. The proposed trail surface would be concrete due to the flooding conditions adjacent to the creeks. Estimated cost: \$ 8.502 million.



Bone Creek Lake Trail: An approximately 8 mile long trail following the shore of Bone Creek Lake. Proposed trail surface would be gravel. Estimated cost range: \$4 million.



Trail and Road Combination Route: This combination trail and gravel road route was developed and designed by a State Park Trooper with guidance from additional experts in the local community. The goal of this route is to connect Crawford State Park, the historic town of Cato, and Bone Creek Reservoir. As shown on the map roughly 12 miles is gravel road, roughly 11.6 miles is gravel trail, and 6.48 miles is concrete trail. Parts of this combination trail and road route overlap the previously mentioned Bone Creek Lake Trail and Crawford State Park to Bone Creek Lake Trail. Cost estimates were calculated for trail sections but there was no cost estimate calculated for any potential road improvements this route may require.

Cost of Trail and Road Combination Route

Trail Project Name	Length	Trail Material	Cost Per Mile*	Total Cost
Trail around Bone Creek Lake	8	Gravel	\$350,000	\$2,800,000
Trail from 690 th Ave to Farlington Lake	.78	Concrete	\$512,821	\$400,000
Trail from intersection of 200 th St. and 710 th Ave. to Farlington Lake	3.6	Gravel	\$313,889	\$1,130,000
Trail along W. Dryfork Creek from 200 th St. to 720 th Ave.	3.95	Concrete	\$516,456	\$2,040,000
Trail from intersection 720 th Ave and 170 th St. to Farlington Lake	1.75	Concrete	\$685,714	\$1,200,000
Total Cost				\$7,570,000

*Cost per mile includes estimated costs for bridges and easement acquisition.

Infrastructure Category 3: On-Street Facilities

Even if all of the trails recommended in this plan were built, street connections are still required to fill in gaps where trail development is not possible. In these situations, street improvements fill the gaps, allowing for a safe route along a roadway between trail sections. On-street bicycle facilities also are relatively inexpensive compared to sidewalk and trail projects, but installing these projects has an immediately noticeable impact on the community.

Opportunities for On-Street Facilities in Crawford County

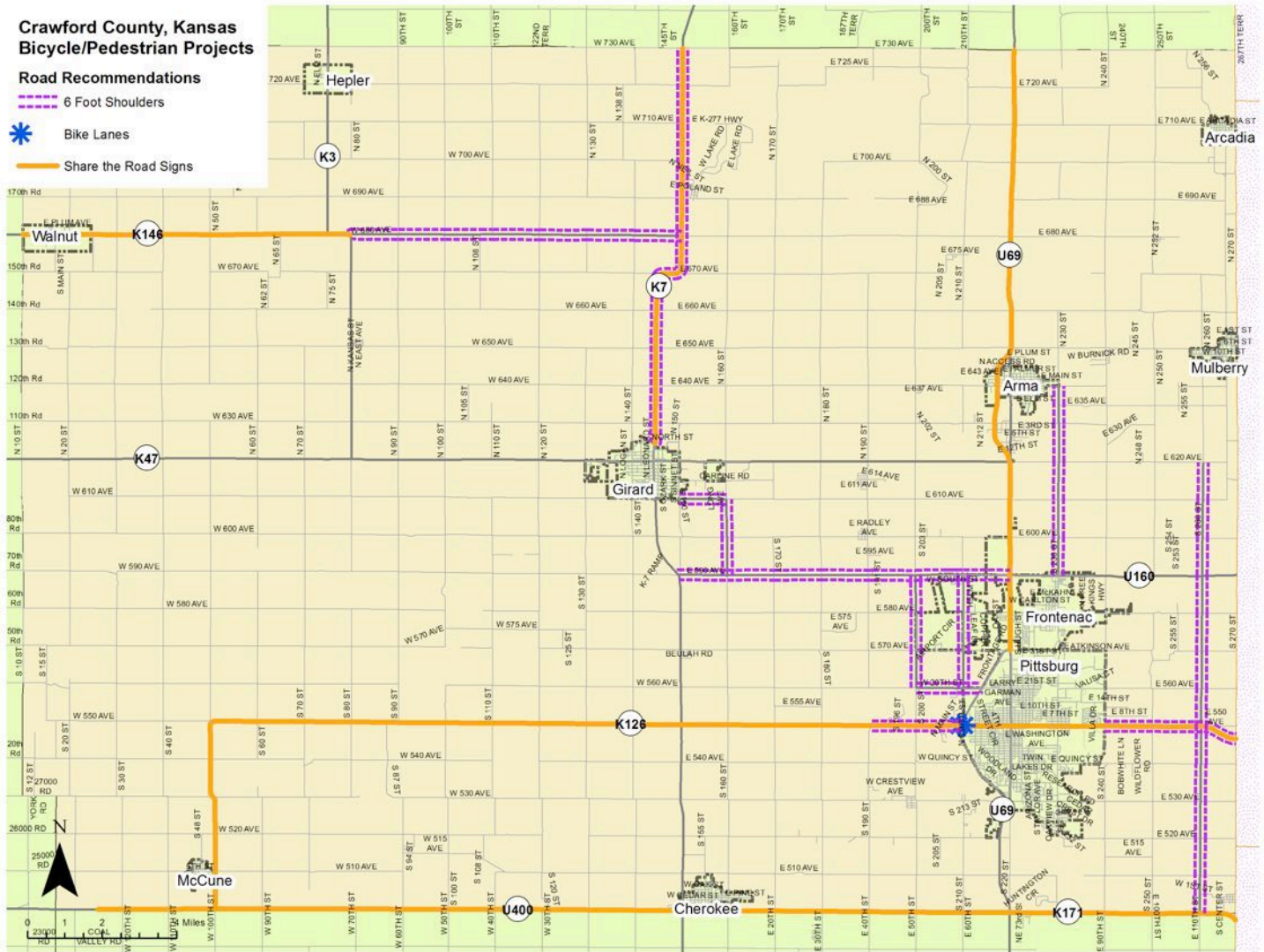
When considering “on-street” facilities, the discussion focuses on bicyclists. This is because sidewalks and crosswalks usually meet the needs of pedestrians and wheelchair users.

With most of the roads in Crawford County measuring 24-feet wide or less, bicycle lanes are not recommended. Streets need to have at least a 30’ width in order to successfully install bicycle lanes. This would include space for two 4.5’ bicycle lanes (minimum and not ideal), and two 10.5’ travel lanes. In some cases, the narrow streets could be fitted with sharrows. However, the project planners felt that the cost of painting and ongoing maintenance was not worth the investment due to Crawford County’s relatively low traffic counts.

Therefore, our recommendations focus on improving the shoulders and intersections, and installing share the road signs. The next page provides a map of the road recommendations. Following the map, each recommendation is discussed in more detail along with cost estimates.

CHAPTER 3: CURRENT FACILITIES AND OPPORTUNITIES

Map of Road Opportunities



Share the Road Signs

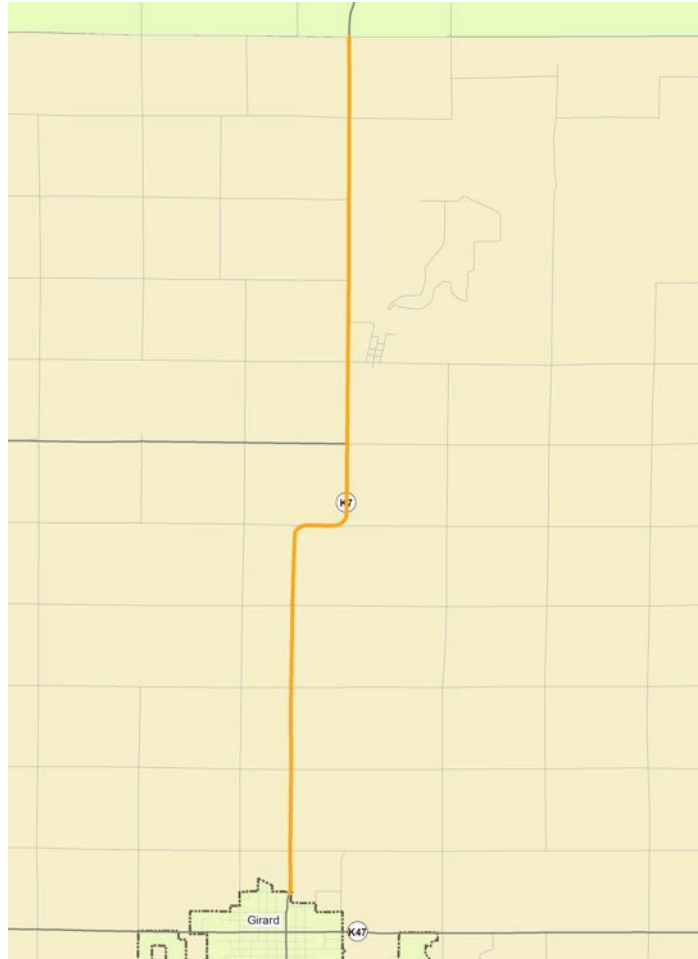
Currently, in Crawford County there are signs that ask motorists to give bicyclist 3-feet when passing. These signs, placed in locations known for bicyclist traffic, were funded with money Live Well Crawford County was able to secure and designed by local community members. Since the design of the signs is not approved by the Manual on Uniform Traffic Control Devices (MUTCD), they had to be placed on county roads rather than state-owned roads.

To expand the reach of these signs, installing Share the Road signs along the following roads in Crawford County is recommended:

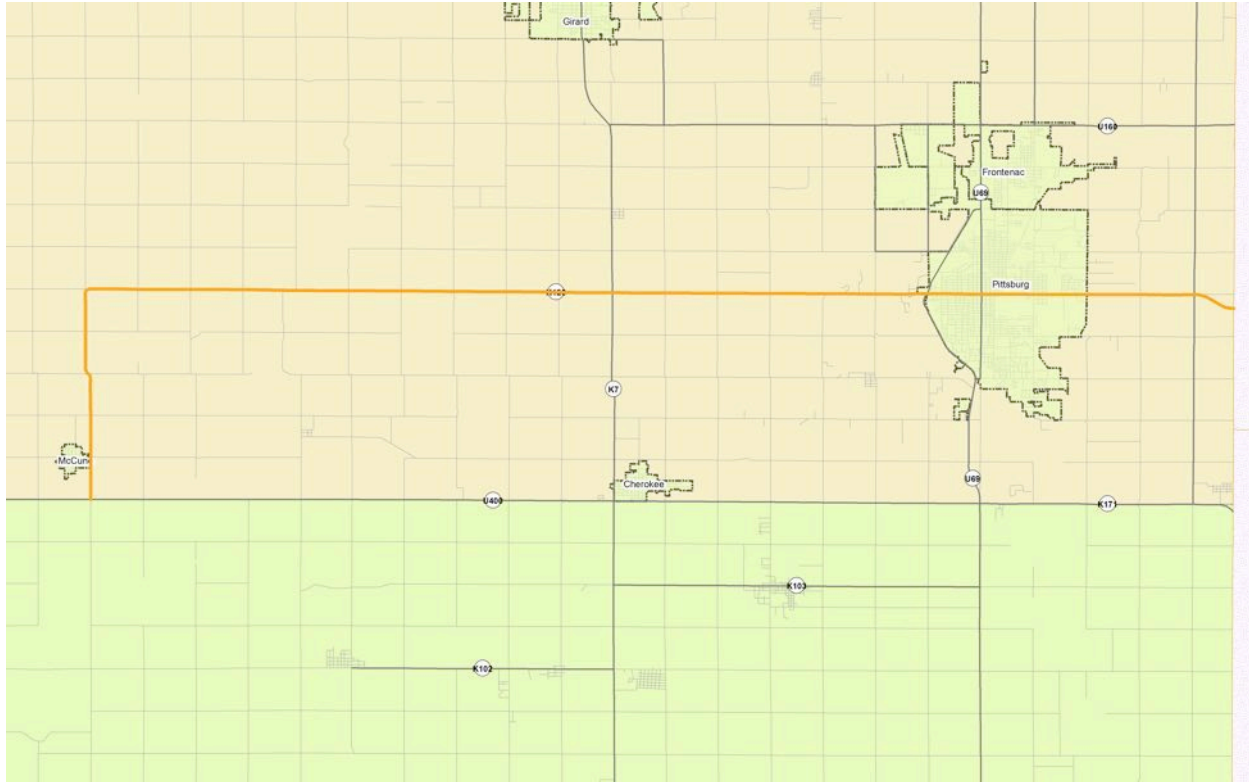
- On Hwy 7 from 730th Ave (Arrowhead Rd) to N Ryan St.
- On Hwy 126 from Missouri Border to Hwy 400 (McCune)
- On Hwy 171 from Hwy 69 to S 270th St
- On Hwy 400 from NW 130th Street to Hwy 69
- On Hwy 146 between N 10th St (York Rd) and Hwy 3
- On Hwy 69 from 730th Ave (Arrowhead Rd) to 570th Ave (West Atkinson Rd)

Highway 400 and Highway 69 both have wide shoulders that would accommodate bicycle travel. Parts of Hwy 7, Hwy 146, and Hwy 126 are part of the TransAmerica Trail, which is frequented by bicyclists and would benefit from installing Share the Road signs. MUTCD recommends using the Share the Road sign with the bicycle sign above it to let motorist know bicyclists may be on the road.

Improvement	Signs	Cost per Sign	Total Cost
Share the Road Sign	50	\$500	\$25,000



Add Share the Road Signs on Hwy 7 from 730th Ave (Arrowhead Rd) to N Ryan St.: Adding Share the Road signs on this road would benefit bicyclists and automobile drivers alike. Particularly, part of this route is along the TransAmerica Trail route, which sees higher frequency of bicyclists.

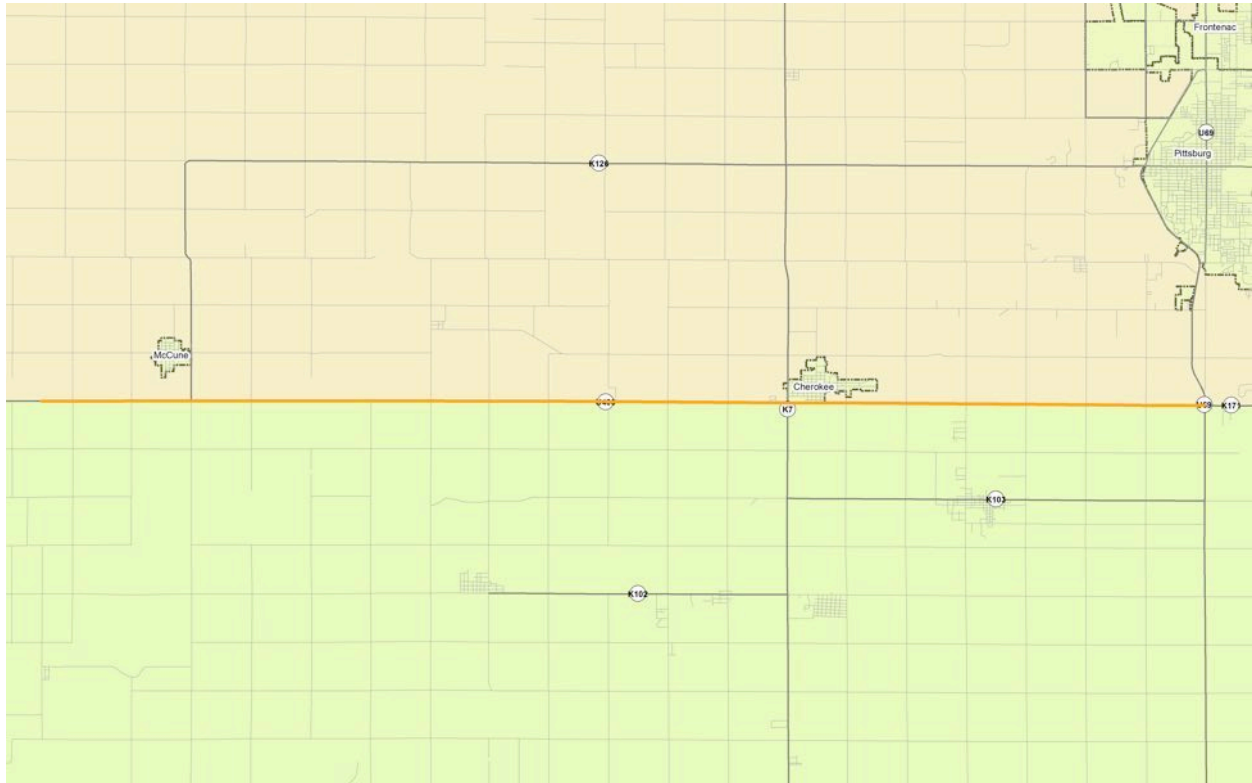


Add Share the Road Signs on Hwy 126 from Missouri Border to Hwy 400 (McCune): Adding Share the Road Signs along Hwy 126 would help by connecting bicyclists traveling from McCune to Pittsburg. Additionally, part of this route is along the TransAmerica Trail, which sees a higher number of bicyclists.

CHAPTER 3: CURRENT FACILITIES AND OPPORTUNITIES



Add Share the Road Signs on Hwy 171 from Hwy 69 to S 270th St: Share the Road signs on this road would benefit bicyclists and automobile drivers alike as it provides a safe space for bicyclists to ride and automobile drivers to pull off the road in case of an emergency.



Add Share the Road Signs on Hwy 400 from NW 130th Street to Hwy 69 On Hwy 146 between N 10th St (York Rd) and Hwy 3: Sections of this road have wide shoulders, which would accommodate bicycle travel. Adding Share the Road signs would signal to automobile drivers to be on the lookout for bicyclists sharing the road.

CHAPTER 3: CURRENT FACILITIES AND OPPORTUNITIES



Add Share the Road Signs on Hwy 146 between N 10th St (York Rd) and Hwy 3: Adding Share the Road signs on this road would benefit bicyclists and automobile drivers alike as this route is along the TransAmerica Trail route, which sees higher frequency of bicyclists.



Add Share the Road Signs on Hwy 69 from 730th Ave (Arrowhead Rd) to 570th Ave (West Atkinson Rd): Sections of this road have wide shoulders, which would accommodate bicycle travel. Adding Share the Road signs would signal to automobile drivers to be on the lookout for bicyclists sharing the road.



Add Bike Lanes to Hwy 126 and Hwy 69 Intersection

Of particular note in Crawford County is the TransAmerica Trail, which traverses east west through Crawford County. It begins in the northwest passing through Walnut on Hwy 146, turning south on Hwy 7 and traveling through Girard, and finally exiting Crawford County through Pittsburg on Hwy 126.

To improve this intersection, painting a 6-foot wide bike lane on the east and west sides of Hwy 126 is recommended. Installation of the dashed through bike lane is recommended where the bike lane intersects the right turn lane.

Improvement	Miles	Cost per Mile	Total Cost
Bike Lanes	.15	\$25,000	\$3,750

Add Shoulders to Select Roads in the County

To increase the safety of all road users, adding 6-foot paved shoulders to select roads in Crawford County is recommended. This provides adequate room for bicyclist to travel, residents to walk, and vehicles to exit the travel lane should an emergency occur.

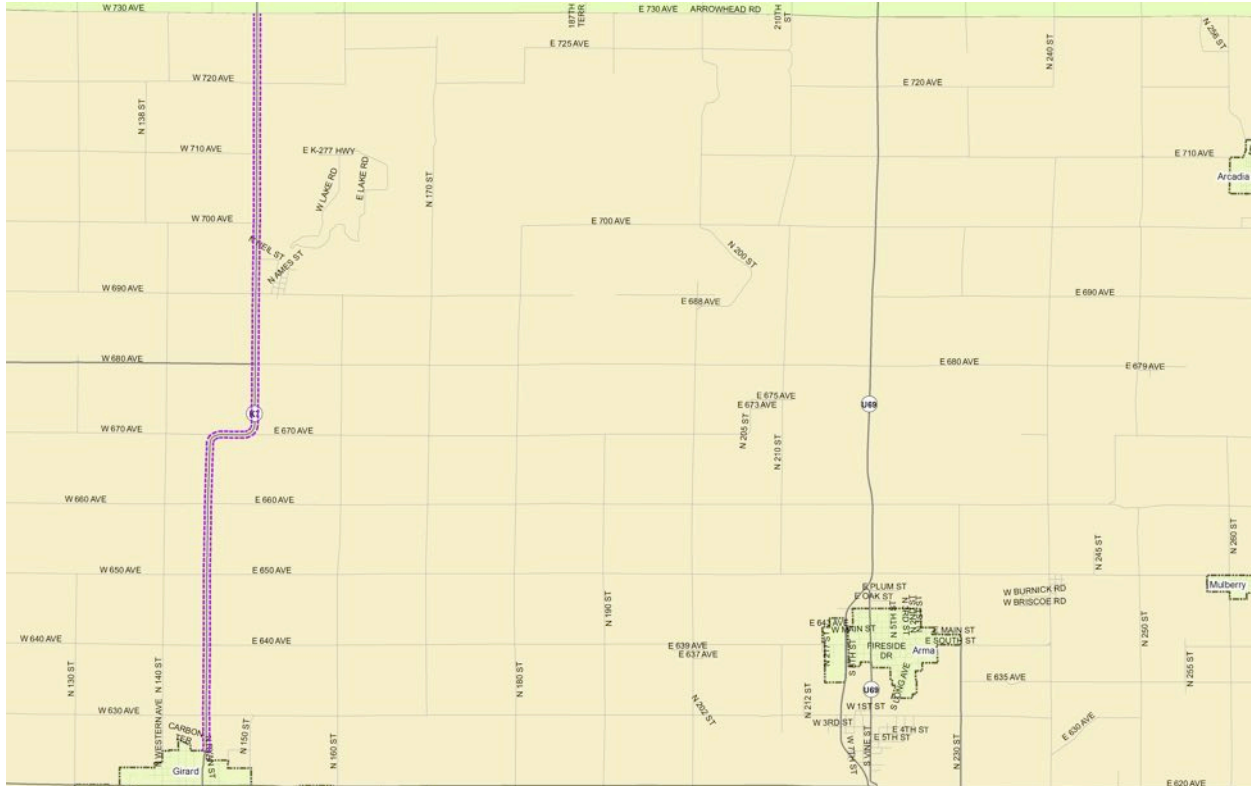
Maps for each of the recommendations in the table below are on the following pages.

Add 6' Shoulders to Select Roads in the County	Square Yards	Cost per Square Yard	Total Cost
On 680 th from Hwy 3 to Hwy 7	49,280	\$35	\$1,724,800
On Hwy 7 from 730 th Ave (Arrowhead Rd) to N Ryan St	77,440	\$35	\$2,710,400
On 610 th Ave from S Sinnett St to 160 th St	7,040	\$35	\$246,400
On 160 th St from 610 th Ave to 590 th Ave	14,080	\$35	\$492,800
On 590 th Ave from Hwy 7 to Hwy 69	49,280	\$35	\$1,724,800
On 200 th St. from 590 th Ave to 560 th Ave	21,120	\$35	\$739,200
On 560 th Ave from 200 th St. to Hwy 69	9,856	\$35	\$344,960
On 210 th St. (Sugarcreek Rd) from 590 th Ave to 560 th Ave (20 th St)	21,120	\$35	\$739,200
On 230 th St from 640 th Ave to Hwy 160	35,974	\$35	\$1,259,090
On Hwy 126 from 190 th St to Hwy 69	14,080	\$35	\$492,800
On 260 th St. from Hwy 171 to 620 th Ave	84,480	\$35	\$2,956,800
On Hwy 126 from Free King Hwy to S 270 th St.	20,275	\$35	\$709,625
		Total	\$14,140,875



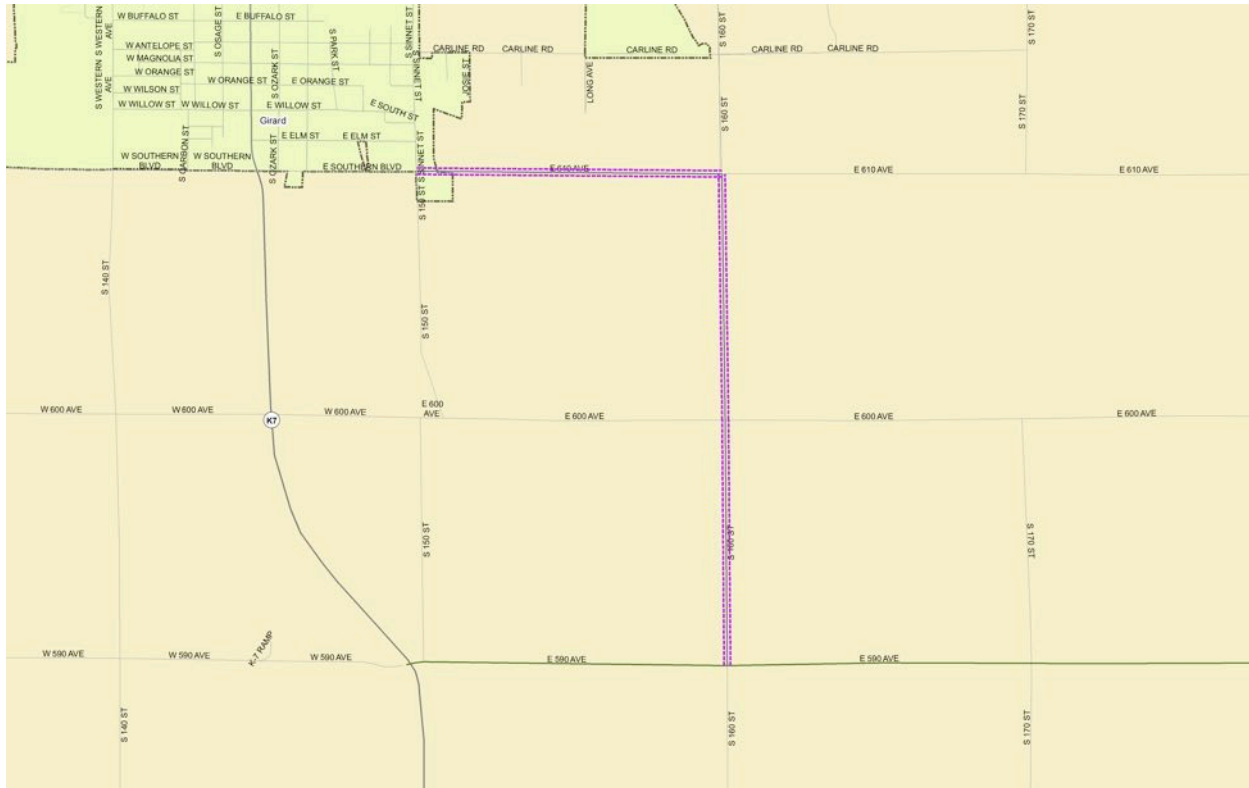
Add 6' shoulders on 680th from Hwy 3 to Hwy 7: Since this route is part of the TransAmerica Trail, adding 6' shoulders would make this route safer for all road users because it would provide bicyclists a travel path and allow automobiles a place to pull off the road in case of an emergency.

CHAPTER 3: CURRENT FACILITIES AND OPPORTUNITIES



Add 6' shoulders on Hwy 7 from 730th Ave (Arrowhead Rd) to N Ryan St: Since this part of this route is along the TransAmerica Trail, adding 6' shoulders would make this route safer for all road users because it would provide bicyclists a travel path and allow automobiles a place to pull off the road in case of an emergency.

CHAPTER 3: CURRENT FACILITIES AND OPPORTUNITIES



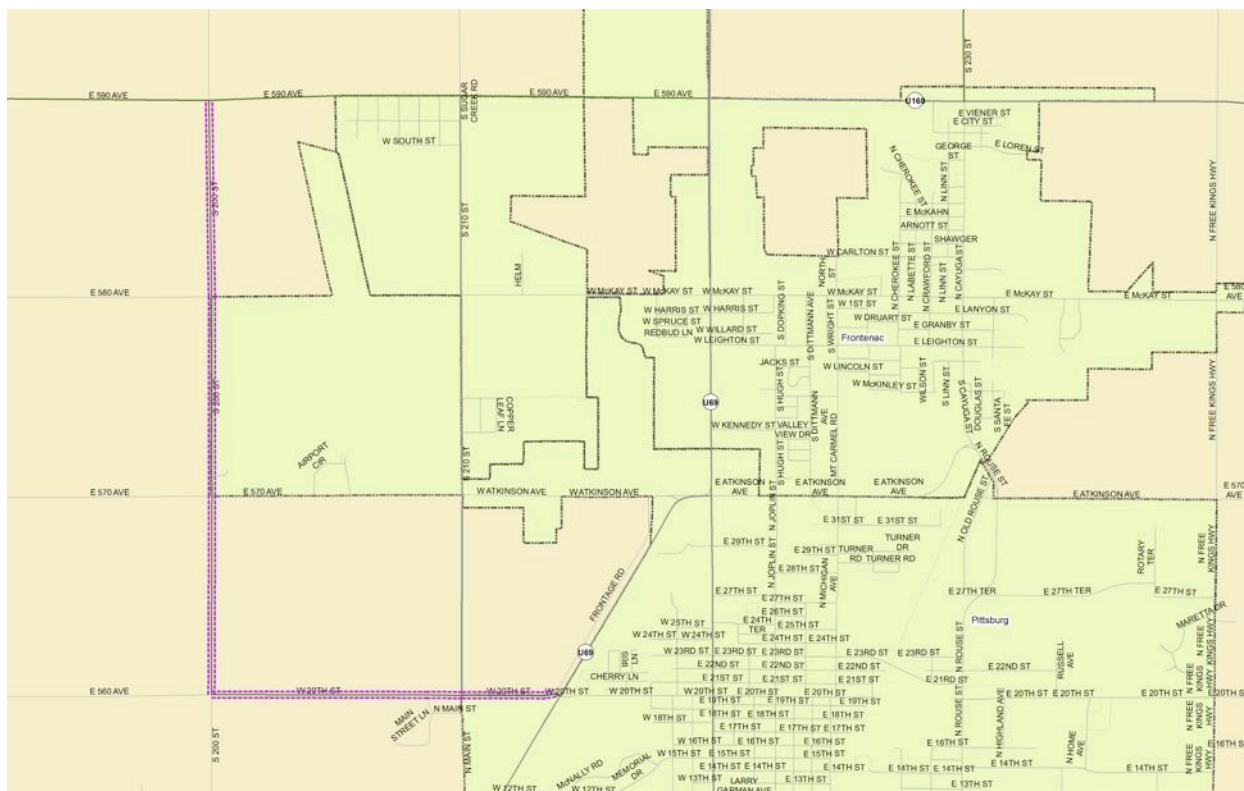
Add 6' shoulders on 610th Ave from S Sinnett St to 160th St and on 160th St from 610th Ave to 590th Ave: Adding shoulders along this route will provide bicyclists a back road to travel from Girard to Pittsburg. They can continue onto 590th, which is the next road recommendation to add shoulders.

CHAPTER 3: CURRENT FACILITIES AND OPPORTUNITIES



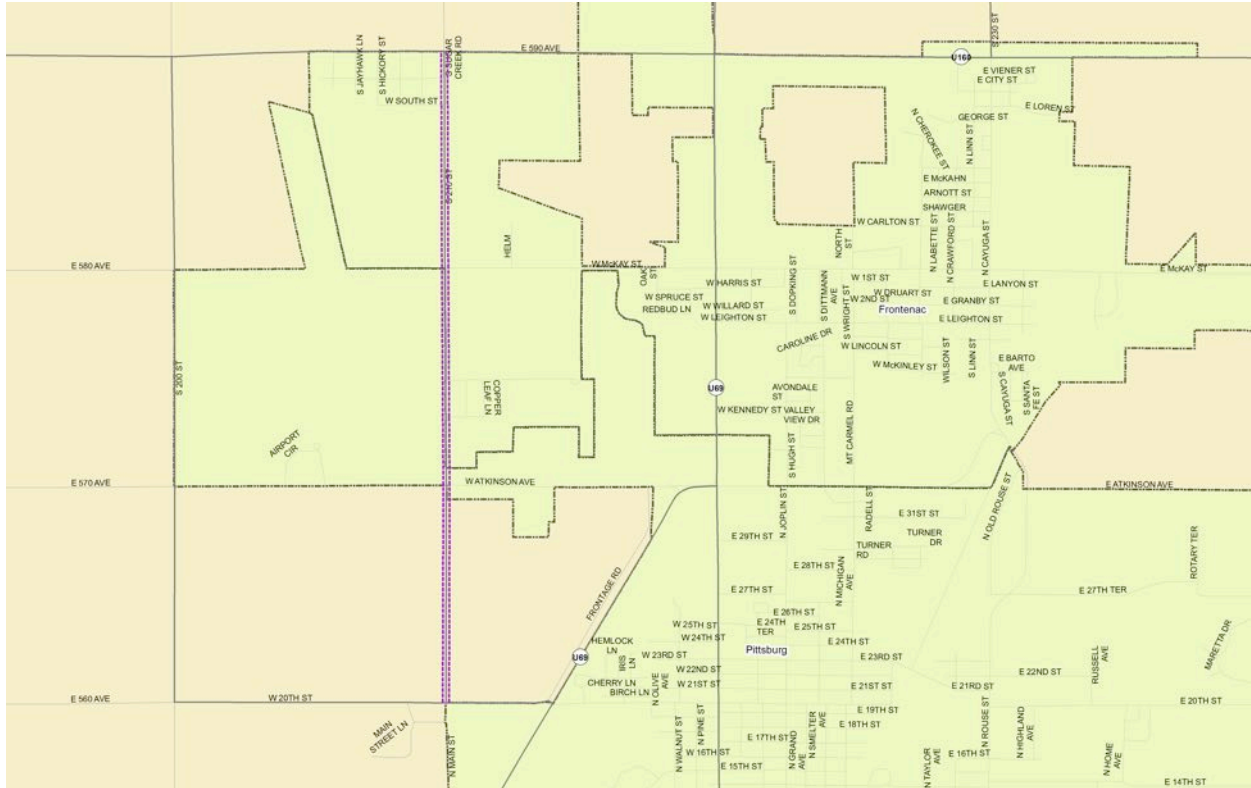
Add 6' shoulders on 590th Ave from Hwy 7 to Hwy 69: Since this part of this route is along the TransAmerica Trail, adding 6' shoulders would make this route safer for all road users because it would provide bicyclists a travel path and allow automobiles a place to pull off the road in case of an emergency.

CHAPTER 3: CURRENT FACILITIES AND OPPORTUNITIES



Add 6' shoulders on 200th St. from 590th Ave to 560th Ave and on 560th Ave from 200th St to Hwy 69: As this route is part of the TransAmerica Trail, adding 6' shoulders would help to accommodate the higher volume of bicyclists traversing this road.

CHAPTER 3: CURRENT FACILITIES AND OPPORTUNITIES



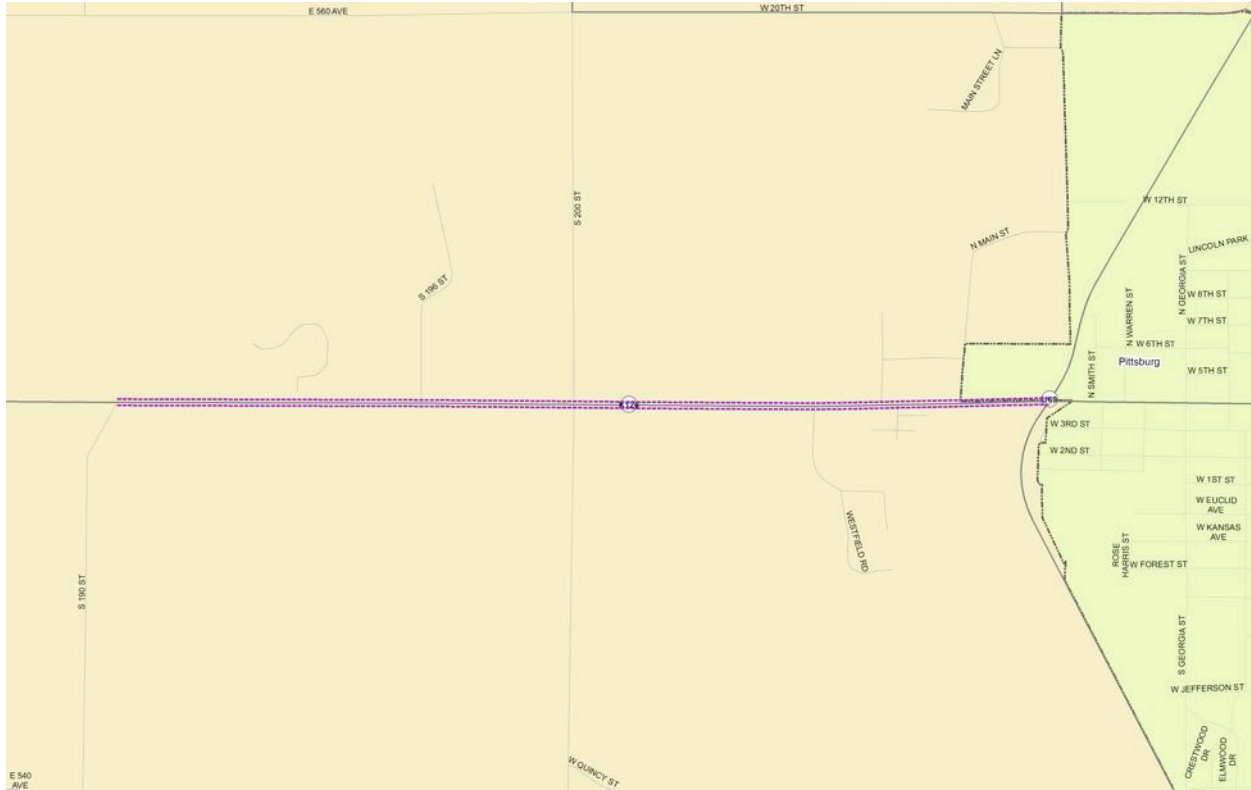
Add 6' shoulders on 210th St. (Sugarcreek Rd) from 590th Ave to 560th Ave (20th St): This route provides an alternative route for bicyclists to travel along the outskirts of Pittsburg, Kansas.

CHAPTER 3: CURRENT FACILITIES AND OPPORTUNITIES

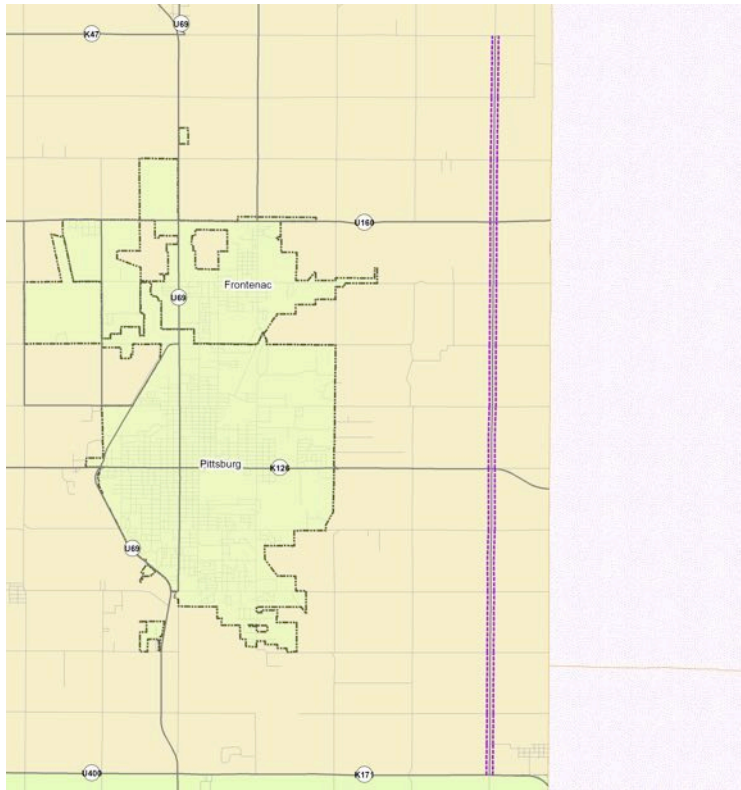


Add 6' shoulders on 230th St from 640th Ave to Hwy 160: This route provides alternative travel between Arma and Frontenac by avoiding Hwy 69, a high traffic, and high-speed road.

CHAPTER 3: CURRENT FACILITIES AND OPPORTUNITIES



Add 6' shoulders on Hwy 126 from 190th St to Hwy 69: This route provides the expanding community near 190th Street to travel into Pittsburg safely.



Add 6' shoulders on 260th St. from Hwy 171 to 620th Ave: This route is known for high traffic and high speed. Adding 6' shoulders will provide a safe space for bicyclists to travel and automobile drivers to exist the road in case of an emergency.

CHAPTER 3: CURRENT FACILITIES AND OPPORTUNITIES



Add 6' shoulders on Hwy 126 from Free King Hwy to S 270th St.:
Since this part of this route is along the TransAmerica Trail, adding 6' shoulders would make this route safer for all road users because it would provide bicyclists a travel path and allow automobiles a place to pull off the road in case of an emergency.

Total Opportunities Costs

A cost breakdown by project type is below.

- \$269,280 total project cost for sidewalks
- \$31,138,000 total project cost for trails
- \$14,169,625 total project cost for on-street facilities

Total: \$45,576,905

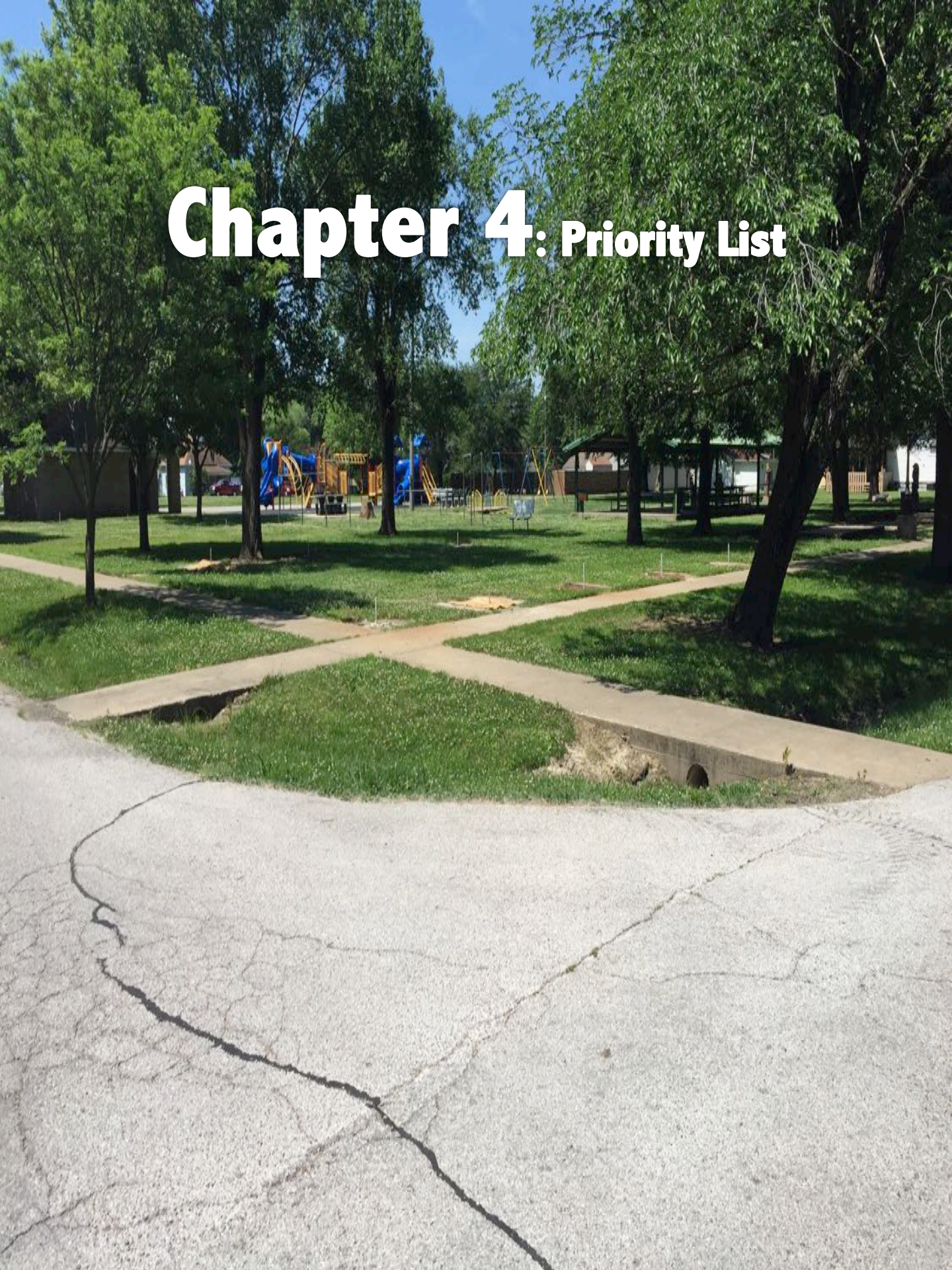
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| • \$103,442 total project cost for Arcadia | • \$183,571 total project cost for Hepler |
| • \$156,880 total project cost for Arma | • \$205,526 total project cost for McCune |
| • \$351,127 total project cost for Cherokee | • \$711,845 total project cost for Mulberry |
| • \$152,035 total project cost for Frontenac | • \$232,572 total project cost for Walnut |

Total: \$2,096,998

A grand total of \$47,673,903 infrastructure opportunities were identified in the evaluation process for the county.

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Chapter 4: Priority List



Why Prioritize Projects?

In Chapter 3, a comprehensive project list was outlined, complete with cost estimates for the construction and implementation of all the project opportunities. However, the sheer number of projects and the \$47,673,903 associated cost are far too great for Crawford County to consider building in the immediate future. The sidewalk, trail, and on-street facilities projects that offered the highest return on investment were selected for prioritization.

The priority list that we have identified, with the help of the County Active Transportation Advisory Board (ATAB), primarily focuses on projects in the unincorporated areas of Crawford County. This is due to the fact that:

- (1) Girard and Pittsburg have their own city-wide Bicycle and Pedestrian Transportation Plans with priority projects in each document
- (2) Arcadia, Arma, Cherokee, Frontenac, Hepler, McCune, Mulberry, and Walnut have recommended projects identified in their individual community maps, which are in the appendix of this document.

Therefore, we wanted to focus the road, sidewalk, and trail priority projects in areas outside of those cities to better connect the cities and county as a whole.

Prioritized List is Not Proscriptive

The Crawford County Bicycle and Pedestrian Master Plan, and the projects described herein, are intended as a starting point for discussion, and are not a proscriptive guide for community improvements. Hopefully, the information provided and projects outlined will serve as a resource to support future investment decisions by Crawford County and others concerning sidewalks, trails, and on-street bicycle facilities.

The planning focuses on the long-term development of an integrated system of sidewalks, trails, and on-street facilities. While this priority list was created in good faith and included to focus the results of this plan, Crawford County residents should be consulted as to which projects would benefit the community the most.

Factors That Influenced Selection

First, the projects were ranked based upon these criteria:

The Crawford County Bicycle and Pedestrian Master Plan, and the projects described herein, are intended as a starting point for discussion, and are not a proscriptive guide for community improvements.

- Promise to increase the mobility of bicyclists and pedestrians
- Promise to increase physical activity
- Promise to reduce automobile trips in Crawford County
- Quality of the project (For example, would a trail project only be possible if it included several “at grade” crossings thereby reducing its comfort and safety?)

Then the highest ranked projects were weighed against two “costs:”

- The cost to complete the project
- The ease of completion (For example, would the land acquisition process be difficult because the project crosses several private land holdings?)

Sidewalk Priority Projects

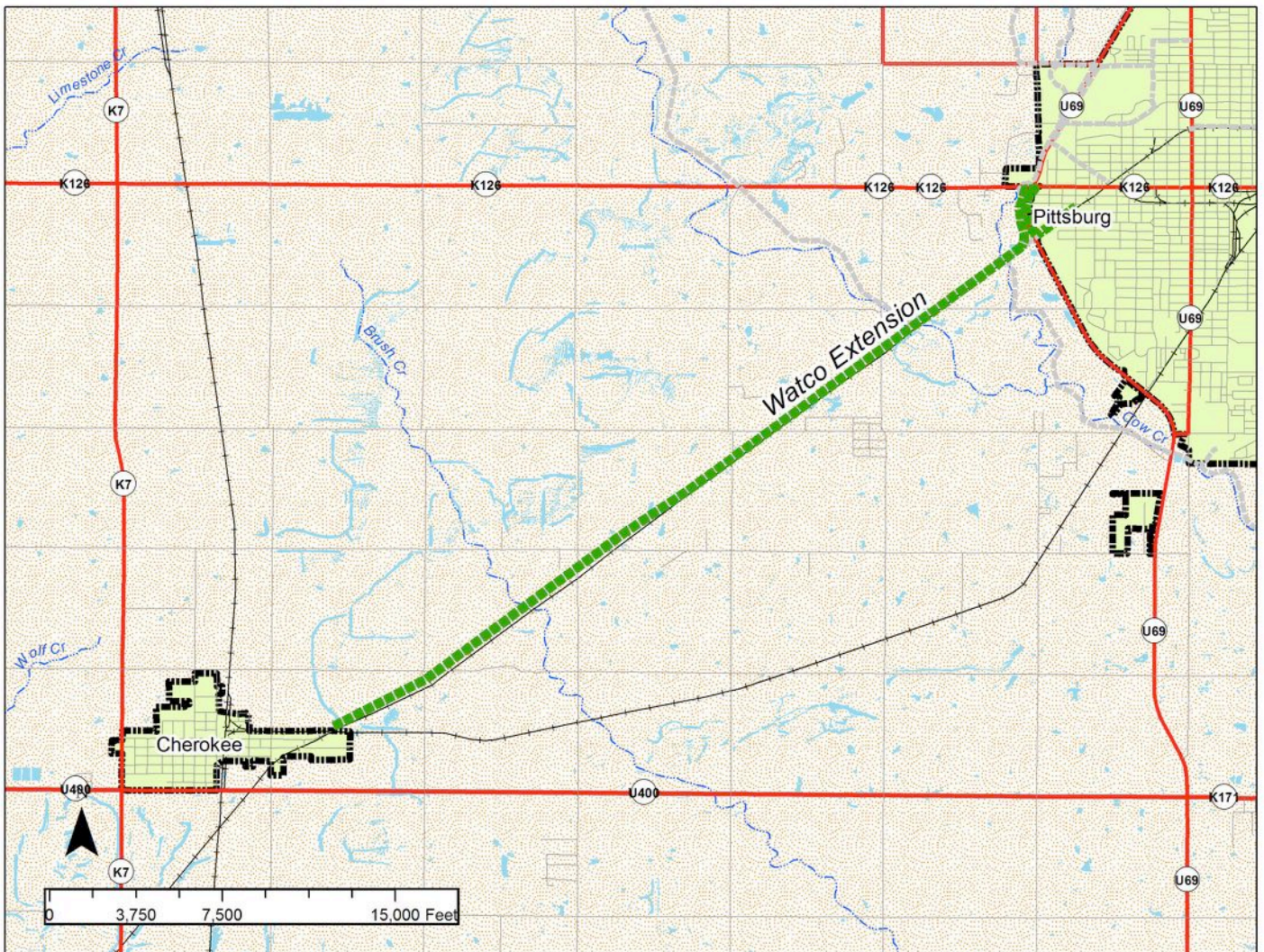
There are no specific sidewalk priority projects for Crawford County. However, the eight individual community maps of Arcadia, Arma, Cherokee, Frontenac, Hepler, McCune, Mulberry, and Walnut have sidewalk recommendations that should be reviewed by the County and the communities. Those maps are located in the appendix.

Trail Priority Projects

Recreational trail use is popular nationwide, representing one of the highest-ranked recreational demands in the United States. Trails serve a wide variety of uses. They range from functional transportation connectors, which enable citizens to travel safely from one location to another, to the passive and intimate pathways that provide opportunities to enjoy nature in a quiet and personal way.

The development of this trail plan focused on the following objectives:

- Increasing opportunities for people to gain physical activity
- Increasing the use of “non-motorized” transportation
- Increasing the quality of life of Crawford County citizens
- Making Crawford a more “livable” county
- Increasing the safety of bicyclists, pedestrians, and wheelchair users



Trail Priority Project #1: Watco Trail Extension

This proposed trail project is approximately 7.4 miles long and is estimated to cost \$3.5 million. Starting at the end of the existing Watco Trail, the proposed route will be a hard surface material, preferably concrete, to Highway 69/160. The proposed trail will follow the Highway right-of-way north to the 4th Street intersection where pedestrian improvements will need to be made to the existing lighted intersection. This design and work will need to be coordinated with Kansas Department of Transportation (KDOT).

There is an existing 6' high storm box culvert about halfway between the existing Watco railroad line and the 4th Street intersection. In the future, when this section of highway is improved, it would be advantageous for the County and City of Pittsburg to work with KDOT to have this box culvert modified to allow the trail to pass under the highway. This is the best long-term solution for trail and highway users, however these improvements may be cost prohibitive at this time.

The proposed trail will follow an existing gravel road heading south from the 4th Street intersection on the west side of Hwy 69/160 until the trail connects back to the Watco railroad line. At this point the concrete trail surface will transition to a gravel surface for the remainder of the route to Cherokee. The trail leaves Pittsburg in a southwesterly direction for several hundred yards before arriving at the bridge over First Cow Creek. Bridge 1 is approximately 120' long and is in very good condition. This bridge should only require new decking, railings, and removal of the existing logjam. Design for the construction of this bridge, and all bridges as part of this project, will need to be completed by a competent structural engineer.

The trail will then cross Quincy Ave before encountering existing Bridge 2. This approximately 90' long bridge is in good condition and should only require new deck and railing. The trail crosses 200th Street before passing through Crestwood Country Club. The proposed trail crosses Craig Street with proposed on-grade improvements. On 190th Street between 190th Street and 520th Street there is an existing concrete box culvert that is in good condition and will not require any structural improvements.

The proposed trail crosses 520th Street and 180th Street before coming to Bridge 3. Bridge 3 is approximately 80' long and is in good condition. It will require new deck and railing, but should not require any major structural improvements. The proposed trail continues southwest past 510th Street and O' Malley Prairie.

Bridge 4 is located between 510th Street and 170th Street. Bridge 4 is approximately 40' long and will require some support posts to be replaced, new deck and railing, but should not require a whole new bridge. As stated earlier, design for the construction of this bridge project will need to be completed by a competent structural engineer. The proposed trail will cross 170th Street on-grade and terminate in the town of Cherokee near the East Magnolia Extension.

A map outlining the proposed route with photos of the current (2016) condition of the trail corridor and bridges is in the appendix. In addition to the photos, the map contains the bridge numbers,

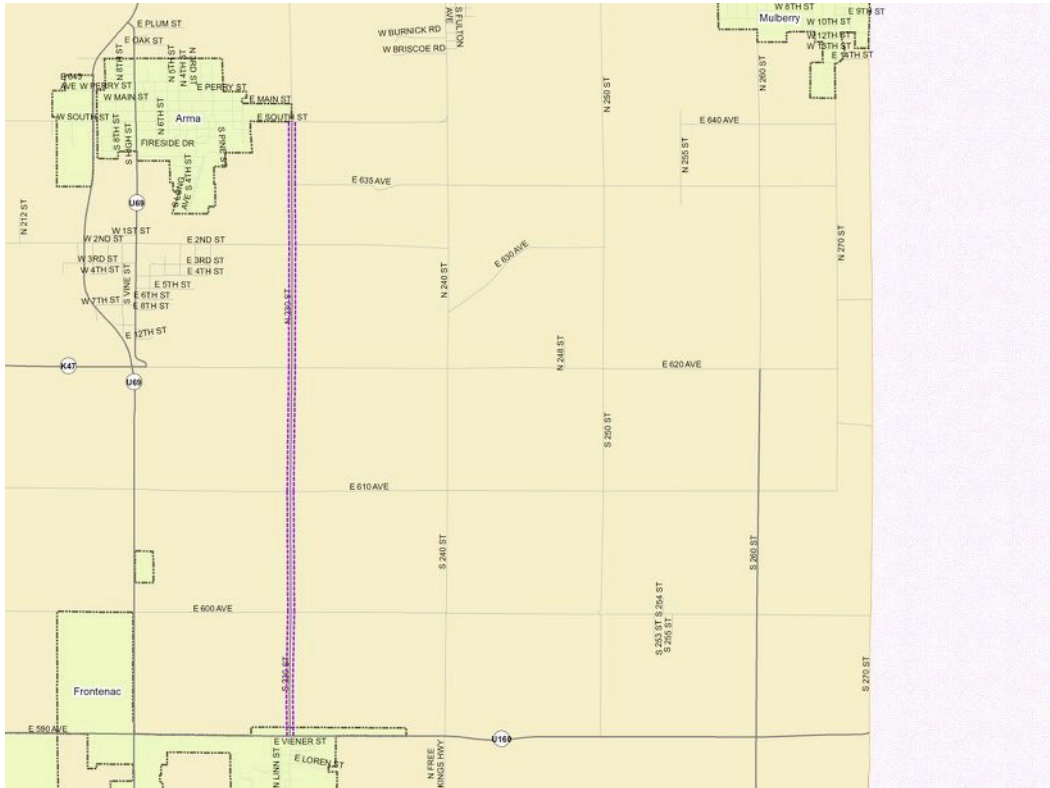
bridge length, and estimated repairs needed that are referenced in the above paragraphs. In its current condition the map, could be used to request bids to build this trail.

Next Steps for Building the Watco Trail

PedNet staff spoke with Brad Snow from All Aboard Foundation, and he believed that the trail segment from Cherokee to Pittsburg, which is referred to in this document as the Watco Trail Extension, has been railbanked. Currently, the foundation is looking for someone to take over managing this segment. While he could not say for certain, he believed the foundation would be willing to donate this section of land. Therefore, acquisition of the line may not be required as part of the cost of construction.

Based on the conversation with Mr. Snow, the next step for building the Watco Trail Extension is to have an entity take over as manager of this segment. This responsibility could be taken by Crawford County, Kansas, Pittsburg, Kansas or Live Well Crawford County. Whoever takes over would be in charge of the land and be able to move forward with construction of the trail.

Proposed Watco Trail Extention - Pittsburg to Cherokee				
Item Description	Quantity	Unit price	Cost	Notes
10' concrete trail	7043	\$50.00	\$352,150.00	Quantity in linear feet
10' gravel trail	32241	\$30.00	\$967,230.00	Quantity in linear feet
Grubbing, tree removal	160	\$100.00	\$16,000.00	Quantity in hours
Grading (hours)	550	\$120.00	\$66,000.00	Quantity in hours
Intersection improvement at Hwy. 160	1	\$350,000.00	\$350,000.00	Exact design to be approved by KDOT
Bridge 1 Approx. 120'	1	\$100,000.00	\$100,000.00	Refurbish exist. Bridge. New deck and railing
Bridge 2 Approx. 90'	1	\$80,000.00	\$80,000.00	Refurbish exist. Bridge. New deck and railing
Bridge 3 Approx. 80'	1	\$75,000.00	\$75,000.00	Refurbish exist. Bridge. New deck and railing
Bridge 4 Approx. 40'	1	\$40,000.00	\$40,000.00	Refurbish exist. Bridge. New deck and railing
Topsoil	60	\$200.00	\$12,000.00	
Street crossings	10	\$40,000.00	\$400,000.00	Signage, gates, street markings at minor roads
Culvert pipes for minor drainage	4	\$2,000.00	\$8,000.00	
Landscape turf grass	Lump		\$10,000.00	
Trees	30	\$200.00	\$6,000.00	
Silt fence	8000	\$1.75	\$14,000.00	Only proposed for work along Hwy 160
Bike rack	1	\$1,000.00	\$1,000.00	
Trailhead parking for 30	1	\$80,000.00	\$80,000.00	Asphalt parking lot with concrete curbs, land acquisition not included
Signs	1	Lump sum	\$40,000.00	Main sign at trailhead and wayfinding signs
SUB TOTAL:			\$2,617,380.00	
Engineering/Permits (18%)	1	Lump sum	\$471,128.40	
Contingency (15%)	1	Lump sum	\$463,276.26	
TOTAL			\$3,551,784.66	

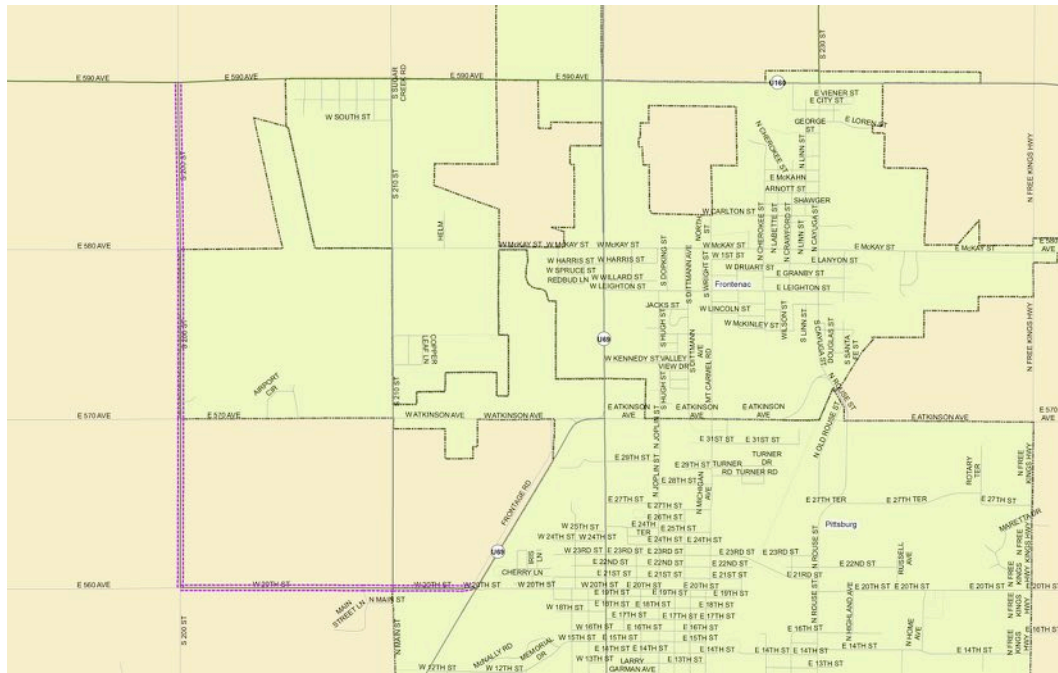


On-Street Facility Priority Project #1: Add 6' shoulders on 230th St from 640th Ave to Hwy 160

Comments: Adding shoulders along this route will provide road users a safe way to travel between Arma, Franklin, and Frontenac while avoiding Hwy 69.

Add 6' Shoulder	Square Yards	Cost per Square Yard	Total Cost
On 230 th St from 640 th Ave to Hwy 160	35,974	\$35	\$1,259,090

Chapter 4: Priority Projects



On-Street Facility Priority Project #2: Add 6' paved shoulders on 200th St. from 590th Ave to 560th Ave and on 560th Ave from 200th St. to Hwy 69

Comments: Since high levels of bicycle traffic traverse through Crawford County via the TransAmerica Trail, focus was given to those roads. The trail begins in the northwest, passing through Walnut on Hwy 146, turning south onto Hwy 7 and traveling through Girard. The trail then turns east towards Pittsburg and eventually exits Crawford County on Hwy 126.

This priority project, as well as the next two, focuses on select roads along the TransAmerica Trail.

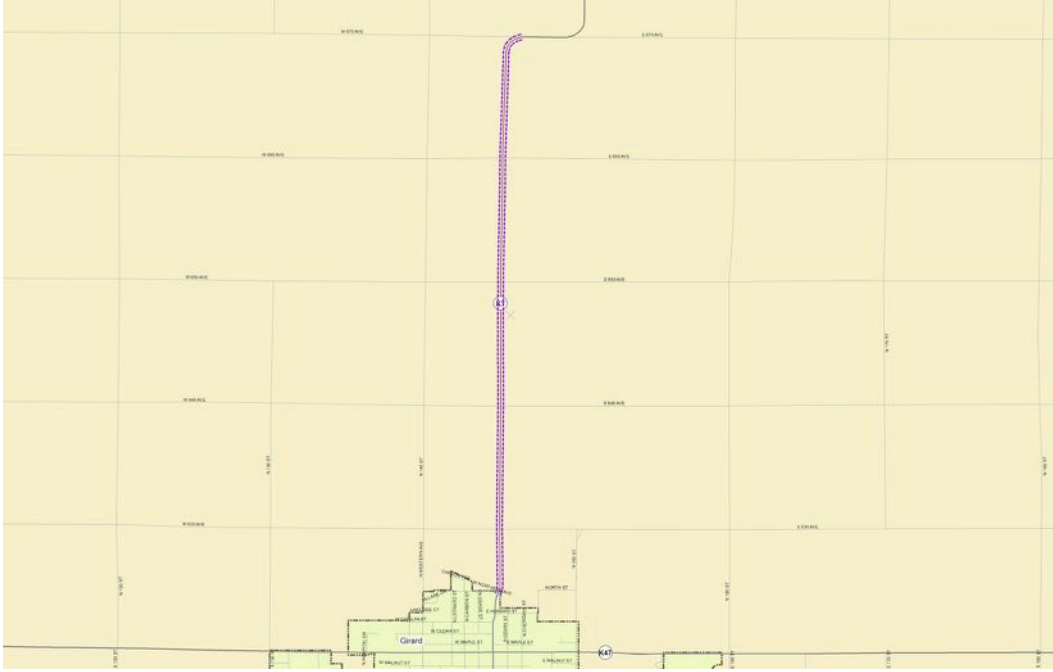
Add 6' Shoulder	Square Yards	Cost per Square Yard	Total Cost
On 200 th St. from 590 th Ave to 560 th Ave	21,120	\$35	\$739,200
On 560 th Ave from 200 th St. to Hwy 69	9,856	\$35	\$344,960
		Total	\$1,084,160



On-Street Facility Priority Project #3: Add 6' paved shoulders on 590th Ave from Hwy 7 to Hwy 69

Comments: This route is also along the TransAmerica Trail, which has increased bicycle traffic. A 6' shoulder would provide safety and comfort for all road users.

Add 6' Shoulder	Square Yards	Cost per Square Yard	Total Cost
On 590 th Ave from Hwy 7 to Hwy 69	49,280	\$35	\$1,724,800



On-Street Facility Priority Project #4: Add 6' paved shoulders on Hwy 7 from 670th Ave to N. Ryan St.

Comments: The recommendation in Chapter 3 for Hwy 7 is to add shoulders from 730th to North Ryan Street. This would add shoulders beginning at the northern tip of the county and extending south to Girard. However, for this priority project it is recommended to focus on the section of Hwy 7 that is part of the TransAmerica Trail.

Add 6' Shoulder	Square Yards	Cost per Square Yard	Total Cost
On Hwy 7 from 670 th Ave to N Ryan St	31,680	\$35	\$1,108,800

Total Priority List Costs

Improvement	Cost
Watco Trail Extension	\$3,551,785
6' Paved Shoulder on 230 th Street	\$1,259,090
6' Paved Shoulder on Select Roads along the TransAmerica Trail	\$3,917,760
Total	\$8,728,635

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Chapter 5: Plan Implementation



Plan Implementation: Design, Policy & Funding

This chapter will cover proper project design, thoughtful policy initiatives, and creative funding mechanisms, which are key to implementing this plan.

Best Practices: Sidewalks

While sidewalks may seem simple, the details make all the difference between a good facility and an expensive mistake. It is important that Crawford County staff and contractors be well versed in sidewalk design and construction. Across the United States, new sidewalks are built with the intention of being Americans with Disabilities Act (ADA) compliant. However, even a minor engineering miscalculation, like a failure to maintain the proper slope at a driveway, can result in them being too hazardous for wheelchair users.

Sidewalk Width

Five-feet should be the minimum width for any sidewalk regardless of location and roadway classification. A 5-foot sidewalk provides adequate space for a pedestrian and personal mobility device or two pedestrians to pass. Areas that attract pedestrian traffic and/or where people may congregate, the width of the sidewalk will need to be greater than 5-feet to accommodate the situation and circumstances.

The suggested minimum widths for sidewalks are:

- Local Streets: minimum 5-feet in width
- Collector Streets: minimum of 5-feet in width
- Secondary Arterials: minimum of 5-feet in width
- Primary Thoroughfares: minimum of 6 to 8-feet in width
- Downtown: minimum of 8 to 12-feet in width

For the non-buffer design sidewalks, increased sidewalk width is needed to provide distance from the street edge or curb to accommodate passing pedestrians and any commercial activity that will share part of the sidewalk. This applies principally to the downtown areas of Crawford County communities.



Missing and broken sidewalk make for unsafe pedestrian conditions and is not ADA compliant.

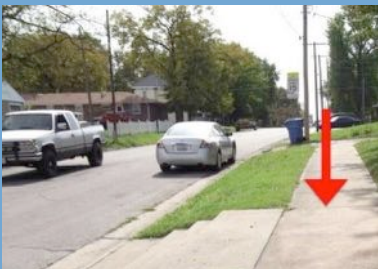
Sidewalk Zones



Curb Zone



Buffer/Furniture Zone



Pedestrian Zone



Frontage Zone

A sidewalk has four main design features that are often referred to as “zones”. These features are (1) the curb zone, (2) the buffer/furniture zone, (3) the pedestrian zone, and (4) the frontage zone. The curb and furniture zone will be discussed in this section.

One of the “curb zone’s” main purposes is to facilitate the proper water drainage of the street. However, the curb also works to protect pedestrians from motorists who are not maintaining control of their vehicle. For this reason, the curb along sidewalks should be of the “non-mountable” variety, rather than the “mountable” variety.

The second zone in sidewalk design is the “buffer/furniture zone.” The furniture zone has two purposes. It serves as a buffer between the roadway and the sidewalk, and is a place where items can be stored so as not to block the sidewalk.

Furniture zones reduce pedestrians’ proximity to passing traffic, increasing their safety and comfort, especially on rainy days when water collected on the street presents a splash hazard. In residential areas, the buffer zone is often grass covered and maintained as part of a lawn. Another option, if the width is sufficient, is to plant trees of a suitable growth habit to minimize conflicts with overhead utility lines. The buffer aspect of the furniture zone is extremely important to both the safety and comfort of children and people with physical disabilities.

The furniture zone also gives the government and property owners a place to store items that must be near the road. In many areas without a furniture zone, the sidewalk is often blocked several times per week due to those items. This essentially makes the sidewalk useless for its intended purpose. For homeowners, this may include refuse carts, lawn waste, or other items waiting to be picked up. For the government, these items may include utility poles, parking meters, benches, or mailboxes.

Furniture Zones, the areas located between the roadway edge and the sidewalk, offer a number of practical advantages as well as benefits for pedestrians. The minimum widths should be:

- Local Streets: minimum 3 to 5-feet in width
- Collector Streets: minimum of 3 to 5-feet in width
- Secondary Arterials: minimum of 4 to 6-feet in width
- Primary Thoroughfares: minimum of 6 to 8-feet in width

Continuity

Sidewalks should be continuous along an entire block, from street intersection to street intersection. Sidewalks with missing sections may promote mid-block street crossings or other unsafe pedestrian movements, and are not ADA-compliant.

The Americans with Disabilities Act

The Americans with Disabilities Act (ADA) was passed by Congress and signed by President George H.W. Bush on July 26, 1990. The law affects sidewalk that has been built since its passage or sidewalk that has undergone a major repair.

There are many wheelchair users in Crawford County, as well as visually impaired and physically disabled individuals. Typically, when one conducts interviews with residents, regardless of their home community, concerns are expressed that there might be crashes due to disabled individuals' frequent use of their mobility devices on the roadways, rather than on available sidewalks. Citizens will voice frustrations, suggesting they think these individuals are simply choosing to place themselves in harm's way by using the roadway rather than the sidewalk.

However, sidewalk evaluations completed in most communities reveal that where wheelchair users are using the public streets, it tends to be because the sidewalks are not ADA-compliant. Wheelchairs on the sidewalk system can make few complete trips when compliant sidewalks are periodic and inconsistent. Thus, wheelchair users will remain in the roadway, rather than having to exit the sidewalks each time they encounter a break in the sidewalk or a vertical curb they cannot maneuver.

Right-of-Way Acquisition

Many landowners do not fully understand the concept of the public right-of-way, and may assume that their lawn extends all the way to the curb of the roadway. Even though it is well within the rights of the city to build a sidewalk, it is critical to ensure that yard disruption is minimized, perhaps even improved with tree plantings or other landscaping, to reduce public complaints and/or opposition to future projects. Most sidewalks can be built without having to purchase right-of-way.

Ultimately, after a series of public hearings, a government entity will determine the location of new sidewalks along existing streets. It is vitally important that decision makers consider sidewalks as a

Benefits of Buffer/Furniture Zone



Space for Trashcans and
Other Items



Room for Children to Veer
without Falling into Roadway



More Comfort and Safety

piece of transportation infrastructure rather than as a single amenity for a single neighborhood.

Sidewalk Construction Costs

Depending on contracts cities in Crawford County have with local contractors, it may be advantageous for Crawford County and/or its cities, to create a Summer Sidewalk Construction Crew. This may or may not be an option depending on the skill level of existing staff and the current contract price for flat concrete work. If the Summer Sidewalk Construction Crew is chosen, one or two skilled flat concrete foremen can lead several inexperienced workers to repair existing sidewalks, or pour new sections of sidewalk or trail, in a very cost-effective manner. However, if it costs \$30 per linear foot (LF) to pour a 5-foot wide sidewalk with a city crew, but a private contractor can do the work for \$35 per LF, it may not be worth the trouble to create a new construction crew.

To decide the best option for Crawford County and its cities, calculate what it would cost to employ 3 - 5 seasonal workers along with two full-time employees; the cost of concrete, rebar, and forms; and compare that to costs of a contractor. It is fairly simple to contact a local concrete contractor and ask for preliminary cost estimates for various types of flat concrete work.

An advantage of having a designated city concrete crew is that now you have a trained crew that is readily available to repair or build new sidewalks. Additionally, hiring summer crews allows local workers to learn a new trade. Nonetheless, there are start-up costs associated with purchasing concrete forms and hiring additional staff.

Best Practices: Trails

Trails are a great first step to developing an active community. Initially, they serve as recreation and fitness corridors where citizens start to feel comfortable walking and biking again. As a trail system develops and spreads throughout the city, it serves the transportation needs of those who live near the trail and work or shop at another point along the trail system. Over time, those transportation trail users become comfortable commuting on the streets. This leads to a portion of the population using both trails and streets to commute, and living a healthier lifestyle.

Having a designated city concrete crew provides a trained crew that is readily available to repair or build new sidewalks. Additionally, hiring summer crews allows local workers to learn a new trade.



Trail designers should aspire to route trails around mature trees.

Trail Materials

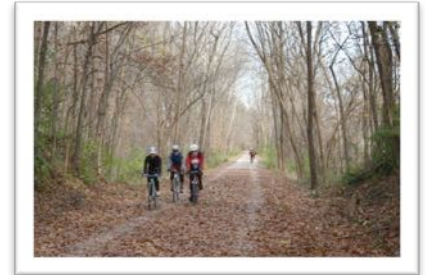
As the popularity of trails grows, many cities are faced with a variety of decisions regarding trail design. Municipalities must balance the initial cost of development and the long-term maintenance cost with the goal of providing the best service in the most cost-effective manner possible. The ideal trail system provides a safe place for recreation and a functional option for those who use non-motorized transportation. This requires good judgment and sound design to achieve.

Gravel trails are the least expensive to build initially, and many users prefer the natural look and perceived softness to the trail user's joints. The actual savings of going with gravel over a hard surface is usually minimal due to the majority of a trail's cost going to the land acquisition, grading, and bridge development. Gravel is a definite improvement over a natural (dirt) surface for year-round use. Additionally, gravel trails can be a good option where a trail does not have many elevation changes and where a trail is elevated out of a flood area. For this reason, many rail-to-trail conversions use the existing gravel base of the railroad line; add some fine gravel (3/8" minus) on top, and open the trail up for use with very minimal expense.

However, snowfall can make gravel trails unusable for extended periods of time due to difficulty in clearing the snow, and rainfall can leave a user with mud on their clothing. Gravel trails also require year-round maintenance, since every time it rains, gravel will wash away and have to be replaced, which over time, can be expensive.

Asphalt trails present different challenges. In parts of the country where there is well-drained rocky or sandy soil, they can be an attractive surface for trails, because they have the best initial smooth surface. Nonetheless, because of seasonal cracking and their ongoing maintenance requirements, they are not a good option, as the initially smooth surface lasts only a couple of years before the trails become riddled with cracks. If a hard surface trail is chosen, it should be concrete, as asphalt trails are only slightly less expensive than concrete trails.

Concrete trails tend to last the longest with the least amount of maintenance. They are slightly more expensive initially, but the savings in maintenance, labor, and materials as compared to a gravel trail can be recovered in 5-10 years. Concrete trails are necessary wherever a trail may flood or where a trail experiences slopes exceeding five percent. Therefore, any trail built in a



Gravel Example



Asphalt Example



Concrete Example

Trail Amenities



Bicycle Racks



Parking



Benches



Restrooms

floodplain should be a concrete trail. Because of these reasons, concrete trails are generally the preference.

Concrete and Gravel Cost

Construction estimates and bids can fluctuate greatly depending on topography, existing site conditions, site accessibility, and drainage issues. For the purpose of this comparison, we have assumed that this is new trail construction in a bottomland setting. Bridge costs, design, engineering, surveying, acquisition, signage, and amenities (e.g., restrooms, drinking fountains, and parking lots) are virtually the same regardless of material type and thus are computed in the same way for this comparison. Because surface flow is more complex with gravel trails, extra pipe and ditching is required to minimize storm water damage. Excavation time and soil removal is greater for gravel trails, because depth is greater and more soil must be hauled away.

On average, a 10' concrete trail costs about \$780,000 per mile and 12' gravel trail costs about \$500,000 per mile.

Tree Removal

Trees, especially in trail corridors, are a tremendous asset and typically, trail users demand that trees be planted and preserved along trails. Therefore, it is important to incorporate extensive tree planting to compensate for lost trees wherever tree removal is necessary.

Trail Amenities

At the outset, development of a trail system should focus on getting miles of trail built. As the trails become popular, there will be demand for additional facilities such as drinking fountains, restrooms, and parking lots, so that recreational users can drive to a trailhead. In order for users to learn where they are on a trail and where they can go, signage is essential. As the trail system develops, benches and fitness equipment can be added to further enhance the trail experience.

Trail Policies

One of the issues the Crawford County citizens will have to discuss is what level of easement and land acquisition, if any, the cities and county want to pursue to develop trails, and other bicycle/pedestrian improvements.

Trails are a linear facility much like roads and utility (sewer, electric, and water) lines. Typical trail development first occurs along abandoned railroad corridors and along streams where there is no development and little opposition to trails. As the trail system grows, and trail system connections are less obvious, the communities will need to determine what level of land acquisition is acceptable.

With any proposed plan, there will be a mix of excitement and reservation from citizens. Right-of-way acquisition and utility relocation may be necessary for various types of pedestrian improvements. Parking along streets may be lost or lessened as part of proposed road improvements. There will be situations where tree removal is inevitable in order to build a trail. Therefore, it is critical to address these issues as part of initial design discussions, so there are no surprises during construction that may upset Crawford County residents.

There are numerous examples that show trail development is positive for communities and increases residential property value. Nevertheless, it is common for citizens to be concerned about change to their cities, especially if a proposed trail is near their property. However, trail users are generally people who care about the environment and are good stewards of their natural resources. They tend to pick up trash instead of leaving it. Negative activities that might otherwise occur in an isolated area, like an abandoned railroad corridor, tend to be discouraged by positive use of the area.

Best Practices: On-Street Facilities

Crosswalks

Marked crosswalks are vital for pedestrian mobility and safety. They signal to pedestrians that the location is safe to cross and that they have the right-of-way in that area.

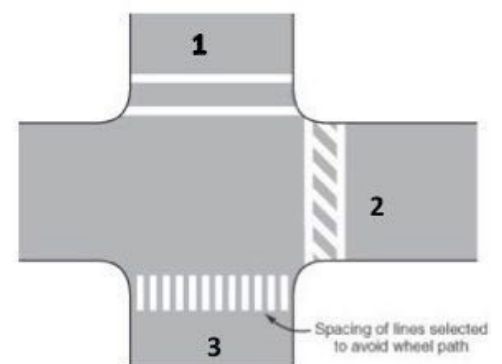
Drivers are instructed by Kansas law to “yield when a pedestrian is in a crosswalk” to allow that pedestrian to cross the crosswalk. However, motorists typically only stop if the crosswalk has been installed properly.

While there are a variety of crosswalk markings, three are discussed in this section (see diagram to the left):

1. Two transverse lines
2. Zebra stripe
3. Continental stripe



Due to low visibility, “two transverse lines” are only appropriate at stop signs or traffic signals. Photo credit: Mike Cynecki



Credit: Federal Highway Administration

Example, Poorly Painted Mid-Block Crosswalk



From the Pedestrian
Point-Of-View, the
Crosswalk Looks Visible



From the Drivers' Point-
Of-View, the Crosswalk
Cannot be Seen From
an Appropriate Distance



On-Street Parking
Blocks Motorists' and
Pedestrians' Sight Lines

*Photo credits: Michael Ronkin and
Charlie Zegeer*

"Two transverse lines" are the least visible of the three crosswalk types, and should only be used in locations where traffic would otherwise be stopped. It is recommended that either the "zebra" or the "continental" stripe design be used, especially for mid-block crossings.

Some crosswalks are located in positions known as "mid-block". Mid-block means that there is not an intersection nearby and that traffic will only stop at the crosswalk if a pedestrian is crossing. These are the type of crosswalks where particular attention to best practices needs to be paid.

In the photos to the left, you can see that painting two transverse lines looks sufficient from the pedestrian's point of view before s/he enters the street. However, the next photograph illustrates how difficult it is to see the crosswalk from the distance at which a driver would have to make a decision about whether or not to stop or yield to a pedestrian.

The communities in Crawford County might consider using either the "zebra" or "continental" style of crosswalk, and discontinue the use of the "two transverse lines" type of crosswalks in mid-block locations.

On-Street Parking and Mid-Block Crosswalks

Significant attention should be paid to mid-block crosswalks that occur in places where on-street parking is allowed. This is because the parked vehicles can block the pedestrian from the motorist's sight lines and can block the pedestrian's view of the street.

The final photograph to the right demonstrates how dangerous this combination of on-street parking and poorly visible crosswalks can be for all road users. A child or person using a wheelchair, traversing from right-to-left, would be completely blocked by the parked vehicle until directly in the path of oncoming traffic.

There are two solutions to this situation:

1. Restricting on-street parking near mid-block crossings
2. Creating "bulb-out" extensions for crosswalks

In most Crawford County communities, the demand for on-street parking is minimal. Therefore, they are encouraged to restrict parking adjacent to mid-block crosswalks, and to consider restrictions to on-street parking near these crossings.

A “bulb-out” is an extension of the curb into the street to narrow the crossing distance for pedestrians, and slow traffic via lane narrowing. This allows the pedestrian to advance past parked vehicles to see oncoming traffic prior to crossing the street.

On-Street Parking and Bicycle Lanes

Section 9 of the Kansas Driving Handbook, “Sharing the Road,” covers how drivers should interact with bicyclists. Within the “Bicyclists” portion of this section, the Handbook states, “As a driver... Do not stop, park, or drive on a designated bicycle path or lane unless you are entering or leaving an alley or driveway, performing official duties, directed by a police officer, or an emergency situation exists.” Thus, within Crawford County, parking is illegal anywhere that a bicycle lane exists except in the aforementioned circumstances.

For good reason, many communities enforce this Kansas law against parking on streets with bicycle lanes. When a motorist is driving in their traffic lane, they have the expectation that a parked automobile will not obstruct the lane. Bicyclists also deserve the ability to ride with the expectation that their travel lanes will be free of parked vehicles. Nonetheless, it often becomes contentious when a community’s citizens propose that their local governance remove existing parking or strongly enforce parking restrictions. Those who are against removal of existing parking may cite that the parking is necessary, because local homes may lack driveways and must rely on the availability of on-street parking. Occasionally, due to the controversial nature of the debate, a local government may lack the political will necessary to legislate parking removal or prohibition on a particular street.

For example, the City Council of Columbia, Missouri decided that they would never be able to install a bicycle lane system if the city was forced to ban parking in order to install this system. Consequently, they voted against the adoption of Section 300.330 of Missouri’s Model Vehicle Code, which states, “A designated bicycle lane shall not be obstructed by a parked or standing motor vehicle or other stationary object.” Therefore, parking remains legal in a bicycle lane in Columbia.

There are positives and negatives to either approach, but the issue is one about which city leaders should be aware, because it will need to be addressed.



*Bulb-out Crosswalk Design.
Credit: Federal Highway
Administration.*

When a motorist is driving in their traffic lane, they have the expectation that a parked automobile will not obstruct the lane. Bicyclists also deserve the ability to ride with the expectation that their travel lanes will be free of parked vehicles.

Funding for Bicycle and Pedestrian Projects

County Funding

Compiled in this report, Crawford County has:

- \$269,280 worth of potential sidewalk projects
- \$31,138,000 worth of potential trail projects
- \$14,169,625 worth of potential on-street facilities projects
- \$2,096,998 worth of potential local community projects

Answers to the funding solutions include:

- Be realistic and prioritize projects;
- Adopt either a 10-year or 20-year Bicycle and Pedestrian Master Plan (priority list in chapter 4);
- Seek outside sources of funding;
- Reexamine the allotment of available revenue; and
- Identify potential new internal sources of funding.

Prioritize Projects

Crawford County Bicycle and Pedestrian Master Plan has identified \$47,673,903 worth of potential infrastructure projects. That figure takes into account deficiencies (e.g., missing arterial sidewalk, broken sidewalk, etc.) within Crawford County as well as potential projects, like new trail construction. While that figure represents needed projects, the cost is too high to ever realize full funding. Thus, project prioritization is paramount. Some projects offer Crawford County more “bang for the buck” than others do.

Crawford County Bicycle and Pedestrian Master Plan

It is important to have consensus on the projects, priorities, and potential funding in order to move forward with a coordinated program of projects, which advance bicycle and pedestrian improvements. One step toward this effort would be for Crawford County to consider the adoption of the priority projects listed in Chapter 4 as the “Crawford County 2027/2037 Bicycle and Pedestrian Master Plan”. The year would change depending on whether the County wanted it to be a 10-year or 20-year plan.

This action would “formalize” the plan as a goal of Crawford County, and authorize staff to identify funding to complete those projects, but would not direct any funds towards the plan.

The cost of potential projects outlined in this book is too high to ever realize full funding. Thus, project prioritization is paramount.

This will help staff identify potential future trail corridors and connections to protect them. For instance, if a new subdivision is being planned near a future trail, then government officials can ask the developer for an easement to allow for that subdivision to be connected to the future trail, whenever funding is secured to build it.

There exist a variety of potential funding sources to which Crawford County and its communities have access. Yet, some sources are inconsistent or the allocation is outside of their control. For example, due to Kansas' present budget woes it is difficult to draw a conclusion as to how reliable those funds will be. Therefore, local sources of funding need to be considered.

In some communities, elected leaders state they will not allow any local tax dollars to be used on non-motorized transportation. They do this to “tamp down” opposition and defend their position of being financially responsible. Instead, they indicate that “grants” will be used, which reassures people that things can be built without anyone in the local community having to pay for them. There are two negative repercussions with this: (1) local citizens should pay at least a portion of the facilities (it is only fair) and (2) all federal grants (the main source of non-motorized grants available) require a 20% local match. Therefore, even if it becomes a matter of policy to rely on grants, at least some local funds will need to be spent on non-motorized transportation. The real question is where should that money come from.

According to Liz Hart who works for Crawford County, the County's 2017 budget can be broken down into these categories:

- Special City & County Highway Funds: \$973,114.18
- Property tax: \$3,323,104.47
- Misc.: \$25,364.61

The \$973,114.18 of “Special City & County Highway Funds” is, according to Liz Hart, state gasoline taxes that are distributed to each county by the State of Kansas. There are no stipulations on these funds directing them to only be used on motorized transportation. Thus far, none of those funds have ever been used on non-motorized transportation.

While it is impossible to know the exact number of Kansas residents who do not drive an automobile, according the Federal Highway Administration's Highway Statistics Report, roughly 30% of Kansas residents do not have a valid driver's license (2000). Many more Kansans, like older citizens who are no longer able to

There are a variety of potential funding sources to which Crawford County and its communities have access. Yet, some are inconsistent or the allocation is outside of their control. Therefore, local sources of funding need to be considered.

drive, have a driver's license but are not driving. So the exact percentage of residents who do not drive is probably higher than 30%.

If Crawford County decided to "set aside" even 3% of those state transportation funds for non-motorized transportation, it would create a fund that would generate roughly \$58,000 every two-years. Just enough for the County to apply for, and receive, \$250,000 in KDOT/Federal grant awards for non-motorized transportation. Currently, the County is not setting aside any funds for non-motorized transportation, therefore making them ineligible for applying.

Another potential local source of funding for non-motorized transportation is the county sales tax. Currently, Crawford County's sales tax of 7.5% is in line with, or lower than, its neighbors Bourbon County (7.9%), Neosho County (7.5%) and Cherokee County (8.0%). A sales tax increase of .25% would generate approximately \$151,750 annually specifically for Crawford County, while still keeping it lower than most of its neighbors.

The figure of \$151,750 is based on a one-cent sales tax increase that occurred in 2016, which generated \$2.4 million dollars in one year. By Kansas law, county sales tax money must be partially distributed to local municipalities. After distributions, the County was left with \$607,000 from that one-cent increase. If the percentages held true for an additional $\frac{1}{4}$ cent increase, it's expected that the County's share would be \$151,750. Over the course of 24 years, that would be enough to build the Watco Trail Extension from Pittsburg to Cherokee, which would be one of the finest recreational facilities in the State of Kansas, and would look amazing when "selling" Crawford County to major employers considering relocation.

Federal Funding

Almost all outside funding for bicycle and pedestrian facilities flows from the federal government. In fact, even grants that pass through state agencies like the Kansas Department of Transportation originate from the Federal Highway Administration by way of legislation, which dictates how federal transportation funding is spent.

There are two state agencies that administer federal funding, which can be used for bicycle and pedestrian facilities: (1) the Kansas Department of Transportation (KDOT) and (2) the Kansas Department of Wildlife, Parks and Tourism (KDWPT). The Kansas Department of Transportation has programs funded through the



Federal Highway Administration by way of the latest federal transportation legislation.

In December of 2015, Congress passed the “Fixing America’s Surface Transportation Act” or FAST Act. It was signed into law by President Obama on December 4, 2015 and passed as a five-year bill.

Here is a breakdown of information about the FAST Act:

- The Transportation Alternatives Program (TAP) has been replaced with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA) and included a small increase in funding for non-motorized transportation (i.e. walking, biking, etc.) infrastructure and programming (Federal Highway Administration, 2016).
- From 2016 to 2017 funding for TA Set-Aside will be \$835 million. From 2018 to 2020, it will increase to \$850 million (Federal Highway Administration, 2016).
- A number of factors such as, population, road miles, etc. determine how much money each state receives. Based on Federal Highway Administration data, for FY 2016, Kansas is expected to receive \$10,632,688 in total reserved for TA Set-Aside (Federal Highway Administration, 2015).
- In areas over 200,000 people, the Metropolitan Planning Organizations (MPOs) are in charge of choosing the projects and in areas under 200,000 the state department of transportation is in charge (Safe Routes to School, 2015).
- TA Set-Aside still requires a 20% state or local match, just as the TAP program did (Safe Routes to School, 2015).
- This new funding will allow large MPOs to divert up to half of their funds to transportation projects other than non-motorized transportation. While it isn’t expected to be an issue advocates, especially in larger cities, should work with their MPOs to ensure the funds are used for non-motorized transportation (SRTS National Partnership, 2015).
- States are now encouraged to adopt Complete Streets standards for the planning, development and operation of federally funded transportation projects (SRTS National Partnership, 2015).
- The TA Set-Aside program allows state and local nonprofit organizations that work on transportation safety to compete for funding (SRTS National Partnership, 2015). However, the Kansas Department of Transportation (KDOT) has decided that nonprofits are not eligible to apply for projects or funding.





The Kansas Department of Wildlife, Parks and Tourism administers two programs: (1) the Land and Water Conservation Fund (LWCF) and (2) Recreational Trails Program (RTP). The program provides 50 percent reimbursement to select outdoor recreation projects. The applications are typically due in April every year (Kansas Parks, Wildlife, and Tourism 2017). The Land and Water Conservation Fund Act was conceived in 1965 with a 50-year term, which expired on October 1st, 2015. However, in December of 2015, the program was renewed for three years with \$450 million for the 2016 fiscal year. Recreational Trails Program provides 80 percent matching funds on a reimbursement basis. Grants are typically due on August 1st of every year (Kansas Parks, Wildlife, and Tourism 2017).

Non-Government Funding

While there are philanthropic organizations that fund projects to increase bicycling and walking, most of these organizations prefer to fund policy changes rather than small capital improvement projects. If given the choice between funding a particular sidewalk project or funding an initiative that would result in a policy change ensuring that bicyclists and pedestrians begin to get their fair share of transportation sales taxes in a community, most funders would prefer the second option, because they consider the policy change to be a permanent fix to the problem. After all, building a single sidewalk, then continuing with “business as usual” does not result in impactful change.

If Crawford County hopes to compete for these philanthropic dollars, the county will need to look at the funding pursuit differently than it would the pursuit of a government grant. Groups like the Robert Wood Johnson Foundation are primarily interested in advocacy and policy change, whereas government grants usually cannot fund advocacy or policy changes. Grants with advocacy agendas are best pursued by a non-profit organization acting as the fiscal agent on behalf of the county or city as a potential partner.

While the funders’ “end goal” is often a new policy rather than the sidewalk itself, capital improvements, i.e. sidewalk and trail projects, can sometimes be part of the project.

Public-Private Partnerships

As federal sources of transportation dollars shrink, public-private partnerships are becoming more important. The Live Well Crawford County project is a great example of a public- private partnership, and Crawford County would benefit from other partnering opportunities in the future.

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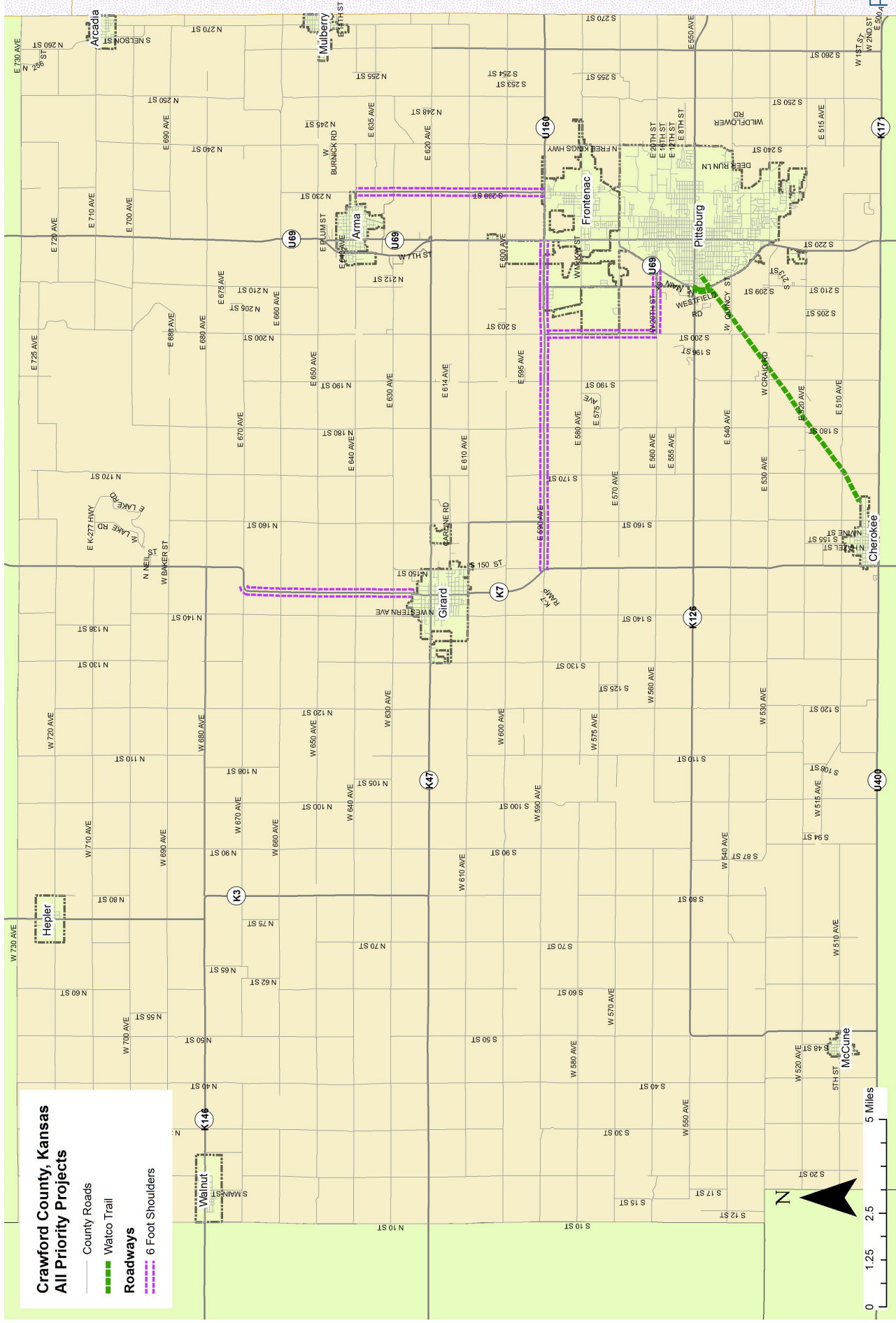
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Appendix



Crawford County, Kansas All Priority Projects

- County Roads
- Watco Trail
- Roadways
- 6 Foot Shoulders



Franklin Community Council, Inc.

***P. O. Box 43
Franklin, Ks. 66735-0043
www.franklinkansas.com***

November 8, 2005

***Mr. Patrick Zollner
Architectural Historian
Kansas State Historical Society
6425 SW Sixth Avenue
Topeka, Ks. 66615-1099***

Re: Franklin-Arma sidewalk

Am attaching the requested information on the above issue. We continue to seek answers to questions about the sidewalk and will make those available to you. I'm hoping the information we have supplied thus far will help with establishing enough evidence to gain eligibility on the Historic Register.

Our park continues to progress and many historic artifacts are already placed in the entryway of the park. The sidewalk adjoins this park and we think it will provide many generations with enjoyable and entertaining visits.

We held the grand opening of our community center this past Sunday. This building is a historic monument in itself and is located along 69 Highway across from the sidewalk. The sign houses the bell from St. Philip Neri Catholic Church which began in 1915. The interior of the community center is decorated in a historic theme. A border runs throughout the entire hall. The border contains historic photos of the community and it's residents. At the entryway of the center is a glass display case filled with historic momentos and items relating to Franklin. At the grand opening there were many tearful eyes from residents who lost everything in the tornado and were now able to see all that was salvaged. They were so grateful that we had taken the time and effort to see that the items were preserved for everyone to view.

Thank you for all your help and please let me know if there is any way I can assist you with anything further. .

Phyllis Bitner, Chairman



***Heritage Committee
Franklin Community Council, Inc.***

Franklin-Arma Sidewalk

The neighboring communities of Franklin and Arma have long been closely related due to their proximity and similarities of population. Both communities had a strong mining presence. The inhabitants were largely immigrants from the Balkan countries with many of them coming to this country due to the boom of the mining industry. Both communities grew and each became a self sufficient town.

With the demise of the mining industry Franklin's population took a downturn and Arma became their shopping center, entertainment and school location. Franklin high school was closed in 1928 as close as can be determined. Several stories from early residents have related that the reason for the sidewalk's construction was the closure of the school. There was a death related to a young girl walking along the highway which is said to have instigated the push for a sidewalk which would provide a safe walking place for the children attending high school in Arma. The sidewalk was also used as a mode of transportation for people visiting between the two communities.

The sidewalk was used by several generations of children as well as adults. It continued to become overgrown but the original sidewalk remains under the growth. Several spots have been uncovered and the entire 3' wide sidewalk is intact.

Following are some facts about both communities. Our intent is to restore the sidewalk. With the tornado that destroyed much of the community of Franklin the post office was demolished. Residents now must travel to Arma to obtain their mail. Perhaps this historic sidewalk will once again provide a safe walking place for residents as it did 69 years ago when the sidewalk was built.

FRANKLIN

Franklin began as a mining community in the early 1900s.

POPULATION

1910 - 150 (1)

1915 - 1,649 (2)

1919 - 1,468 (3)

1920 - 1,699 (3)

1928 - 1,450 (4)

1930s - 2,004 (5)

1941 - 650 (6)

1942 - 534 (6)

1906: Franklin not shown in plats. (7)

1908: The SNPJ Lodge was established October 15, 1908 in Franklin, Kansas (8)

1908: Post office established October 27, 1908. Richard H. Simmons was 1st appointee. (9)

1909: John Dollar's First Addition to Franklin was platted February 18, 1909. (10)

1910: Franklin, a village of Crawford county, is a station on the Joplin & Pittsburg electric railroad, about 8 miles east of Girard, the county seat. It has a money order post office and is a trading center for that section of the county. The population in 1910 was 150. (11)

1917: Franklin is on Joplin Pittsburg Elec. Ry.; has a money order P.O.; 1915 population was 1649 (12)

1923: Franklin, Kansas, is strictly a mining community, located about 7 miles north of Pittsburg, population 1500. Two churches, two schools, one theatre, electric lights, artesian water and paved streets. The miners generally living in company houses. (13)

1931: Located on Crawford County Highway (14)

1963: Located on State Highway about 8 mi. N. of Pittsburg, or about 1 mi. S. of Arma. (15)

Early Residents Memories Relating to School and Sidewalk

(These stories are consistent with the high school closing in 1928)

Lucy Tersinar: Sam Gardner's daughter was killed on the highway between Franklin and Arma. I had always heard that is why the sidewalk was built. Somebody said it was a WPA but I said no. I think this was built before WPA existed. Freeto was the only company that did that kind of work at the time. (16)

Jack Kynion: I was born in Franklin in 1925. I graduated from Arma high school in 1942 and attended grade school in Franklin. I remember walking home from school in Arma when I was about 12 years old. (17)

Enis Krasovec: I went to grade school in Franklin and graduated in 1935 from grade school. I attended Arma high school and graduated in 1939. I went to grade school in Franklin and graduated in 1935 from grade school. I attended Arma high school and graduated in 1939.

I started out at the primary school and 1st grade at the bungalow, it was later the location of the community center but the school burnt down. That's where I started school then moved to the 2 room bungalow for 2nd grade, then for 3rd through 8th I went in the brick building.

I believe the high school in Franklin was gone when I was in 2nd grade.

We always walked to grade school. We lived 7 or 8 blocks away and then in high school we bummed rides or somebody gave us a ride until we were seniors then they had a bus that picked us up.

It was a hardship getting to school. We walked home a lot but someone always took us in the morning. (18)

Marie Podpechan Straus: I graduated from Franklin High School. I first went to White School. They actually called it White School. It was a white building. Then later they built a 4 room building where the community hall is. So after the white school I went to the brick school. This school where the community hall was more for the intermediate grades. I just went directly from the white school to the brick high school. When I graduated it was the last year for the high school in Franklin (1928). Then everyone went to Arma. (19)

Katherine Enrici Morgan: Graduated from Franklin Grade school in 1933. Frontenac in 1937. I remember walking on the sidewalk many times to visit my grandmother in Arma. (20)

ARMA

ARMITON:

November 27, 1890: Another Town. Land has been deeded to the Mo. Pac. R.R. by Mr. Armacost for side track & station, on section 5, twp. 29, rge 25, Washington Twp. It is on the J. V. Baysinger farm. the R. R. co. agrees to maintain and build a good depot at that point. As yet it has not been named. (21)

February 2, 1891: The name of the new town in Washington Twp. on the line of the Fort Scott & Southern R.R. is Rust, instead of Armiton, as at first decided upon. It is located on the SW 1/4 of 5-29-25 known as the Armacost farm and comprises about 65 acres of land. It was surveyed last Thursday and the official plat will be filed for record in a few days, having been sent to Ohio for the inspection and approval of the owner of the site.... (22)

ARMA:

January 24, 1971: William F. Armacost came to Crawford Co. from Bethel, Ohio. IN association with T. T. Perry, a Girard real estate man, Armacost laid out the town that is now Arma. For a time it was called Armacost, then shortened to Arma. Earlier the town had been known as Rust, a name nobody seemed to like, so it was scuttled rather quickly.] (23)

May 13, 1891: Post office established; discontinued August 31, 1906; George H. Hoisington 1st appointee; Then re-established February 17, 1908 (24)

1905: Arma, on the Missouri Pacific R.R. in Lincoln Twp., is but little more than a station and shipping point. A depot and one or two houses are all there is of the town. (Note error: Arma is in Washington Twp) (25)

September 17, 1891: Arma This is the name of the post office at the new station of Rust, Washington Twp., on the Fort Scott Railroad, John Rodabaugh is postmaster and George H. Hoisington assistant. Mails are expected over the railroad in a few days..a nice depot building shows that the railroad expects to do some business at this point. Near by W. R. Reid's large barn looms up grandly. It is second in size only to Nel Smith's near Farlington. (26)

1906 Arma shown in plat book (27)

1912: Arma, an incorporated town of Crawford county, is a station on the Missouri Pacific R.R., 9 miles east of Girard, the county seat, and about 3 miles west of the state line. It is a typical Kansas town, has express and telegraph offices, a flour mill, a lumber yard, several general stores and in 1910 reported a population of 327. (28)

1916: ARMA - Population (1915) 1,742; established, 1894; has telephones; is on the Pittsburg-Joplin electric line and the Missouri Pacific railway. (29)

1917: Arma on Mo. Pac. R.R., Money Order P.O., Am. Express, Wells Fargo Express, Western Union Telegraph Sta. Pop. in 1915 was 1792. Also on Joplin & Pittsburg Elec. Railway. (30)

1919 The Arma State Bank was robbed of \$50,000 in Liberty Bonds. (31)

1931 Arma shown on Highway Map. (32)

The WPA Guide to 1930s Kansas published 1984

In Arma, (934 alt., 2,004 pop), a coal-mining town spread over a large area, many of the residents have been thrown out of work during the past few years by the substitution of strip mining for deep shaft mining. (33)

1959: August 7,8 & 9, 1959.

Arma, Crawford County, Kansas -- lying south of the base line and east of the sixth principal meridian -- was incorporated as a city of the third class May 18,1909. It was 1018 feet above sea level and on the water shed between the Missouri and Arkansas Rivers.

Arma is located 5 miles west of the State line, 9 miles north of Pittsburg, and 7-1/2 miles east of Girard, the county seat. In 1915 it was also one mile south of the Terminus of the North and South road running from Fourth and Broadway in Pittsburg. This road is now known as the "straight Shot" U.S. Highway No. 69. Jefferson Highway (National road from New Orleans to Winnipeg) also passes through Arma. In 1870 the Missouri Pacific Railroad and in 1907 the Joplin and Pittsburg Railroad gave residents access to any portion of the county carrying freight and passengers.

The land was originally in the Cherokee Strip (sold to the Cherokee's by the U.S. under provision of 2nd Article of Treaty of 1835) but was taken over by the government in 1866, when U.S. Grant was president of U.S. In 1867 through the Secretary o Interior, it passed in the hands of James J. Joy of the American Emigrant Co. (chartered in Conn.) "All of section 5, township 29, range 25" which includes the original town site, was granted to the Missouri River, Fort Scott and Gulf Railroad Co. under federal grant in 1870. This included 640 acres. The original site included less tan 200 acres. In 1878 William F. Armacost acquired the land through mortgage closure on the railroad which reserved the "right-of-way". Before the incorporation of Arma it was known as Rust, a small coal camp laid out in 1886. Rust was platted on Ozark ridge where a nice slope from the center of the town in all directions made perfect drainage -- desirable in any city. It was situated in the midst of the most beautiful agricultural portion of Crawford County. The site was an ideal one and people were attracted from the desire for a healthy place ot live. It is about "200 feet higher than Pittsburg guaranteeing an abundance of pure fresh air". Rust was about three blocks wide and four blocks long, bounded on the east by the railroad. It had a population of 379 in 1909. The name of Arma came from one of the owners of most of the land north and east of the camp at the time of it's incorporation -- W. F. Armacost.

Arma is situated in the center of a rich bituminous coal deposit, of this section, which is practically inexhaustible. Many of the earlier mines of this district were located around Arma. Several mines of the Western Coal and Mining Co., the Girard Fuel Co., and Hamilton Coal Col. were in operation. Employees of mines near Franklin did the principal part of their trading in Arma as do the present citizens of Croweburg and surrounding farm districts.

It was necessary to go only to the depth of 30-50 feet to strike a vein of "pure healthy" water. The city owns it own water and light plant built in 1914. There are two city wells built in 1915 and 1946 to a depth of 1175 feet to furnish city water. The electricity is secured from K. G. & E. Co.

Arma has had its own city paper published every Thursday since 1915. G. W. Taylor, the original owner is said to have been the printer in "That Printer of Udell's" by Harold Bell Wright a "onetime" Pittsburg

Methodist Minister author.

The first bank was established in 1912 with J. N. McDonald as president and Elmer Sellsmanberger as cashier. It quit business in 1931.

From the original area of about three blocks square Arma grew until it now covers approximately one mile square. From a population of 379 in 1909; 1003 in 1913; 1673 in 1914; 1792 in 1915; 1975 in 1917; it became a thriving little city of 2,40 in 1929. For a time after 1929 Arma went on a decline perhaps because the coal companies found it was cheaper to mine the surface coal with steam and electric stripping shovels (larger than ones used on the Panama Canal) than to operate the deep mines making it necessary for many people to find employment elsewhere.

At present Arma has a population of 2010, the increase probably due again to economic conditions. Many Arma people are employed in Pittsburg and surrounding districts. They commute to their work and still enjoy the advantages of cheaper living expenses and friendly associations of a smaller city. Santa Fe Trailways bases have a station in Arma.

There are three church buildings in Arma -- Methodist, Baptist and Catholic and at one time a Latter Day Saint church, now the American Legion Hall.

Arma has three schools, two grade buildings and a high school. In 1929 the high school became a Crawford Community High School serving the surrounding communities. Two grade buildings are in use at present and serves not only Arma but other communities.

Arma is the original home of AECO (wholesalers and elevator); five grocery stores; a clothing store; drug store; 3 beauty parlors, 2 barber shops; 3 hardware and furniture stores; a hotel; bakery; cold storage plant; 2 variety stores; garages; 1 dentist and one medical doctor.

The first council met June 28, 1909 with Milt Siples, Sam Duncan, Ed May, Thomas Humes and J. E. Dorsey as councilmen. C. C. Brown was the first mayor and J. W. Hollingsworth, judge; Charles Weiss, city Clerk and Arch Olin as first city marshal and street commissioner.

The first additions to the town after the incorporation were made March 4, 1910 when the Beitzinger first addition and the Bilello first addition, both on the southwest side of town.

The city hall was built in 1914. O.E.S. November 29, 1915 and Methodist and Baptist churches built in 1914.

The first superintendent of schools was John W. Downing. There were 9 teachers at Lincoln School in 1913. In 1915 with 426 enrollment it was necessary to rent the church building belonging to the Church of God for use. First graduation class from the high school in 1920 with 9 members. (34)

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- (17) Interivew with Jack Kynion (early Franklin resident)
- (18) Interview with Enis Krasovec (early Franklin resident)
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13
ORIGINAL

BEFORE THE
INTERSTATE COMMERCE COMMISSION

DOCKET NO. AB-102 (Sub-No. 17)

MISSOURI-KANSAS-TEXAS RAILROAD COMPANY --
ABANDONMENT -- IN BOURBON, CRAWFORD, NEOSHO
AND LABETTE COUNTIES, KANSAS
(SEDALIA SUBDIVISION, GRIFFITH TO PARSONS)

APPLICATION

(Related to Railroad Control Application
in Finance Docket No. 30800)

FILED
MAR 12 1987

INTERSTATE
COMMERCE COMMISSION

ROBERT H. KHARASCH
KATHLEEN MAHON
Galland, Kharasch, Morse
& Garfinkle, P.C.
1054 Thirty-first Street, N.W.
Washington, D.C. 20070
(202) 342-5230

ARTHUR M. ALBIN
MICHAEL E. ROPER
Missouri-Kansas-Texas
Railroad Company
701 Commerce Street
Dallas, Texas 75202
(214) 651-6741

Attorneys for
Missouri-Kansas-Texas Railroad Company

March 12, 1987

BEFORE THE
INTERSTATE COMMERCE COMMISSION

MISSOURI-KANSAS-TEXAS RAILROAD)	
COMPANY -- ABANDONMENT -- IN)	Docket No. AB-102
BOURBON, CRAWFORD, NEOSHO AND)	(Sub-No. 17)
LABETTE COUNTIES, KANSAS, (Sedalia)	
Subdivision, Griffith to Parsons)	

APPLICATION

Missouri-Kansas-Texas Railroad Company

(hereinafter referred to as MKT or Applicant) submits this abandonment application, pursuant to 49 C.F.R. § 1152.22, for a certificate of public convenience and necessity permitting abandonment and discontinuance of operations over a portion of the Sedalia Subdivision in Bourbon, Crawford, Neosho and Labette Counties, Kansas.

Abandonment of this line is contingent upon consummation of the consolidation for which authority is sought in Finance Docket No. 30800, Union Pacific Corporation, Union Pacific Railroad Company and Missouri Pacific Railroad Company -- Control -- Missouri-Kansas-Texas Railroad Company.

49 C.F.R. § 1152.22 -- Contents of Application.

(a) General.

(a)(1) Applicant's exact name is Missouri-Kansas-Texas Railroad Company.

(a)(2) Applicant is a common carrier by railroad subject to the Interstate Commerce Act.

(a)(3) Applicant has a wholly-owned subsidiary, Oklahoma, Kansas and Texas Railroad Company.

(a)(4) Applicant seeks authority to abandon physically and to discontinue operations over a portion of the Sedalia Subdivision from railroad milepost 340.5 near Griffith to railroad milepost 383.8 near Parsons, a distance of approximately 43.3 miles in Bourbon, Crawford, Neosho and Labette Counties, Kansas.

(a)(5) Attached as Appendix "A" is a print drawn to scale showing the line proposed to be abandoned in a heavy black line. Other MKT trackage in the area is shown as well as trackage of other railroads. The highway network of the area is depicted on the map.

(a)(6) This line of railroad has appeared on MKT's system diagram map in Category 1 since November 7, 1986. Applicant described the line as follows:

Category 1: Lines anticipated will be the subject of an abandonment application or discontinuance within three years.

STATE OF KANSAS

- a. Designation of Line: Sedalia Subdivision
- b. State(s) in which located: Kansas
- c. County(ies) in which located: Bourbon, Crawford, Neosho, Labette
- d. Mileposts locations: M.P. 340.5 at Griffith to M.P. 383.8 at Parsons
- e. Agency or Terminal stations: Ft. Scott at M.P. 340.5

The abandonment of this line is related to the proposed consolidation of Missouri-Kansas-Texas Railroad Company and Missouri Pacific Railroad Company, ICC Finance Docket No. 30800.

(a)(7) Applicant seeks to abandon the line and discontinue operations because: Abandonment of this line is related to the proposed consolidation of Missouri-Kansas-Texas Railroad Company and Missouri Pacific Railroad Company and is contingent upon consummation of that consolidation (Finance Docket No. 30800). After consolidation, overhead traffic will be rerouted as shown in the attached Verified Statement of Mr. R. B. King. There is very little local traffic. The line consists of light-weight, 90 pound jointed rail in fair to poor condition. In order to be suitable for continued mainline use, all the track would require replacement and upgrading.

(a)(8) Correspondence regarding this matter should be addressed to Mr. Michael E. Roper, Commerce Counsel, 701 Commerce Street, Dallas, Texas 75202.

(b) Condition of Properties.

(b)(1) The line meets FRA Class 2 standards.

(b)(2) There is no deferred maintenance and the line does not require rehabilitation for handling local traffic.

However, in order to continue to be used for mainline purposes for handling overhead traffic, the line would require work over the next ten years at an estimated cost of \$5,982,000 for the following: correct an existing deficiency of 500 ties per mile, relay rail with heavier 112/115 pound secondhand rail, install 10 carloads of mainline ballast per mile to improve surface conditions, and renew approximately 575 feet of structure consisting of seven timber trestles (ballast deck and open deck) to higher rated permanent structures.

(c) Service Provided (During
the calendar years 1985 and 1986).

(c)(1) Number of trains operated and their frequency: Applicant normally operates two trains a day. The St. Louis to Dallas through train (number 101) and the Parsons to St. Louis train (number 102) both provide local service on the line proposed to be abandoned. Extra trains (numbers 201 and 202) as needed operate from St. Louis to Sedalia to Parsons and beyond. The extra trains are generally seasonal.

(c)(2) Operations are over approximately 43.3 miles of mainline and 1.4 miles of sidings.

(c)(3) Average number of locomotive units operated: An average of 2.5 locomotives per train were used in 1985 and 3.5 per train in 1986.

(c)(4) Carload commodity group tonnage (base year is same as calendar year 1985):

<u>Year</u>	<u>Commodity Group</u>	<u>Cars</u>	<u>Tonnage</u>
1985	01 - Farm Products	36	3,413
	20 - Food or Kindred Products	3	150
	24 - Lumber or Wood Products	215	12,519
	28 - Chemicals or Allied Products	7	691
	Total:	261	16,773
1986	01 - Farm Products	11	1,045
	20 - Food or Kindred Products	3	145
	24 - Lumber or Wood Products	31	1,808
	28 - Chemicals or Allied Products	6	595
	Total:	51	3,593

(c)(5) Overhead or bridge traffic: A waiver of the need to include this information was granted by this Commission in Decision No. 6 served October 24, 1986 in F.D. 30800, Union Pacific Corporation, Union Pacific Railroad Company and Missouri Pacific Railroad Company - Control - Missouri-Kansas-Texas Railroad Company.

(c)(6) Average crew size: The trains in 1985 and 1986 generally operated with a 5-person crew.

(c)(7) Level of maintenance: FRA Class 2 standards.

(c)(8) Any important changes in train service undertaken in the 5 calendar years immediately preceding the filing of this application: On or about May 1, 1986, local service on this line (except for peak harvest season) was changed to the extent that the work was done with through trains rather than a local. The change was brought about

due to a reduction in mileage on the Sedalia Subdivision from 196.9 to 158.9 miles. This change was due to a trackage rights arrangement with Union Pacific from St. Louis to Sedalia.

A waiver of the need to include this information for overhead traffic was granted by this Commission in Decision No. 6 served October 24, 1986 in F.D. 30800, Union Pacific Corporation, Union Pacific Railroad Company and Missouri Pacific Railroad Company - Control - Missouri-Kansas-Texas Railroad Company.

(c)(9) Reason for Decline in Traffic.

The decline in traffic from 1985 to 1986 resulted principally because of substantially decreased lumber traffic caused by a lesser demand for lumber.

(d) Revenue and Cost Data.

(d)(1), (d)(2), (d)(3) Applicant's computations of the revenues attributable, avoidable costs and reasonable return on values for 1985 and 1986 are attached as Exhibit 1 (calendar year 1986 is used as the base year). Page 1 of this Exhibit shows Applicant's loss as a result of operating the line. Page 2 of this Exhibit includes calculations of a projected subsidy payment for the base year, which is 1986.

Opportunity costs are shown in Exhibit 2. This Exhibit shows the economic loss experienced by Applicant from foregoing a more profitable alternative use of its assets.

See attached Verified Statement of Mr. R. F.

Kauders.

(d)(4) Exhibit 3 shows the effect of the proposed abandonment on net railway operating income.

(d)(5) The abandonment will have no effect on Oklahoma, Kansas and Texas Railroad Company.

(e) Rural and community impact:

(e)(1) Name and population of each community in which a station on the line is located:

<u>Community</u>	<u>Population</u>	<u>Milepost</u>
St. Paul	746	372.9
Cross	0	393.5

Business tracks are located at the following communities:

<u>Community</u>	<u>Population</u>	<u>Milepost</u>
Hepler	165	358.0
Walnut	308	365.0
South Mound	30	379.5

The source of this population information is the Rand McNally 1987 Commercial Atlas and Marketing Guide, 118th edition.

(e)(2) Significant users, the principal commodity shipped, and the number of carloads for calendar years 1985 and 1986 are as follows:

**Shippers-
Significant Users**

Beachner Seed & Grain
P.O. Box 128
St. Paul, KS 66771

Casey O'Brien Ranch
Route 1, Box 39A
St. Paul, KS 66771

Hardwood Products
P.O. Box 186
St. Paul, KS 66771

Ora Wilson Company
P.O. Box 506
Parsons, KS 67357

Schoenhofer Brothers
Lumber
P.O. Box 114
St. Paul, KS 66771

Kansas City Power & Light
Purchasing Department
4440 East Front St.
Kansas City, MO 64120
(Shipment received at
St. Paul, KS)

Hepler Grain
P.O. Box 98
Hepler, KS 66746

Harris Ammonia
Hepler, KS 66746

Sohigro-Terra Int.
P.O. Box 127
Hepler, KS 66746

Neosho Valley Grain
P.O. Box 127
Erie, KS 66733

<u>Principal Commodity</u>	<u>Carloads</u>	
	<u>1985</u>	<u>1986</u>
Farm Products	30	11
Chemicals	4	6
Food or Kindred Products	3	3
Lumber or Wood Products	213	30
-	-	-
Lumber or Wood Products	1	1
Lumber or Wood Products	1	-
Farm Products	6	-
-	-	-
Chemicals or Allied Products	3	-
-	-	-
Total:	261	51

(e)(3) Alternate sources of transportation.

See attached Verified Statement of Jerry M. Sheridan.

Rail. The Atchison, Topeka and Santa Fe Railway intersects MKT's line approximately 22 miles from Parsons, and up to this point MKT has a nearby rail line parallel to the line to be abandoned. Missouri Pacific and Burlington Northern operate over trackage in this geographical area although there is no connection with MKT's line to be abandoned. TOFC traffic can be ramped by MKT at Parsons.

Motor. The area is served by a complete complement of motor carriers and an adequate highway network.

Motor carriers, which are listed in the American Motor Carrier Directory (North American Edition) No. 85, serve the points along the line as follows:

Hiattville, KS
American Freight System, Inc.
Middlewest Freightways, Inc.
Nickel's Cartage Co., Ltd.

Hepler, KS
American Freight System, Inc.
Middlewest Freightways, Inc.

Walnut, KS
American Freight System, Inc.
K&R Delivery, Inc.
Middlewest Freightways, Inc.
Nickel's Cartage Co., Ltd.

St. Paul, KS

American Freight System, Inc.
K&R Delivery, Inc.
Leonard Bros. Transport Company
Middlewest Freightways, Inc.
Nickel's Cartage Co., Ltd.
Wichita-Southeast Kansas Transportation
Yellow Freight System, Inc.

South Mound, KS

American Freight System, Inc.
Middlewest Freightways, Inc.
Nickel's Cartage Co., Ltd.
Yellow Freight System, Inc.

U.S. Highway 59 is a major north-south route.
U.S. Highway 54 is a major east-west route at the northern
tip of the line to be abandoned. U.S. Highway 160 is a
major east-west route at the southern end of the line.

Water. There are no navigable waterways in the
immediate area.

Air. Commercial air service is not available in
the immediate area.

(e)(4) Applicant continually employs standard and
customary sales techniques in an effort to obtain additional
traffic. There appear, however, to be no reasonable
prospects for increased traffic in the foreseeable future
over this line.

(e)(5) The line abandonment aggregates approximately
543.58 acres. Non-reversionary property totals
approximately 38.167 acres.

Applicant knows of no restrictions on the title to
the non-reversionary property that would affect transfer of
the title or use of the property for other purposes. It is

Applicant's opinion the right-of-way would not be suitable for public purposes such as roads or highways, other forms of transportation, conservation, energy production or transmission or recreation, due to the area already being adequately served by roads and utilities.

(f) Environmental Impact.

Environmental Report
49 C.F.R. 1105.7(c).

(1) Alternatives. Applicant has considered no other alternatives to the proposed action. The volume of local traffic over this line is minimal and does not justify the costs required to maintain and operate the line. Applicant believes no alternative other than abandonment is feasible.

(2) Transportation System. It is not probable that existing regional or local transportation systems or patterns will be substantially affected by the proposed abandonment of the 43.3 miles of rail line. The minimal local traffic could be diverted to motor carriers.

(3) Land Use. (i) The proposed abandonment would not have any adverse effect on the regional and/or local land use plans in Neosho County; however, the City of St. Paul would be directly affected and possibly the local economy there. (Letter of November 10, 1986, from Mr. Charles L. Ingle, Director of Public Works, Neosho County, P.O. Box 85, Erie, KS 66733.) The Bourbon County Commissioners, Board of Commissioners for Labette County,

and Board of Commissioners for Crawford County were contacted on November 5, 1986 regarding the proposed abandonment, but Applicant has not yet received a reply as to any incompatibility with regional or local land use plans.

(ii) A designated coastal zone management area is not affected. (Letter dated November 25, 1986 from Mr. M. D. Jewett, Chief, Regulatory Functions Branch, Operations Division, Department of the Army, Kansas City District, Corps of Engineers, 700 Federal Building, Kansas City, MO 64106.)

(iii) The abandonment site is not within any designated wetlands (Letter, Mr. M. D. Jewett) and will not adversely affect the 100-year flood plains. (Letter, Mr. M. D. Jewett for Bourbon County, and letter of February 10, 1987, from Mr. Robert D. Brown, Chief, Planning Division, Department of the Army, Tulsa District, Corps of Engineers, P.O. Box 61, Tulsa, OK 74121, for the other counties.)

(iv) The abandonment will not have a direct effect on prime agricultural land. (Letter dated November 13, 1986, from Mr. Kenneth K. Kern, Executive Director, Kansas State Conservation Commission, 109 S.W. 9th St., Room 300, Topeka, KS 66612.)

(4) Energy. The proposed abandonment is not expected to have any effect on the development of transportation energy resources. The movement and/or

recovery of recyclable commodities will not be affected. Abandonment will not cause diversion of rail traffic to motor carriers in excess of (i) 1,000 rail carloads per year or (ii) an average of 50 rail carloads per mile per year for all or any part of the affected rail line.

(5) Air. The proposed action should not result in (i) an increase in rail traffic of 50 percent or three trains per day, or (ii) an increase in rail yard activity of 20 percent, or (iii) an increase in motor carrier traffic of 50 vehicles per day. Given the low volume of rail traffic originating or terminating on the line, Applicant believes there will not be an increase in truck traffic exceeding 10% of the average daily traffic on any highway segment.

(6) Noise. It does not appear that any of the thresholds identified in 49 C.F.R 1101.7(c)(5) will be exceeded.

(7) Safety. Abandonment of the line should not increase vehicle delay time at any railroad grade crossings. There should not be any adverse effect on the public health or safety because of the proposed abandonment.

(8) Wildlife. (i) Endangered or threatened species may be affected. There is a railroad bridge that crosses the Neosho River in Neosho County. This river is currently designated critical habitat for the blue sucker, a state-listed threatened species, and the Neosho madtom and warty-backed mussel, both of which are state-listed

endangered species. If the abandonment physically impacts this river channel or water quality, Applicant may be required to obtain a permit from Kansas Fish & Game.

(Letter dated November 17, 1986 from Mr. Robert D. Woods, Wildlife Ecologist, Kansas Game and Fish, Box 54A, Rural Route 2, Pratt, KS 67124.)

(11) Wildlife management areas or state fishing lakes are not affected. (Letter, Mr. Robert D. Woods.) The abandonment will have no adverse impacts on state parks.

(Letter of January 23, 1987 from Mr. Lynn Burris, Jr., Director, Kansas State Park and Resources Authority, 503 Kansas Avenue, P.O. Box 977, Topeka, KS 66601.)

(9) Water. The proposed action does not appear to be inconsistent with federal, state or local water quality standards. To Applicant's knowledge the proposed action will not involve any in-stream salvage operations or discharge of any materials into the navigable waters; therefore, no permits will be required under Section 402 or 404 of the Federal Water Pollution Control Act. However, the Kansas City District Corps of Engineers would be contacted if required.

(10) Historic. Applicant contacted Mr. Richard Pankratz, Director, Historic Preservation Department, Kansas State Historical Society, 120 West Tenth, Topeka, KS 66612, for advice regarding the historical aspects. Mr. Pankratz replied as relevant to the information below.

(i) Sites or structures listed in the National Register of Historic Places are not affected.

(ii) Bridge structures 50 years old or older are affected and photographs were submitted. Mr. Pankratz advised these structures are not considered to be of historical significance.

(iii) Culturally significant locations, archaeological sites or unique land forms are not affected.

(g) Passenger Service. No passenger service is conducted over this line.

(h) Financial Statements.

(h)(1) Applicant's latest general balance sheet is attached and marked Exhibit 4.

(h)(2) Applicant's income statement, which shows the two calendar years preceding the filing of this application, is attached and marked Exhibit 5.

(i) Additional Information. Information concerning this abandonment will be provided as the Commission requires.

(j) Verification. Attached.

MISSOURI-KANSAS-TEXAS RAILROAD COMPANY



LEGEND

- M-K-T TRACK PROPOSED TO BE ABANDONED
- OTHER M-K-T LINES
- - - MISSOURI PACIFIC RR
- . - . FOREIGN LINES
- HIGHWAYS
- - - SECONDARY ROADS

MISSOURI-KANSAS-TEXAS RAILROAD

MAP SHOWING PROPOSED ABANDONMENT
FROM
GRIFFITH TO PARSONS, KANSAS

JANUARY 31, 1987

DRAWING NO. DR-0168

0 10
SCALE ——— MILES

SERVICE DATE

JUL 8 1988

INTERSTATE COMMERCE COMMISSION

CERTIFICATE AND DECISION

Docket No. AB-102 (Sub-No. 17)

MISSOURI-KANSAS-TEXAS RAILROAD COMPANY--ABANDONMENT--IN
BOURBON, CRAWFORD, NEOSHO, AND LABETTE COUNTIES, KS

Decided: July 5, 1988

I have considered the record in this proceeding, including the administratively final decision served May 19, 1988,^{1/} and published May 20, 1988, in which applicant was authorized to abandon its 43.3-mile line of railroad between milepost 340.5 near Griffith and milepost 383.8 near Parsons in Bourbon, Crawford, Neosho, and Labette Counties, KS. That decision provided that any person, including a government entity, could offer financial assistance to the carrier under 49 CFR 1152.27(c) and 49 U.S.C. 10905 within 10 days of publication of the Commission's findings in the Federal Register.

The time for filing offers of financial assistance has expired without a bona fide offer. In the absence of an offer, an appropriate certificate and decision must be entered.

It is certified: The present and future public convenience and necessity permit the abandonment of the described line of railroad, subject to the employee protective conditions in Oregon Short Line R. Co - Abandonment - Goshen, 360 I.C.C. 91 (1979).

It is ordered:

1. The railroad may cancel its tariffs for this line on not less than 10 days' notice to the Commission. The cancellation tariffs must refer to this certificate and decision by date and docket number.
2. The certificate and decision will be effective 30 days from the date of service.

By the Commission, Jane P. Mackall, Director, Office of Proceedings.



Mareta R. McOsee

Mareta R. McOsee
Secretary

^{1/} The decision was embraced in Union Pacific Corp. et al. --Cont.--MO-KS-TX R. Co., et al., 4 I.C.C. 2d 409 (1988).

109WQ3

Time of Request: Tuesday, November 15, 2016 13:19:46 EST

Client ID/Project Name:

Number of Lines: 252

Job Number: 1825:584592392

Research Information

Service: Natural Language Search

Print Request: Current Document: 1

Source: Interstate Commerce Commission Decisions*

Search Terms: ab-52 girard

Send to: Meyer, Gabriel
SURFACE TRANSPORTATION BOARD
1925 K ST NW
WASHINGTON, DC 20423-0001



1 of 54 DOCUMENTS

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY - ABANDON-
MENT AND DISCONTINUANCE - IN NEOSHO AND CRAWFORD COUNTIES, KS

Docket No. AB-52 (Sub-No. 44)

INTERSTATE COMMERCE COMMISSION

1986 ICC LEXIS 431

February 7, 1986

PANEL:

[*1]

By the Commission, Division 2, Commissioners Andre, Gradison, and Simmons.

OPINION:

By application filed November 15, 1985, That Atchison, Topeka and Santa Fe Railway Company (Santa Fe), seeks to: (1) abandon its 53.26-mile line of railroad known as the Girard Subdivision of the Eastern Division, between milepost 0.0 at Chanute (A.U. Junction) and the end of the line at milepost 53.26 near Pittsburg; and (2) to discontinue trackage rights operations over a 2.38-mile segment of the Kansas City Southern Railway Company (KCS) between milepost 50.27 near Frontenac and milepost 52.65 at Pittsburg, all in Neosho and Crawford Counties, KS. Public notice was properly given.

Protests were filed by Sutherland Lumber & Home Center, Inc. (SLHC), Broadview Lumber Co. Inc., (Broadview), the City of Girard, KS (Girard), Producers Cooperative Association (PAC), Beachner Seed Company (BSC), S & S Grain, Inc. (S&S), HMS Enterprises, Inc. (HMS), See-Kan Resource Conservation and Development Project, Inc. (See-Kan), and the State Corporation Commission of Kansas (KCC). n1 A comment was filed by the Pittsburg Area Chamber of Commerce of Pittsburg (Chamber). n2 The Chamber did not certify that it served copies [*2] on Santa Fe. However, the issues raised in the comment are similar to the issues raised in other protests. Thus, we accept the Chamber's comment. The United Transportation Union (UTU) filed comments joining a letter-protest allegedly filed by the Railway Labor Executives' Association (RLEA). Our records show no comment by RLEA.

n1 We will not, as requested by KCC, BCS, S&S, and HMS, reject the application because the title page incorrectly identified the counties that the line is in. The title page is not technically required by the regulations, the application itself is accurate, Santa Fe corrected the title page, and Santa Fe's pre-filing notices accurately named the counties. Hence, no one was prejudiced.

n2 The Chamber's comment indicates that it joins a protest by the Crawford County Commission. However, our records do not contain a protest from that Commission.

Upon review of the protests and comment, it was determined that an investigation into the proposed abandonment and discontinuance would not be instituted. E are now issuing a decision on the merits of the application as required by 49 U.S.C. 10904(c)(2).

APPLICANT'S EVIDENCE

Santa Fe reports that a total [*3] of 1,096, 880, and 628 cars originated or terminated on the line during 1983, 1984, and the base year (July 1, 1984 to June 30, 1985), respectively. n3 In addition, Santa Fe in 1983 handled nine trailers in TOFC service.

n3 Protestants Girard, PAC, BSC, S&S, HMS, and See-Kan claim that Santa Fe has "chosen" to use the poor crop period of January 1, 1983 to June 30, 1985, to justify its request for abandonment. This time frame is required by Commission regulations. See 49 C.F.R. 1152.22(d). Moreover, protestants did not present evidence to show that in previous time periods Santa Fe's operations over this line were profitable.

Applicant submitted the following cost data for the line:

	1983	1984	Base year
Revenues	\$733,220	\$645,403	\$478,598
Avoidable Costs	1,012,803	959,074	843,518
Avoidable Loss from Operations	279,583	313,671	364,920

Santa Fe calculates the net liquidation value of the line to be \$1,072,051, composed of \$14,100 in land value and \$1,058,051 in net value of track materials. Based on an 18.6 percent rate of return, the annual opportunity cost is \$199,420. n4

n4 Ex Parte No. 274 (Sub-No. 3C), Abandonment of R. Lines - Use of Opportunity Costs, I.C.C. 2d (1984).

[*4]

The 9.4 miles segment between Girard and Frontenac is below Federal Railroad Administration (FRA) Class 1 standards. Santa Fe estimates that, to meet FRA class I standards, the cost of joint ties is \$37,792.02. The remainder of the line meets FRA Class 1 standards. Santa Fe estimates that the annual cost of maintaining the line following rehabilitation of the Girard-Frontenac segment is \$255,000. n5 Santa Fe points out that this cost could be reduced (but not eliminated) by installing rail anchors on the line at a one-time cost of \$170,576.40.

n5 Maintenance of way and structures for the line, was \$291,672 in 1983, \$295,925 in 1984, and \$340,048 in the base year.

Santa Fe states that every populated point on the rail line is served by another railroad: Chanute is served by three other Santa Fe lines and the Missouri-Kansas-Texas Railroad Company (MKT), Erie and Walnut by MKT, Girard by the Burlington Northern Railroad Company (BN), Frontenac by KCS, and Pittsburg by KCS, BN, and the Missouri Pacific Railroad Company. Since most of the traffic handled on the 53.26-mile line is interchanged with KCS at Pittsburg, Santa Fe expects that this traffic will continue to move by [*5] rail following abandonment via alternate gateways. Because the volume of Santa Fe's non-interchange traffic on the line is small, Santa Fe expects this traffic will move via the other railroads serving points on the line.

The line of railroad is paralleled by KS Highways 39 on the north and 47 and on the south, while KS Highway 146 closely parallels the line from east of Erie to Brazilton. The area is also traversed by various north-south highways, including U.S. Highways 169, 59, and 69 and KS Highways 31 and 7. Santa Fe lists 15 motor carriers that are authorized to serve all of the points on the line.

SHIPPER AND COMMUNITY IMPACT

The protestants raise three major arguments: (i) rail service must continue; (ii) rail service from more than one railroad must continue; and (iii) reduced rail service will harm the community and local farmers. In general, they state that the past three years have had poor grain crops and that Santa Fe's revenue and cost calculations are not a fair representation of the line's potential.

S&S and HMS argue that they cannot afford to lose rail service at Brazilton. S&S operates a grain elevator with a capacity of 103,000 bushels. n6 Between January [*6] 1, 1983, and June 30, 1985, it shipped 72 cars over Santa Fe, but because of its small size cannot qualify for 5-car rates. S&S will only use truck service if the driver is personally

known, but cannot ship directly north on Kansas 3 because of poor bridges. S&S's subsidiary, Derailes Commodities, made 12 piggyback shipments to Pittsburg 2 1/2 years ago. Since the Santa Fe piggyback ramp closed at Pittsburg and later at Chanute, it now makes about 20 piggyback shipments per year from Joplin, MO. HMS's building material business shipped 22 cars over Santa Fe between January 1, 1983, and June 30, 1985. It states that service has declined, that long distance truck service is not price competitive with rail, and that some of the bulk material it ships is not suited to highway movement. Finally, HMS points out that rail service is essential to its future growth.

n6 S&S leases facilities from Santa Fe for \$435 per year. It states that Santa Fe should count this as part of its revenues attributable to the line. We agree. See discussion, *infra*.

BCS, PAC, Broadview, SLHC, and Girard argue that service from more than one railroad is needed. BCS recently started operating a 150,000 [*7] to 200,000 bushel capacity elevator at Erie that ships mostly to Fedonia. It states that from two harvests per year it can generate 200 cars, and that, if 180,000 pounds grain is loaded in each car headed toward Gulf ports at \$0.88 per hundredweight, Santa Fe will generate \$316,800 in additional revenue per year. BCS states that it could the MKT service from Erie if a switch were available. It argues that motor carriers are not price competitive to the Gulf, but that truck service is available even though it cannot load grain in and out of its elevator at the same time.

PAC ships grain, oils, and fertilizer to Girard. It is served by BN and received 63 cars from Santa Fe via reciprocal switching from January 1, 1983 to June 30, 1985. From July 1, to December 10, 1983, it received 12 cars. It prefers to use Santa Fe because the service is more direct and because BN does not directly serve California or Arizona. Although PAC finds BN's rates more attractive, it does not want its competitive options reduced by the loss of Santa Fe service.

Broadview is a lumber wholesaler and prefers the option of using Santa Fe to serve its customer at Pittsburg. SLHC has a regional rail center [*8] for its lumber business at Pittsburg, and also would like to keep Santa Fe's alternate service.

Girard states that for competitive reasons, it needs all of the motor and rail service possible. It also argues that Santa Fe should not be permitted to abandon its line because BN does not directly serve California or the Southwest.

See-Kan, Chamber and KCC argue that abandonment will reduce rail service and require additional motor service, thereby increasing costs and reducing profits for farmers. They believe that this abandonment will also lead to more unemployment.

DISCUSSION AND CONCLUSIONS

In deciding whether to permit an abandonment, we must determine if the burden of continued operation on the railroad and on interstate commerce outweighs the burden that loss of service will impose upon shippers and local interests. *Colorado v. United States*, 271 U.S. 153 (1926).

Santa Fe has presented evidence that it has lost hundreds of thousands of dollars from its operations over the line, and that continued operations will result in additional opportunity costs of more than \$199,000.

It is argued that revenues from overhead traffic that is interchanged at Pittsburg have not been [*9] considered. Overhead traffic may be rerouted through managerial discretion. Santa Fe can reroute this traffic. The application contains no reference to the cost or revenue of overhead traffic. The evidence reflects only revenues and costs attributable to this line. Therefore, there is no harm to the protestants of only considering costs and revenues generated by this line.

BCS argues that we should consider the impact of the merger of Santa Fe and the Southern Pacific Transportation Company (SP) on this abandonment. Santa Fe and SP are not merged today. SP is held in an independent voting trust and is vigorously competing with the Santa Fe. The question of whether Santa Fe and SP should merge is pending before the Commission in Finance Docket No. 30400. Moreover, the regulations only require a system-wide analysis of an abandonment's impact where railroads are commonly controlled. 49 C.F.R. 1152.22(d)(5). Since Santa Fe and SP are not under common control or part of the same system, this regulation does not apply. For all of these reasons, we need not consider the impact of the proposed merger of Santa Fe and SP in calculating Santa Fe's revenues.

BCS also questions Santa Fe's freight car costs, and PAC alleges that it shipped 15 cars of oil and five cars of soybeans in 1985 compared to the eight cars that Santa Fe says it shipped. There is no indication that Santa Fe did not comply with the regulations, or otherwise erred in calculating its freight car costs. Even if the freight car costs are not

considered, this line would still lose a significant amount of money. The following table shows the avoidable loss, freight car costs, and the avoidable loss excluding freight car costs (ALEFCC)

	1983	1984	Base Year
Avoidable Loss	\$279,853	\$313,671	\$364,920
Freight Car Cost	53,710	52,692	36,788
ALEFCC	\$226,143	\$260,979	\$328,132

Santa Fe's application covers only the first six months of 1985. For that period, Santa Fe says that it shipped eight cars of soybean oil outbound for PAC. PAC filed its protest on December 13, 1985. While PAC agreed with the number of cars Santa Fe shipped for it in 1983 and 1984, PAC disagrees with the number shipped "in 1985." It appears that the discrepancy has occurred because of a timing difference. PAC does not charge that Santa Fe's estimates for the first six months of 1985 are wrong, it only [*11] says that the number of cars shipped for the first 11 1/3 months of 1985 differs from the number shipped in the first six months. We are not persuaded by PAC's manipulation of carload counts (without giving us a frame of reference) that Santa Fe has been anything but forthright in its statement of cars shipped.

BCS argues that we should increase Santa Fe's revenues by the lease payments it has received from elevators on the line. We will accept BCS's argument, and increase Santa Fe's revenues (thereby decreasing its avoidable losses) on the line by the amount of lease payments in the record. Only S&S has submitted its annual leave payment of \$435. Therefore, we will restate Santa Fe's revenues attributable and avoidable losses to amount for this \$435 in increase revenue.

BCS also argues that an allowance for absorbed switching, overcharge claims, corrections, etc., should not have been deducted from revenues attributable. We agree with BCS and will restate revenues attributable and avoidable losses.

BCS also questions why Santa Fe did not include any switching or demurrage revenue. However, BCS supplied us with no indication that Santa Fe received any switching or demurrage [*12] revenue from the line. We will not adjust Santa Fe's evidence based on mere speculation. The same is true for the transit revenues that BCS alleges Santa Fe did not include. Indeed, Santa Fe's application could not have accounted for BCS's traffic since it only covered the time period up to June 30, 1985, and BCS did not open its Erie elevator until "just ahead of the Fall harvest," (affidavit of Eugene C. Beachner page 2). BCS, like PAC, is asking us improperly to compare calculation for different time periods and conclude that Santa Fe is in error. In any event, we cannot conceive nor is it argued that these additional revenues would eliminate or ameliorate to any substantial degree Santa Fe's massive losses.

The following table restates Santa Fe's revenues attributable and avoidable losses, taking into account added leave income and reduced charges. We reiterate that even with these adjustments (and even if we were to give no weight to freight car costs), Santa Fe has incurred considerable avoidable losses.

	1983	1984	Base Year
Revenues attributable	\$733,220	\$645,403	\$478,598
Lease payments	435	435	435
Allowances	21,974	22,992	14,904
Restated revenues	755,629	668,830	493,937
Avoidable costs	1,012,803	959,024	843,518
Restated avoidable losses	\$257,174	\$290,244	\$349,581

[*13]

Also, continued operation would require Santa Fe to incur maintenance and rehabilitation costs. The increased annual revenues projected of \$316,800 by BCS are highly speculative at best. They are based on assumptions about the number of harvests, the types of cars available, the rate, and the destination for the traffic. This last assumption is the weakest of all, since BCS ships its traffic from Erie to Fredonia today, not to the Gulf. Furthermore, in order for Santa Fe to obtain revenues of \$316,800, it would have to incur substantial costs. Even minimal costs would not turn Santa Fe's losses into profits, and on this line we do not see the costs being minimal.

Because of its past losses, continuing opportunity costs, and future rehabilitation and maintenance costs, we conclude that continued operation will be a burden on Santa Fe. Since we have concluded that there is a burden, we now turn to the harm to the shippers and communities. In making this analysis we will address the issues raised by protestants.

We will give no weight to protestants' argument that Santa Fe chose the time periods reflected in its application because of poor harvests. The time periods that Santa [*14] Fe addressed are those required by our regulation. 49 C.F.R. 1152.22(d). Further, while we are sympathetic to protestants' concerns, they have offered no evidence we can rely on to reach a conclusion that Santa Fe will not experience similar losses in the future.

The most difficult issue is whether there is alternate transportation available to the shippers at Brazilton, S&S and HMC. Both have used motor service in the past and appear to be able to do so in the future. Indeed, U.S. Highway 69 is within 20 miles of Brazilton, and is a direct route to Kansas City. In addition, alternate rail service is less than 10 highway miles away.

It is possible that these rail users may be temporarily, or even permanently, inconvenienced by this abandonment and may find that alternate means of transportation are more expensive. Increased costs or inconvenience that shippers may incur as a result of abandonment do not outweigh the detriment to the public interest of continued uneconomic operations by a rail carrier. *Chicago & North Western Transp. Co. Abandonment*, 354 I.C.C. 1, 7 (1977).

This analysis also applies to Derailed Commodities' argument about the closed piggyback facilities [*15] at Pittsburg and Chanute. It is still receiving service from the unloading facility at Joplin, MO. Further, this change in service does not relate to the abandonment, especially as there are no grounds on which to conclude that closing piggyback facilities was in any way designed to justify abandonment.

All of the other shippers have alternate rail service available, in addition to truck service. BCS has MKT service available, PAC has BN service, and Broadview and SLHC have MP and KCS service. Indeed, Santa Fe has been serving Broadview and SLHC from trackage rights over MCS and the KCS will remain available to provide service.

Finally, while retention of Santa Fe's service might enhance prospects for economic development in the area, the record does not indicate that such prospects can reasonably be relied upon. Moreover, adequate alternative transportation service is available from railroads and trucks to mitigate adverse economic impacts.

On balance, we conclude that any inconvenience to the shippers and the affected communities is outweighed by the burden that continued operations pose for Santa Fe and interstate commerce.

LABOR PROTECTIVE CONDITIONS

The employee protective [*16] conditions in Oregon Short Line R. Co. - Abandonment - *Goshen*, 360 I.C.C. 91 (1979) have been found to satisfy the statutory requirements of 49 U.S.C. 10903(b)(2), and will be imposed in their standard form.

ENVIRONMENTAL PROTECTION

The Commission's Section of Energy and Environment (SEE) assessed the environmental and energy impacts of the proposed action and concluded that they will not be significant. Areas of consideration included, but were not limited to, energy consumption, air and water quality, noise levels, and public safety. It has been determined that the right-of-way would not be suitable for alternative public use following abandonment.

HISTORIC RESOURCE COMPLIANCE

According to SEE, applicant has not contacted the State Historic Preservation Officer of Kansas (SHPO) concerning potentially eligible sites or structures on the line, including one structure over 50 years old, that may be eligible for inclusion in the National Register of Historic Places. We will therefore require Santa Fe not only to keep that structure intact, but also any other potentially eligible sites or structures pending SHPO determination of National Register eligibility. If the SHPO determines [*17] that any site or structure is eligible for inclusion on the National Register, Santa Fe shall, in consultation with the SHPO, take appropriate steps to document the structure or site if it will be demolished or substantially altered.

Therefore, we find:

1. Abandonment and discontinuance over the described line will not result in serious adverse impact on the rural and community development of Neosho and Crawford Counties, KS.
2. The property is not suitable for other public purpose.
3. This action will not significantly affect either the quality of the human environment or energy conservation.

It is certified. The present and future public convenience and necessity permit the abandonment and discontinuance of service by The Atchison, Topeka and Santa Fe Railway Company of the above described line of railroad, subject to the conditions for the protection of employees in Oregon Short Line R. Co. - Abandonment - *Goshen*, 360 I.C.C. 91 (1979), and subject to the historic use condition described above.

It is ordered:

1. Our findings will be published in the Federal Register concurrently with the service of this decision. If any person or government entity is considering an [*18] offer of financial assistance or an offer to purchase the line to enable rail service to be continued, it must tender the offer to the carrier within 10 days following publication. The offer must be filed concurrently with the Commission, and the offeror must also comply with 49 C.F.R. 1152.27 and 49 U.S.C. 10905.

2. All correspondence to the Commission with respect to offers of financial assistance for the continued operation or acquisition of this line must contain an appropriate reference to this proceeding, and the following notation must be typed in bold face on the lower left-hand corner of the envelope containing such correspondence: "Rail Section, AB-OFA."

3. Subject to the conditions set forth above and provided no offer for continued rail operations is received, actual abandonment and discontinuance of service may be made by applicant after the effective date of this certificate and decision.

4. If abandonment and discontinuance of service is effected, tariffs applicable to this line may be canceled on not less than 10 days' notice to this Commission. When filing schedules canceling tariffs applicable to the line, applicant must refer to this certificate and decision [*19] by date and docket number.

5. The motion to reject the application is denied.

6. This certificate and decision will be effective 30 days from the date served.

109WQ3

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Federal, State, Local, and Non-Profit Funding Opportunities

Source	Program	Description	Eligible Project Types	Requirements	Administration
Federal – FAST Act	Surface Transportation Block Grant Program (STBG)	The FAST Act converts the long-standing Surface Transportation Program into the Surface Transportation <i>Block Grant</i> Program acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how FHWA has historically administered it. [FAST Act § 1109(a)]. The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.	<p>The FAST Act's STBG Program continues all prior STP eligibilities (see in particular 23 U.S.C. 133(b)(15), as amended). It also adds the following new eligibilities:</p> <ul style="list-style-type: none"> A State may use STBG funds to create and operate a State office to help design, implement, and oversee public-private partnerships (P3) eligible to receive Federal highway or transit funding, and to pay a stipend to unsuccessful P3 bidders in certain circumstances [23 U.S.C. 133(b)(14)]; and At a State's request, the U.S. DOT may use the State's STBG funding to pay the subsidy and administrative costs for TIFIA credit assistance for an eligible STBG project or group of projects. [23 U.S.C. 133(b)(13)]. <p>The FAST Act also adds specific mention of the eligibility of installation of vehicle-to-infrastructure communication equipment. [FAST Act §1407, 23 U.S.C. 133(b)(1)(D)]</p>		In general, obligated through competitive local or statewide grant programs
Federal – FAST Act	National Highway Performance Program (NHPP)	The FAST Act continues the NHPP program, which was established under MAP-21. The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's assessment management plan for the NHS.	<ul style="list-style-type: none"> Bicycle transportation and pedestrian walkways 	<p>NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with metropolitan and statewide planning requirements.</p> <p>Funding: Generally, 80% Federal/20% matching</p>	In general, obligated through competitive local or statewide grant programs

Federal, State, Local, and Non-Profit Funding Opportunities

Source	Program	Description	Eligible Project Types	Requirements	Administration
Federal – FAST Act	Highway Safety Improvement Program (HSIP)	The Highway Safety Improvement Program (HSIP) is a Federal Highway Administration (FHWA) program that funds highway safety projects aimed at reducing highway fatalities and serious injuries.	<ul style="list-style-type: none"> Bike lanes, bike parking, crosswalks, and signage Installation of vehicle-to-infrastructure communication equipment. Pedestrian hybrid beacons. Roadway improvements that provide separation between pedestrians and motor vehicles, including medians and pedestrian crossing islands. Other physical infrastructure projects not specifically enumerated in the list of eligible projects. 	<p>HSIP funds be used for safety projects that are consistent with the State's strategic highway safety plan (SHSP) and that correct or improve a hazardous road location or feature or address a highway safety problem</p> <p>Funding: 90% Federal/10% matching</p>	In general, obligated through competitive local or statewide grant programs
Federal	National Park Service (NPS) Rivers, Trails, and Conservation Assistance (RTCA) Program	The Rivers, Trails, and Conservation Assistance Program provides NPS technical assistance with projects having specific goals and results for conservation and recreation expected in the near future.	<ul style="list-style-type: none"> Defining project vision and goals Identifying and analyzing issues and opportunities Assessing and engaging partners and stakeholders Inventory and mapping of community resources Priority setting, consensus building, and funding source identification Organizational development Designing community outreach and participation strategies Trail, park, open space, greenway, waterway planning; including option analysis, safety issue review, and engaging partners to create outdoor and conservation recreation programs. 	RTCA applications are competitively evaluated based on the following criteria: 1) Project has specific goals and results for conservation and recreation expected in the near future; 2) Roles and contributions of project partners are substantive and well-defined; 3) Evidence of broad community support for the project; 4) The NPS' role is clear and supports NPS' mission; and 5) The project advances one or more key NPS strategic objectives.	In general, obligated through competitive regional NPS Rivers, Trails, and Conservation Assistance program offices.
Federal	Community Development Block Grants (CDBG)	The Community Development Block Grant (CDBG) program is a flexible program that provides communities with resources to address a wide range of unique community development means.	<ul style="list-style-type: none"> Public facilities and improvements (road and street improvements) Planning and capacity building (transportation plans) 		Submit an annual regional account application to local Metropolitan Planning Organization or Council of Governments

Federal, State, Local, and Non-Profit Funding Opportunities

Source	Program	Description	Eligible Project Types	Requirements	Administration
Federal	Land and Water Conservation Fund (LWCF)	The Land and Water Conservation Act established a grant fund to assist state and federal agencies in meeting present and future outdoor recreation needs. The Act: 1) provides funds for land acquisition for recreation on federal fish and wildlife areas, national parks, national forests, recreation areas, and for the operation/development of national parks; and 2. authorizes federal assistance to states for planning, acquisition, and development of outdoor recreation facilities through a grants program. In turn, the states may transfer the funds to local political subdivisions to acquire land or develop outdoor recreation facilities.	Qualifying projects include development and/or acquisition of outdoor facilities for the purpose of public recreation. Eligible projects will include all required documentation, and meet needs identified in the <i>2015 Kansas Statewide Comprehensive Outdoor Recreation Plan</i> (SCORP): http://kdwpt.state.ks.us/KDWPT-Info/Grants	The Land and Water Conservation Fund provides 50 percent reimbursement to selected outdoor recreation projects that are sponsored by political subdivisions and other appropriate public agencies.	In general, obligated through competitive local and statewide grant programs administered by the Kansas Department of Wildlife, Parks and Tourism (KDWPT).
Federal	Federal Highway Safety (Section 402) Grant Program	Highway Safety Funds are used to support state and community programs to reduce deaths and injuries on the highways.	<ul style="list-style-type: none"> Conducting data analyses, developing safety education programs, and conducting community-wide pedestrian safety campaigns. Funds can also be used for some limited safety-related engineering projects. 		Program administered through the Governor's Office of Highway Safety
State	Kansas Department of Transportation (KDOT) School Zone Program	Funding provided by the State of Kansas as a \$400,000 set-aside of safety monies to improve school zones in towns with a population of fewer than 20,000 people.	<ul style="list-style-type: none"> The improvements to school zones that are provided include: pavement striping, school zone signage, and reduced speed assemblies. 	Funds may be requested either by local and regional engineers noting areas of need, or and schools and communities making funding requests from KDOT. KDOT will assist rural communities making requests for this funding on a case-by-case basis.	Obligated through KDOT, which provides/installs the needed improvements.
Local	Sales Tax	Funds from a portion of the municipality's sales tax	Pedestrian facilities and programs		
Local	Development Stipulations	Development requirements are typically placed on proposed projects at the time of entitlement approval to help develop necessary public facilities.		Project developer must agree to proposed stipulations prior to entitlement approval.	

Federal, State, Local, and Non-Profit Funding Opportunities

Source	Program	Description	Eligible Project Types	Requirements	Administration
Local	Special Districts: Community Facilities District (CFD), Improvement Districts	Special District created for the purpose of financing the acquisition, construction, operation, and maintenance of public infrastructure improve.		Acceptance by the owners of at least 25% of the land area proposed to be included in the district.	
Local	Development Impact Fees	An "impact fee" is a fee that is determined by a municipality, and is placed on a proposed project to help cover the additional costs associated with upgrading affected public facilities resulting from the construction.			
Non-profit	PeopleForBikes Community Grant Program	<p>The PeopleForBikes (PFB) Community Grant Program provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S.</p> <p>PFB generally holds 1-2 open grant cycles every year, and the Community Grant Program application has two parts:</p> <ol style="list-style-type: none"> 1. Letter of Interest: Applicants submit an online letter of interest through PFB's website. LOIs must include applicant information, contact person, and project overview. 2. Full Application: PFB will request a full project application from a short list of qualified applicants. Invited organizations will receive access to the online application. 	<ul style="list-style-type: none"> • Includes bike paths, lanes, bridges, rail trails, as well as mountain bike trails/facilities, bike parks, pump tracks, and BMX facilities • End-of-trip facilities such as bike racks, bike parking, and bike storage • Large-scale bicycle advocacy initiatives; e.g., Ciclovías or Open Streets Days • Initiatives designed to increase ridership or the investment in bicycle infrastructure 	PeopleForBikes accepts requests for funding of up to \$10,000, and does not require a specific percentage match. However, leverage and funding partnerships are considered very carefully. Grant requests in which the funding would amount to 50% or more of the project budget will not be considered.	In general, obligated through competitive grant program.
Non-profit	International Mountain Bicycling Association	Grants fund projects that maintain and improve the sustainability of local trails, preserve the environment and enhance conservation in the mountain bicycling community. Applicants should have an IMBA Teaming For Trails microsite webpage set up.	<ul style="list-style-type: none"> • Pump track, bike parks, flow trails, and gravity trails • Mountain bike trail restoration and preservation projects • Projects that promote environmental education and inspire conservation in the mountain biking community 		

Federal, State, Local, and Non-Profit Funding Opportunities

Source	Program	Description	Eligible Project Types	Requirements	Administration
Non-profit	Kansas Health Foundation (KHF) Impact and Capacity Grant	Fund efforts that align with the KHF goal of reducing health disparities.	<ul style="list-style-type: none"> Impact Grants focus on work in key health impact areas Capacity-building grants focus on building nonprofit capacity to address health disparities 	50% or more of the organizations target audience must reside in Kansas KHF does not support ongoing programs or operational costs	In general, obligated through competitive grant program.
Non-profit	Blue Cross Blue Shield of Kansas (BCBSKS)	For grants to be considered it must be a 501(c)3 and be a program that promotes health.	<ul style="list-style-type: none"> Grants fund programs that promote health improvement, health access, health education, healthy behaviors and prevention initiatives 	Organizations must be located within the BCBSKS 103-county service area. Organizations must be a 501(c)3	In general, obligated through competitive grant program.
Non-profit	The Kresge Foundation – Health Focus Area	The Kresge Foundation believes all organizations and disciplines within the health system have the potential to play important roles in fostering community health. Hospitals, clinics, physicians, nurses, pharmacists, insurers, public health officers and others are key to addressing the social and physical conditions that affect health. Much can still be done to encourage broader adoption of proven models and effective programs, policies and practices. More diverse sectors need to play significant roles in promoting the social and environmental conditions that promote community health. All those with a stake in creating the conditions for children to learn, adults to prepare for and excel in good jobs and a society to thrive must consider the value of allocating resources to interventions that promote community health	<p>This focus area has three initiatives underway:</p> <ul style="list-style-type: none"> Community-based collaborations, which brings together health care, public health and local and grass-roots organizations to improve population health and health equity. Leadership development, which aims to build the next generation of public health leaders. Innovative population health programs and policies, which advances efforts to spread successful program models and policies that link clinics and communities. 	Must be a US 501(c)3 organization with audited financial statements that are not classified as private foundation	In general, obligated through competitive grant program.