

RESERVOIR LOCATION AND RECREATIONAL IMPACT IN KANSAS

by

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## CHAPTER I

### INTRODUCTION

Water-oriented recreation in Kansas has had a phenomenal growth since the opening of the first reservoir in 1948. This has been the result of the development and construction of more federal reservoirs. This report will be concerned with the influence of these sites on their surrounding "recreational hinterlands."

#### RECREATIONAL DEVELOPMENT

The population of the United States has experienced social and economic changes related to its ever expanding technological structure. A widening availability of leisure time is one product of America's technological competence which has provided far reaching economic and social influence. There are more people retired, the length of the work-day and the work-week are much shorter, and there is a larger number of paid vacations.<sup>1</sup> In addition to the increased availability of non-work time, Americans have been receiving larger salaries. This has meant a greater availability of money to be spent for goods and services other than the necessities of life. Even the semi-skilled worker can afford to buy items that will be put to use in his broadening leisure time.

Along with the increased leisure time and money, improved transportation facilities have provided a means of moving from place to place with

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<sup>1</sup>Marion Clawson, Land and Water for Recreation: Opportunities, Problems, and Policies (Resources for the Future, Inc., Chicago: Rand McNally and Co., 1963), p. 25.

greater speed and somewhat greater safety. Prior to the development of the train and automobile, and their associated advancement of transportation facilities, man was largely confined within a few miles of his home. There was very little personal travel.<sup>2</sup> But in the late 1920's the American began to travel greater distances. He was no longer forced to remain in his home area on non-work days. Modern man can now journey to areas some distance from his residence in a short period of time to use his increased non-work time. Not all of this activity is for recreation, but census data suggests that travel, especially by auto, for generally recreational purposes is a very large portion of the total population movement.<sup>3</sup> The Outdoor Recreation Resources Review Commission reported that 61 percent of adults participated in automobile riding for pleasure in 1960.<sup>4</sup> Since man became more mobile, his travel and use of facilities related to recreation can be stated as a relationship between the time available and the distance to them. Although there are many variables which influence riding for pleasure,<sup>5</sup> Clawson and Knetsch suggested a list of the types of non-work time available and the respective distances that one might travel to put this time to use. (TABLE I was developed from this list.)

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<sup>2</sup>Marion Clawson and Jack L. Knetsch, Economics of Outdoor Recreation (Resources for the Future, Inc., Baltimore: John Hopkins Press, 1966), p. 97.

<sup>3</sup>Ibid., p. 98.

<sup>4</sup>A Report to the President and to the Congress by the Outdoor Recreation Resources Review Commission, Outdoor Recreation for America (Washington: Government Printing Office, 1962), p. 8.

<sup>5</sup>Many variables play on recreation travel, e.g., the different areas of use, a person's idea of what is a short drive or a long drive, and the season and type of weather which is confronting the user; Clawson and Knetsch, Economics of Outdoor Recreation, p. 98.