

# **FLINT HILLS NATIONAL SCENIC BYWAY CORRIDOR MANAGEMENT PLAN**

**Prepared by:  
Flint Hills National Scenic Byway  
Management Committee**

*Facilitators:  
Deb Zeiner, Flint Hills National Scenic Byway Representative  
Debbie Divine, Kansas Scenic Byways Program*

*03/09/99  
Revised June 30, 2009*

*Adopted by the Flint Hills National Scenic Byway  
Management Committee September 10, 2009.*

---

*This page was intentionally left blank.*

# FLINT HILLS NATIONAL SCENIC BYWAY CORRIDOR MANAGEMENT PLAN

## TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE</u>
CORRIDOR MANAGEMENT PLAN HISTORY .....	1
ROUTE DESCRIPTION .....	4
INTRINSIC QUALITIES .....	6
VISION STATEMENT .....	10
SCOPING STATEMENT .....	11
GOALS AND OBJECTIVES .....	14
ORGANIZATIONAL GOALS.....	14
GOALS FOR THE CORRIDOR MANAGEMENT PLAN.....	14
ACTION PLAN .....	17
KEY RESOURCES .....	60
INTRINSIC QUALITIES .....	60
TOURIST AMENITIES .....	68

### LIST OF APPENDICES

- APPENDIX A: RESOLUTIONS FROM GOVERNING BODIES
  - APPENDIX B: LETTERS OF SUPPORT
  - APPENDIX C: MAPS
  - APPENDIX D: PHOTOGRAPHS
-

*This page was intentionally left blank.*

## **CORRIDOR MANAGEMENT PLAN HISTORY**

On June 12, 1996, a task force met in the Chase County Courthouse to discuss formation of a local committee that would proceed with exploring the development of the Flint Hills Scenic Byway Corridor Management Plan. On June 14, 1995, the Kansas Department of Transportation designated K-177 between Cassoday and Council Grove, Kansas as the Flint Hills Scenic Byway. This designation occurred after a series of public meetings were held about the designation and after a local committee consisting of representatives of the cities and counties along the route had agreed to have the route nominated.

On June 12, 1996, a task force met in the Chase Count Courthouse to discuss formation of a local committee to proceed with the development of the Flint Hills Scenic Byway Corridor Management Plan. Paul Jones, Chairperson of the Chase County Commission, convened the meeting. Attending were: Tom Bell, Lyle Burkhart, Mark Crofoot, David Kirk, Tim Miser and Ace Schroer. Also in attendance were Deborah Divine of the Kansas Scenic Byway Clearinghouse, William Leek of the Kansas Department of Transportation, and Bill North, Chase County Attorney.

After general discussion, it was agreed that a committee consisting of representatives of the three counties (Butler, Chase and Morris), communities, businesses and ranching interests, would be formed to develop the corridor management plan to manage the byway.

An organization meeting was held at the Chase County Senior Center in Cottonwood Falls, Kansas on September 4, 1996. In attendance were: Jerry Linsea, Mary Helen Bell, Barbara Zuhellen, Jan White, Dennis Maddox, Tim Miser, Dave Kirk, Tom Bell, Richard D. Ross, Edgar O. Griffin, Debbie Schroer, Darwin Bailey, William Leek and Deborah Divine.

Dennis Maddox, Chase County Commissioner, called the meeting to order for the purpose of developing a Flint Hills Scenic Byway Corridor Management Committee to serve as an umbrella steering committee to work with the Kansas Department of Transportation. The committee was also charged with developing the Flint Hills Scenic Byway Corridor Management Plan and to review plans for project activities that would be developed by KDOT.

Rick Ross, KDOT Chief Landscape Architect, gave a brief synopsis of the status of various Flint Hills Scenic Byway projects. Information kiosks, a reduced scale overlook, AM radio station, access management study and an economic study were to be developed. Signing and brochures were underway. The byway was depicted on state maps.

After receiving public input, KDOT determined that scenic easements would not be undertaken unless landowners approach KDOT and funding would become available. Scenic backways and extensions to the original designated corridor were specifically prohibited in the original Flint Hills Scenic Byway designation considerations and will not be pursued unless the local byway committee requests them.

Commissioner Maddox briefly outlined the Chase County Commission's suggested format for selecting the committee. The group agreed on several points:

- ◆ City and county commissions will each select a representative for the committee.
- ◆ The smaller the committee, the more workable it will be.
- ◆ The local governments and KDOT have agreed to move forward with the byway projects with the exception of the scenic easement project.
- ◆ The Kansas Scenic Byways Program Clearinghouse at Bucher, Willis & Ratliff Corporation will facilitate the committee's work.

It was originally suggested that the Management Committee work with subcommittees for components of the Corridor Management Plan with the subcommittees reporting to the Management Committee. As it turned out, the committee generally worked as a whole on the Plan. The Management Committee representatives were to report to each of the city and county governments along the Flint Hills Scenic Byway.

Following a discussion about representation on the committee, the group agreed that the Management Committee would consist of one representative from each of the cities of Council Grove, Strong City, Cottonwood Falls, Matfield Green and Cassoday along the Flint Hills Scenic Byway and one from each of the three counties - Morris, Chase and Butler. In addition, one representative was chosen for the committee by the "pro" group and one representative was chosen for the committee by the "con" group from the previous Chase County Task Force. A total of nine people constituted the committee. (Note: A representative for Matfield Green was not appointed until 2005).

Since its formation, the Management Committee has met on a regular basis; typically every other month, but frequently on a monthly basis. More recently, meetings have been held quarterly.

The Corridor Management Plan developed by the Management Committee focused on three basic components:

1. Marketing/promotions including topics such as management of the radio station.
2. Future enhancements.
3. Protection of the scenic aspects of the byway.

At their first meeting, the Management Committee elected a chairperson - Rita Spinden, and vice chair - Charles Klamm, and decided when and how often they would meet. Committee meetings were open meetings. Individuals not on the committee were asked to request to be on the agenda in advance if they wished to bring up a topic for discussion.

The initial Flint Hills Scenic Byway Management Committee consisted of representatives appointed by the cities and counties along the byway. From Butler County - Leon White; Chase County - Edgar Griffin; Morris County - Paul Bosch; City of Cassoday - Don Rommelfanger; City of Cottonwood Falls - Ken Holmes; City of Council Grove - Jan White; City of Strong City: Rita Spinden; and two At-Large Members - Charles Klamm and Tim Miser. Deborah Divine, Project Manager of the Kansas Scenic Byway Program and Clearinghouse, assisted the group.

In 2004, the committee voted to pursue National Scenic Byway (NSB) nomination. As part of the application process, the Corridor Management Plan was updated by the committee.

In 2005, members of the Flint Hills National Scenic Byway Management Committee were: Butler County - vacant; Chase County - Ken Dawson; Morris County - Paul Bosch; City of Cassoday - Don Rommelfanger; City of Cottonwood Falls - Deb Zeiner; City of Council Grove - Jan White and Diane Nusbaum; City of Matfield Green - Tom Armstrong; City of Strong City - Rita Spinden; and two At-Large Members - Charles Klamm and Tim Miser. Deborah Divine, Project Manager of the Kansas Scenic Byway Program and Clearinghouse, continued to assist the committee.

The Flint Hills National Scenic Byway was designated September 22, 2005.

By the end of 2008, the Flint Hills National Scenic Byway (FHNSB) Management Committee members included: Butler County - vacant; Chase County - Ken Dawson; Morris County - Paul Bosch; City of Cassoday - Don Rommelfanger; City of Cottonwood Falls - Deb Zeiner; City of Council Grove - Jan White and Kay Hutchison; City of Matfield Green - Tom Armstrong; City of Strong City - Donna Rettiger; and at-large members Charles Klamm, Tim Miser and Heather Brown. Deborah Divine remained as project manager of the Kansas Scenic Byway Program and Clearinghouse.

The update of this Corridor Management Plan was funded by a grant from the National Scenic Byways Program of the US Department of Transportation Federal Highway Administration and the Kansas Department of Transportation through the Kansas Scenic Byways Program.

## ROUTE DESCRIPTION

The Flint Hills National Scenic Byway is the gateway to the Tallgrass Prairie. It offers the traveler a glimpse of what the grasslands of the Great Plains were like when the earliest inhabitants arrived at this special place. The Byway provides a personal view of the beauty of the prairie from its tiniest inhabitants to its massive horizon and boundless sky. The Byway embraces the traveler in the majesty of the land and leaves one with a greater appreciation of one's place in the universe.

The route begins at the south at the city of Cassoday on K-177 and proceeds north through the northern portion of Butler County, through Chase County and into Marion County where it ends at the city of Council Grove.

The Legal Description of the Flint Hills National Scenic Byway is as follows:

*Beginning at a point on Highway K-177 in Butler County near the north city limits of Cassoday at Milepost 18.466, thence north to a point in Chase County near the south city limits of Matfield Green at Milepost 28.664; and*

*Beginning again at a point on Highway K-177 in Chase County near the north city limits of Matfield Green at Milepost 28.944, thence north to a point near the south city limits of Cottonwood Falls at Milepost 43.270; and*

*Beginning again at a point on Highway K-177 in Chase County near the north city limits of Cottonwood Falls at Milepost 44.106, thence north to a point near the south city limits of Strong City at Milepost 44.776; and*

*Beginning again at a point on Highway K-177 in Chase County near the west city limits of Strong City at Milepost 45.817, thence northwest and north to a point in Morris County near the south city limits of Council Grove at Milepost 64.746.*

The Flint Hills National Scenic Byway takes the traveler deep into the heart of the Flint Hills along K-177, a unique area where the sky expands and the land begins to rise and fall like waves on a sea of grass. Much of the land in an area 30- to 40-miles (approximately 5.5 million acres of what was once 142 million acres) wide along the byway has remained unchanged for thousands of years. Plains Indians, such as the Kaw and Osage, made the prairie their home, using pieces of the chert, or flint, found in these hills for their tools and weapons. Many early settlers gave up their efforts to homestead the area, finding the land too steep and rocky to plow. In time, many of those who stayed in this stubborn land were able to build large ranches as they bought out their neighbors when the neighbors gave up their homesteads and moved on. Travelers are able to experience the landscape as it has been for centuries because this land has refused to be tamed. Ancient seas gave up this land. "These Flint Hills, sculpted by wind and water from the deep layers of limestone, sandstone and shale left as sediment in the basin abdicated by the inland Permian Sea some 200 million years ago, roll as great north-south ripples over the prairie landscape on the eastern edge of the Great Plains. Supporting the contours of the hills against the warring forces of time are the narrow layers of chert, 'the steel hard flint rock,' first described by Zebulon Pike in his journeys across the area some 200 years ago." (Tom Eddy)



The Byway is a journey into the history of the American West. In fact, some have described the area as where the American West truly begins. In his 1991 classic, "PrairieEarth," author William Least Heat-Moon wrote, "The traditional hundredth meridian be damned; at this latitude the West starts here, obviously, definitively. What's more, Chase County, Kansas, is the most easterly piece of the American Far West."

## **INTRINSIC QUALITIES**

The Flint Hills National Scenic Byway provides the traveler with the opportunity to experience numerous intrinsic qualities that make this place uniquely special. In addition to the outstanding scenic beauty, history, nature, culture and recreational opportunities abound.

### **SCENIC**

“Come to the vast grassland empire that remains unspoiled by modern civilization. Walk the fields of wildflowers and waving grasses and scan the undulating prairie hills to distant purple horizons. Follow the trails of forgotten tribes and wagon trains rolling westward. Enter the domain of the rancher, the cowboy and herds of cattle grazing on the bluestem grass. Glimpse the prairie chicken, the pronghorn, the white-tail deer and the wild turkey that remain inhabitants of this yet wild land. Experience the solitude, the sounds of the untamed prairie and breathe the fragrances in the fresh prairie wind. You will not soon forget your adventure in these eternal hills.” (Tom Eddy) This invitation was on a brochure from Cottonwood Falls, Kansas long ago. The invitation still stands today for this “vast grassland empire” still awaits the visitor to experience the breathtaking vistas of the prairie all along the Byway and a spiritual connection with the Earth.

### **HISTORY**

Before the written record of human existence occurred on the Tallgrass Prairie, mankind inhabited this area as long ago as 10,000 B.C. Hunter and gatherers described as Paleo-Indians lived on the prairie until 5,000 B.C. Their prey consisted of mammoth, prehistoric bison, camel and a type of horse. The next wave of prairie dwellers is known as the Archaic people who lived here from 5,000 B.C. up to the time of Christ. They hunted bison, deer, elk, etc. For the next 1,400 years, Woodland people dwelled on the prairie, living in grass houses in the south and in houses made of grass, sod and timber in the north. They used the bow and arrow for hunting and also practiced agriculture. Following another migrant group (Proto-historic people), historic tribes of the Kansa and Osage roamed the prairie.

Osage chiefs opened the Santa Fe Trail in the Morris County town of Council Grove, the north terminus of the Byway, in 1825 when they sold the right-of-way through their land for \$800. The trunk of the Council Oak tree remains in Council Grove, where the agreement was signed. Council Grove’s historic district is a National Historic Landmark, with over 18 historic sites, including the Kaw Mission, Seth Hays House, Council Grove National Bank, Farmers and Drovers Bank and Indicator Building and the Last Chance Store. The Kaw Mission is the starting point for the Council Grove self-guided tour. Built in 1851, the mission served as a school for the Kaw Nation children. It is a fine example of limestone architecture nestled on the Neosho River.

The Kaw Heritage Park is a beautiful, historic 158-acre park owned and managed by the Kaw Nation just south and east of Council Grove. The Park includes a two-mile long Heritage Trail that loops around the Park. A limestone tower at the start of the Trail is a tribute to the Kaw. The Little John Creek Valley Overlook showcases the creek valley and limestone ruins of a hut built for the Kaw by the U.S. Government.

South of Council Grove, near Strong City in Chase County, is the magnificent Second Empire style residence of 19<sup>th</sup> century cattle baron Stephen F. Jones at the Spring Hill Z-Bar Ranch, now part of the Tallgrass Prairie National Preserve. This gracious home, three-story barn and outbuildings, all made of hand-cut native limestone, are located on 34 acres at the ranch headquarters of the Tallgrass Prairie National Preserve. A one-room school house that also is open for tours is on the ranch site. The ranch was designated a National Historic Landmark in February 1997.

## **NATURE**

“The prairie grasses and wildflowers that clothe the Flint Hills today began their assemblage merely 10,000 years ago following the retreat of the Wisconsin ice sheet that extended as far south as the northeastern region of the hills. As the ice sheet receded with the warming climate, back crept the plants that had abdicated their prairie home during the glacial cold. First from the northwest came the cold hardy wheatgrasses, ryegrasses, junegrass and other cool season species adapted to the harsh, post-glacial prairie climate. As warming continued, the short grasses (grammas and buffalograss) entered the prairie from the southwestern plateaus of Mexico and Arizona. These species remain today on the shallower and dryer slopes of the tallgrass prairie and are the dominant grasses on the plains to the west. Finally, from the subtropical climes of the southeast, the tallgrasses in accompaniment with the wildflowers marched northward to mix with the other prairie plants and complete our present grassland flora. Later, the woody plants and exotics would come from distant lands in the south and east to challenge the native plants for squatters’ rights in the prairie sod.

“Survival of the tallgrass prairie along the edge of the westwardly pressing broadleaf forest is due to the destructive but ironically renewing element of fire that cleanses the stifling old plant growth from past seasons and destroys the young trees and shrubs that attempt to establish among the prairie grasses and wildflowers. Within two short weeks the charred prairie yields a carpet of grasses and wildflowers to nourish the hungry herds of prairie grazers. Ignited by Native Americans or lightning during historic times, fires continue to be set each April by modern ranchers to prepare the grasslands for the coming grazing season.” (Tom Eddy) The Chase County Extension Service conducts wildflower tours annually to experience the beauty of the Flint Hills in late May-early June.

The Tallgrass Prairie National Preserve, a partnership with the Kansas Park Trust, includes 10,894 acres of tallgrass prairie. This ecosystem is home to over 450 species of plants, 150 kinds of birds, 39 types of reptiles and amphibians and 31 species of mammals.

At the Tallgrass Prairie National Preserve, visitors are able to become more knowledgeable of and entrenched in the tallgrass prairie ecosystem through guided tours, exhibits and hiking trails that take them out onto the prairie.

## **CULTURE**

Wah-Shun-Gah Days Festival is held annually in Council Grove. It is a three-day family festival that includes the arrival of Santa Fe Trail Riders, storytelling from the Old West and from Native Americans, portrayal of Libbie Custer’s Story, an arts and crafts fair, car show, parade, gunfight,

variety show, Kaw Nation’s inter-tribal pow-wow, street dance and a five-mile Wah-Shun-Gah walk from Little John Creek Reserve to the Guardian of the Grove sculpture on the Neosho River Walk.

South of the Tallgrass Prairie National Preserve are the towns of Strong City and Cottonwood Falls. Strong City is the home of the annual Flint Hills Rodeo and the Santa Fe Depot, W. B. Strong Memorial Railroad Park, and a stone arch bridge over Fox Creek.

Cottonwood Falls is the site of the Chase County Courthouse, the oldest courthouse still in use in Kansas. Built in 1873 with native limestone quarried just west of Cottonwood Falls, it is a French Renaissance Second Empire style building with a magnificent winding staircase made of native walnut. Cottonwood Falls also showcases the Cottonwood River Falls, the Chase County Historical Museum, the Roniger Native American Museum and the original jailhouse and the historic Cottonwood River Bridge. Cottonwood Falls is also the site for the Prairie Fire Festival, the Folklife Festival and the annual Chase County Country Christmas, which features the lighting of the Chase County Courthouse and restored Cottonwood River Bridge. In addition, Friday nights finds local musicians at the Emma Chase Cafe.

The Byway continues southward over Schrupf Hill, site of an award-winning scenic overlook on a high point in the Flint Hills, through the river valley past Bazaar, south through the Pioneer Bluffs Ranch Historic District to Matfield Green, finally wending its way to Cassoday, the Prairie Chicken Capitol of Kansas. On the first Sunday during the months of May through October, 3,000 + motorcycles gather at Cassoday for visiting and then taking a ride up the Byway.

Ranching is the dominant endeavor along the Flint Hills National Scenic Byway. “In Chase County alone 120,000 stocker cattle come to the Flint Hills from all areas of the U.S. and Mexico to graze for a period of 90-150 days. These transient cattle produce over 26 million pounds of beef.” (Tom Eddy) While the towns along the way once served as railheads for cattle drives, now trucks transport cattle to/from the Flint Hills pastures. Cowboys still manage the herds on the pastures.

## **RECREATION**

Numerous opportunities exist for recreational experiences. The Council Grove self-guided historic tour is walkable. The Neosho Riverwalk in Council Grove connects the Madonna of the Trail statue erected by the Daughters of the American Revolution (DAR) and the Kaw Mission State Historic Site. The Madonna of the Trail is one of several statues erected along the Santa Fe Trail by the DAR. The Riverwalk is ADA-accessible, lighted and landscaped and crosses the Neosho River near the Santa Fe Trail river crossing. As noted earlier, the Kaw Nation Heritage Park also has walking trails.

Council Grove Reservoir is a Corps of Engineers-created reservoir just north of the Byway. The 3,310-acre site includes a 2,638-acre wildlife area at the upper end of the reservoir. The lake provides a delightful setting among the rolling bluestem hills bordered with hickory, oak, walnut and elm trees along the streams. Bird watching, interpretive sites, nature trails, as well as boating, fishing (including handicapped accessible fishing spots), and camping areas are all part of this experience.

Council Grove City Lake is a 434-acre multi-use lake well-stocked for fishing enthusiasts. It is located 3.5 miles northwest of Council Grove. The Council Grove City Lake Park also includes five public park areas, boat ramps and city-owned common areas where residents and visitors enjoy water sports, fishing, wildlife and beautiful scenic views.

Chase State Lake is three miles west of Cottonwood Falls. From downtown, Main Street becomes a paved county road known as The Cowboy Trail. The lake is owned and operated by Kansas Department of Wildlife and Parks. As a fishing lake, boating is allowed for fishing only. A boat launching facility is featured in the main use area. Shore anglers will find several fishing piers that provide access to deep water. Fire rings and grills, picnic tables, pit toilets, and a shelter house for use by campers, picnickers and anglers also are available, as is a swimming beach.

Refer to the Appendices for further details including maps of these and other resources as listed in the Section, Key Resources.

## VISION STATEMENT

*“See it like it is, keep it like it is.”*

The Flint Hills National Scenic Byway offers the traveler a unique opportunity to experience the beauty and majesty of the tallgrass prairie, the communities that have developed in the heart of the Flint Hills of Kansas, and the beef cattle industry that sustains the economy of the prairie. It provides the traveler, particularly those from urban communities, the opportunity to gain an appreciation of the challenges faced by those who have lived and worked in the Flint Hills and an understanding of the opportunities that remain available to those who continue to embrace the challenges of living in a rural location.

There are scenic, natural, historic, cultural, archeological and recreational sites along the byway. The byway communities provide the traveler with historic sites, interpretive facilities, cultural events, shopping, lodging, dining and other amenities.

In order to preserve, promote and enhance the Flint Hills National Scenic Byway, the cities and three counties included in the byway appointed representatives to the Flint Hills National Scenic Byway Management Committee. The task of the Flint Hills National Scenic Byway Management Committee is to work with those who live along the byway to continue to preserve the beauty of the Flint Hills for future generations. Landowners have protected the land over the years and wish to share the Flint Hills with those who share the same vision of the Flint Hills National Scenic Byway motto, “See it like it is, keep it like it is.”

The committee is charged with developing a comprehensive corridor management plan that provides a framework for maintaining and promoting the scenic and other intrinsic aspects of the byway. Preservation efforts will focus on continuing the long held traditions of landowners and ranchers preserving the unspoiled beauty of the Flint Hills and enlisting the cooperation of visitors in keeping the Flint Hills beautiful. Promotion activities include economic development, research and marketing efforts directed primarily to area, regional and statewide visitors and developing educational materials about the Flint Hills. Enhancement activities will include documentation, interpretation, and educational activities about life in the Flint Hills as well as about the hills themselves. The Flint Hills National Scenic Byway Management Committee through its Corridor Management Plan will also encourage existing attractions and potential new attractions to be enhanced.

## SCOPING STATEMENT

After several public meetings, a list of issues and concerns was developed for consideration by the Flint Hills National Scenic Byway Management Committee. Those issues were: Safety especially related to traffic, cattle drives and range burning; signing related to cattle drives and burning, billboards as well as locations of gas stations and restrooms; litter control with suggested efforts focused on Adopt-a-Byway, community groups and community service, and trash bag handouts to visitors with information on the bags about amenities and services; natural screening of unsightly areas; seeding all disturbed areas with natural grasses to control weeds; public service announcements and other promotion efforts; interpretive centers for educating visitors about cattle ranching, the history of the region, geology, agriculture; personal tours and narratives about history, geology, ranching and farming as well as other aspects of the Flint Hills; marketing and promotion focus primarily in Kansas; concerns about trespassing and torn fences with byway etiquette tips included in the brochure; traffic mix of grain trucks, buses, RVs, bicycles; economic needs of the communities; visitor management—provide turnouts, information, restrooms, gas stations, food, lodging and attractions; and public relations—media announcements and public meetings.

The Flint Hills National Scenic Byways Management Committee used the issues and concerns that were raised during the four public meetings held about the Flint Hills Scenic Byway during 1995-96 as the basis for formulating an overall scope for the Corridor Management Plan. They also incorporated other issues and concerns they had themselves or that had been shared with them by members of the community. Six primary focus areas were identified.

- ◆ safety
- ◆ visual quality
- ◆ public relations/communication
- ◆ communities and economic development
- ◆ recreation
- ◆ environmental quality

These are similar to the National Scenic Byways Program goals of preservation, enhancement and promotion.

As a general overall principle, the byway corridor management plan shall reflect appreciation for and interest in working toward its goals through existing regulatory provisions and community organization activities that preserve, protect and enhance the scenic byway and its intrinsic qualities.

The six primary focus areas are as follows:

### **Safety**

The byway should be a safe roadway for travelers. Considerations to remember in the corridor management plan include the width of the shoulder, a traffic mix that includes bicyclists and pedestrians, and occasional reduced visibility due to range burning. Access to/from the Tallgrass

Prairie National Preserve will be addressed. In addition, safety concerns related to cattle drives will be considered.

The Kansas Department of Transportation maintains accident records for K-177. The table below is a listing of the accident experience from 1999 through 2003. The table shows total accidents, fatalities, injury accidents, property damage only (PDO) accidents, number of deaths and injuries, and the number of accidents with deer involved.

<b>Accidents</b>					<b>People</b>		<b>Accessories</b>
<b>Year</b>	<b>Total</b>	<b>Fatal</b>	<b>Injury</b>	<b>PDO</b>	<b>Deaths</b>	<b>Injuries</b>	<b>Deer</b>
1999	35	-	5	30	-	6	21
2000	37	2	8	27	2	12	14
2001	39	-	4	35	-	5	15
2002	46	2	12	32	2	18	13
2003	36	1	11	24	2	30	11
<b>Total</b>	<b>193</b>	<b>5</b>	<b>40</b>	<b>148</b>	<b>6</b>	<b>71</b>	<b>74</b>

### **Visual Quality**

The byway offers many scenic opportunities. South of Cottonwood Falls, the Schrupf Hill Scenic Overlook offers the opportunity to view scenic vistas within existing right-of-way. To preserve the scenic beauty of the byway, the number of signs (billboards, logo signs, TOD's, KDOT, etc.) has been minimized. Mitigation (e.g., natural screening, underground construction, enforcement of existing laws, etc.) of other intrusions on the visual quality within the existing right-of-way will be maintained.

### **Public Relations/Communication**

Key to the success of any endeavor is good communication. Procedures to inform local residents of byway activities have been utilized, including sending press releases to local, state and national media, reporting to local governments and planned public meetings.

Activities to inform visitors about the byway have been developed. Interpretive centers, kiosks, personal tours, touring group activities, public service announcements and marketing/promotional activities by the byway committee and by key resource groups have been part of the plan. Byway protocol/etiquette including respecting private property, gates/fences, trespassing; obeying traffic laws, etc. will be part of the communication process and, in fact, are included in promotional materials.

### **Communities and Economic Development**

Maintaining community viability is important to the corridor management plan. Encouraging entrepreneurship and identifying funding sources for byway projects and other activities has been encouraged.



## **Recreation**

A variety of diverse recreational opportunities exist along the byway, including hiking, biking, camping, swimming, horseback riding, hunting, fishing and golfing. These will be promoted in byway marketing materials, as appropriate, and enhancements to these facilities will be encouraged.

## **Environmental Quality**

Preserving the quality of the environment has been a goal of the residents of the Flint Hills and is also a goal of the scenic byway. The corridor management plan complements and supports existing preservation goals and activities, respecting the goals and mores of the individual communities along the byway. The corridor management plan encourages enforcement of existing regulations and servicing of trash/litter control, etc. by existing agencies and organizations.

# GOALS AND OBJECTIVES

*“See it like it is; keep it like it is.”*

## **ORGANIZATIONAL GOALS**

### **1. GOAL: ORGANIZE A LOCAL COMMITTEE TO OVERSEE THE CORRIDOR MANAGEMENT PLANNING PROCESS**

- ◆ Appoint representatives of local communities to the committee.
- ◆ Organize and establish committee agenda, meeting times and places.
- ◆ Develop an ongoing management structure for long term oversight of the byway.
- ◆ Facilitate ongoing public involvement in the planning and implementation processes.
- ◆ Represent the Flint Hills National Scenic Byway at state and national scenic byway functions, as appropriate.

### **2. GOAL: DEVELOP A CORRIDOR MANAGEMENT PLAN**

- ◆ Develop a Corridor Management Plan that describes long range plans for the Flint Hills National Scenic Byway.

## **GOALS FOR THE CORRIDOR MANAGEMENT PLAN**

### **1. GOAL: IDENTIFY INTRINSIC RESOURCES OF THE BYWAY**

- ◆ Identify the character of the corridor - geography, feel, land uses, water.
- ◆ Develop and maintain a key resource listing of the byway that reflects the scenic, historic, cultural, natural, archeological and recreational qualities of the byway.
- ◆ Use the key resource list to coordinate byway activities and programs.
- ◆ Identify tourist amenities and services (e.g., lodging, restaurants, rest rooms, fuel, etc.) and incorporate into the byway listing.
- ◆ Develop a list of resource people and groups for possible advice and assistance.

### **2. GOAL: PRESERVE THE BYWAY AND ITS INTRINSIC RESOURCES**

- ◆ Conserve intrinsic resources of the scenic byway in a sustainable balance with economic development and tourism.
- ◆ Develop a sense of joint stewardship by all users (visitors, property owners and managers).
- ◆ Maintain the byway corridor as originally designated.

### **3. GOAL: PROMOTE THE BYWAY AND ITS RESOURCES**

- ◆ Keep local communities, neighboring communities, local and state governmental leaders, etc. informed of byway goals, objectives and activities.
- ◆ Promote maintaining the natural landscape.
- ◆ Maintain working relationship with Tallgrass Prairie National Preserve, Kaw Mission and Pioneer Bluffs for both local and scenic byway promotion.
- ◆ Work with other intrinsic resources to include the scenic byway in promotions.
- ◆ Continue to work on brochure development and continuity.
- ◆ Promote economic development and tourism.
- ◆ Provide for marketing, promotion and interpretation of the unique attributes and opportunities.
- ◆ Remain aware of other organizations' plans and activities that may impact the Flint Hills National Scenic Byway and its activities.
- ◆ Support cooperative ventures between the communities, commercial establishments and organizations along the corridor.
- ◆ Keep abreast of other organizations' plans and activities that may impact the Flint Hills National Scenic Byway activities (e.g., planned Flint Hills Information Center on I-70 and Visitor's Center at Tallgrass Prairie National Preserve).
- ◆ Provide information about events, activities, attractions, etc. to the Kansas Scenic Byways Program website, [ksbyways.org](http://ksbyways.org), and to the Kansas Department of Commerce Travel & Tourism website [www.travelks.com](http://www.travelks.com).
- ◆ Encourage communities, attractions and organizations in the byway corridor to incorporate their presence on the byway into their promotional materials.

### **4. GOAL: ENHANCE THE BYWAY**

- ◆ Provide a safe roadway environment working with KDOT, local governmental transportation agencies and others, as appropriate.
- ◆ Inform visitors about range burning, fog, cattle drives, wildlife, special events, etc. via radio broadcasts, temporary signs, etc.
- ◆ Developed an access management plan in cooperation with the Tallgrass Prairie National Preserve.
- ◆ Encourage ranchers to contact local law enforcement (as part of burn plan for managed burns and for wildfires, cattle drives, etc.)
- ◆ Be alert for opportunities to expand the offerings for visitors (and residents alike) to tell the byway story.

**5. GOAL: ENHANCE THE SCENIC EXPERIENCES OF ALL USERS OF THE CORRIDOR**

- ◆ Inform/promote/supervise tours.
- ◆ Developed overlook at Schrumpf Hill.
- ◆ Developed a low-watt radio broadcast plan.
- ◆ Developed low-watt radio broadcast system maintained by individual communities along the byway
- ◆ Provided input for the locations and content of information kiosks and information centers.
- ◆ Developed interpretive panels that conform to the natural scenery.
- ◆ Shield/screen/relocate mixing strips.
- ◆ Coordinate with the Tallgrass Prairie National Preserve, Pioneer Bluffs, Kaw Mission and other resources along the byway about interpretive descriptions and experiences.
- ◆ Increase accessibility to recreation areas and associated facilities.
- ◆ Coordinate timing of events and activities if possible.
- ◆ Devise a plan to be sure tourist facilities (e.g., rest rooms, visitor centers, etc.) are available.

**6. GOAL: DEVELOP FUNDING SUPPORT, PARTNERSHIPS AND COOPERATIVE VENTURES TO ASSURE THE LONG TERM SUCCESS OF THE BYWAY**

- ◆ When necessary, develop proposed budgets for each activity.
- ◆ Pursue federal, state and local funding possibilities both public and private to help offset the expenses.

## **ACTION PLAN**

The Action Plan provides details about the activities proposed to fulfill the goals and objectives of the Corridor Management Plan for the Flint Hills National Scenic Byway. Each Action Plan Statement reflects the underlying issue being addressed, the goal and objective of the statement, and the activities, suggested responsible parties, budget (if applicable) and status of the particular action.

Many of the activities are those being done already for the communities themselves. These action statements simply reflect the desire for the Flint Hills National Scenic Byway to become a part of the ongoing programs. For example, promoting the communities is a function presently being carried out by the Chambers of Commerce and Convention and Visitors Bureaus along the Byway. What these action plan statements suggest is that the responsible party work to include promotion of the Flint Hills National Scenic Byway in the community promotion.

Some of the activities are currently underway; some of the earlier committee organizational activities have been completed. Those activities are included to reflect the plan in its entirety.

*See it like it is; keep it like it is.*



**ISSUE: ORGANIZATION**

**GOAL:** Organize a local committee to oversee the corridor management planning process.

**OBJECTIVE:** Appoint representatives of local communities to the committee.

**ACTION:**

- Set up regular rotation process for cities and counties to appoint committee members.

**DESCRIPTION:** Staggered 2- or 3-year term; Term limits; Reappointments and Replacements; One from each city and county, appointed by cities/counties; 2 at-large members chosen by FHNSB Committee.

**SUGGESTED RESPONSIBLE PARTIES:** Elected governing bodies with input from existing committee.

**TARGETED INITIATION:** X 1998 \_\_\_\_\_ 1999 \_\_\_\_\_ 2000

**COMMENTS:** Candidates should show personal interest and willingness to work; alternates chosen; first changeover of at-large members (draw straws, etc.).

**ESTIMATED BUDGET:** NA

**STATUS REVIEW:** Continuing practice.

*See it like it is; keep it like it is.*



**ISSUE: ORGANIZATION**

**GOAL:** Organize a local committee to oversee the corridor management planning process.

**OBJECTIVE:** Organize and establish committee agenda, meeting times and places.

**ACTION:**

- Elect a chairperson and vice chair to run meetings.
- Establish a regular meeting time and place.
- Establish other organizational committee structure (e.g., subcommittees) as appropriate to complete goals and objectives.
- Establish length of terms and determine ex-officio status of chair.

**DESCRIPTION:** Annual establishment of committee function and schedule.

**SUGGESTED RESPONSIBLE PARTIES:** FHNSB Committee.

**TARGETED INITIATION:**  X  1998   1999   2000

**COMMENTS:** -

**ESTIMATED BUDGET:** NA

**STATUS REVIEW:** Continuing practice.

*See it like it is; keep it like it is.*



**ISSUE: ORGANIZATION**

**GOAL:** Organize a local committee to oversee the corridor management planning process.

**OBJECTIVE:** Develop an ongoing management structure for long term oversight of the byway.

**ACTION:**

- Monitor activities with annual review of goals, objectives and accomplishments.
- Undertake planning process and other matters as may be appropriate.

**DESCRIPTION:** -

**SUGGESTED RESPONSIBLE PARTIES:** FHNSB Committee.

**TARGETED INITIATION:** X 1998 \_\_\_\_\_ 1999 \_\_\_\_\_ 2000

**COMMENTS:** -

**ESTIMATED BUDGET:** NA

**STATUS REVIEW:** Continuing practice.



*See it like it is; keep it like it is.*



**ISSUE: ORGANIZATION**

**GOAL:** Organize a local committee to oversee the corridor management planning process.

**OBJECTIVE:** Facilitate ongoing public involvement in the planning and implementation processes.

**ACTION:**

- Hold meetings as needed.
- Develop and present programs for civic groups.

**DESCRIPTION:** -

**SUGGESTED RESPONSIBLE PARTIES:** FHNSB Committee.

**TARGETED INITIATION:** X 1998 \_\_\_\_\_ 1999 \_\_\_\_\_ 2000

**COMMENTS:** -

**ESTIMATED BUDGET:** NA

**STATUS REVIEW:** Continuing practice.

*See it like it is; keep it like it is.*



**ISSUE: ORGANIZATION**

**GOAL:** Organize a local committee to oversee the corridor management planning process.

**OBJECTIVE:** Represent the Flint Hills National Scenic Byway at state and national scenic byway function, as appropriate.

**ACTION:**

- Send representatives to state and regional meetings.
- Obtain information from Kansas Department of Transportation Scenic Byway Program.
- Share information with Kansas Department of Transportation Scenic Byway Program about activities.
- Send representative to national meetings.

**DESCRIPTION:** -

**SUGGESTED RESPONSIBLE PARTIES:** FHNSB Committee.

**TARGETED INITIATION:** X 1998 \_\_\_\_\_ 1999 \_\_\_\_\_ 2000

**COMMENTS:** The FHNSB Committee has no operating funds and must rely on the voluntary participation of individual members.

**ESTIMATED BUDGET:** Varies.

**STATUS REVIEW:** Continuing practice.

*See it like it is; keep it like it is.*



**ISSUE: ORGANIZATION**

**GOAL:** Develop a Corridor Management Plan.

**OBJECTIVE:** Develop a Corridor Management Plan that describes long range plan for the Flint Hills National Scenic Byway.

**ACTION:**

- Develop a vision and scoping statement.
- Inventory resources.
- Develop goals and objectives.
- Prioritize goals and objectives.
- Develop an Action/Implementation Plan.
- Review and revise the Corridor Management Plan annually.
- Celebrate accomplishments regularly.
- Present to the governing bodies as appropriate with review.

**DESCRIPTION:** -

**SUGGESTED RESPONSIBLE PARTIES:** FHNSB Committee.

**TARGETED INITIATION:**  X  1998   1999   2000

**COMMENTS:** -

**ESTIMATED BUDGET:** NA

**STATUS REVIEW:** Continuing practice.

*See it like it is; keep it like it is.*



**ISSUE: IDENTIFY RESOURCES**

**GOAL:** Identify intrinsic resources of the byway.

**OBJECTIVE:** Identify the character of the corridor - geography, feel, land uses, water (dam).

**ACTION:**

- Engage in creative sessions to depict corridor character verbally.
- Use the depictions in written documents and promotional materials.
- Involve school children when appropriate (CD-ROM documentation (KSU film), essay contest, etc.).

**DESCRIPTION:** -

**SUGGESTED RESPONSIBLE PARTIES:** FHNSB Committee.

**TARGETED INITIATION:** \_\_\_\_\_ 1998 X\_\_\_\_\_ 1999 \_\_\_\_\_ 2000

**COMMENTS:** -

**ESTIMATED BUDGET:** NA

**STATUS REVIEW:** Completed.

*See it like it is; keep it like it is.*



**ISSUE: IDENTIFY RESOURCES**

**GOAL:** Identify intrinsic resources of the byway.

**OBJECTIVE:** Develop and maintain a key resource listing of the byway that reflects the scenic, historic, cultural, natural, archeological and recreational qualities of the byway.

**ACTION:**

- Update as appropriate.
- Expand information for each listing to include addresses, phone numbers, descriptions, etc.
- Include assessment of intrinsic resources.
- Review annually.

**DESCRIPTION:** -

**SUGGESTED RESPONSIBLE PARTIES:** FHNSB Committee.

**TARGETED INITIATION:** X 1998 \_\_\_\_\_ 1999 \_\_\_\_\_ 2000

**COMMENTS:** -

**ESTIMATED BUDGET:** NA

**STATUS REVIEW:** Initial list completed and reviewed regularly. Expanded in 2008.

*See it like it is; keep it like it is.*



**ISSUE: IDENTIFY RESOURCES**

**GOAL:** Identify intrinsic resources of the byway.

**OBJECTIVE:** Use the key resource list to coordinate byway activities and programs.

**ACTION:**

- Contact each resource to obtain calendar of activities.
- Encourage resource groups to notify the byway committee to publicize events using the Byway facilities.

**DESCRIPTION:** -

**SUGGESTED RESPONSIBLE PARTIES:** FHNSB Committee.

**TARGETED INITIATION:**  X  1998       1999       2000

**COMMENTS:** -

**ESTIMATED BUDGET:** NA

**STATUS REVIEW:** Ongoing.

*See it like it is; keep it like it is.*



**ISSUE: IDENTIFY RESOURCES**

**GOAL:** Identify intrinsic resources of the byway.

**OBJECTIVE:** Identify tourist amenities and services (e.g., lodging, restaurants, rest rooms, fuel, etc.) and incorporate into the byway listing.

**ACTION:**

- Work with entities such as local Chambers of Commerce or Kansas Department of Travel and Tourism to maintain current byway tourist amenities list.
- Update as needed.

**DESCRIPTION:** -

**SUGGESTED RESPONSIBLE PARTIES:** FHNSB Committee.

**TARGETED INITIATION:** X 1998 \_\_\_\_\_ 1999 \_\_\_\_\_ 2000

**COMMENTS:** -

**ESTIMATED BUDGET:** NA

**STATUS REVIEW:** Continuing practice.

*See it like it is; keep it like it is.*



**ISSUE: IDENTIFY RESOURCES**

**GOAL:** Identify intrinsic resources of the byway.

**OBJECTIVE:** Develop a list of resource people and groups for possible advice and assistance.

**ACTION:**

- Recognize talents and capabilities of local people and outside resources.
- Brainstorm to develop initial list.
- Update listing as additional people are identified.

**DESCRIPTION:** -

**SUGGESTED RESPONSIBLE PARTIES:** FHNSB Committee.

**TARGETED INITIATION:** X 1998 \_\_\_\_\_ 1999 \_\_\_\_\_ 2000

**COMMENTS:** -

**ESTIMATED BUDGET:** NA

**STATUS REVIEW:** Ongoing.



*See it like it is; keep it like it is.*



**ISSUE: PRESERVATION**

**GOAL:** Preserve intrinsic resources of the byway.

**OBJECTIVE:** Conserve intrinsic resources of the scenic byway in a sustainable balance with economic development and tourism.

**ACTION:**

- Preserve and protect the native resources.
  - Preserve the ecosystem:
    - Preserve and protect the native resources when developing enhancement sites along the byway.
    - Include ecosystem preservation concepts in interpretive material where appropriate.
    - Enlist the assistance of extension agents and others versed in conservation.
  - Preserve the native sod:
    - Work with Tallgrass Prairie National Preserve and others who have established native sod programs to develop information materials.
  - Maintain the character of the corridor.
  - Assure ongoing compatibility of the corridor:
    - Keep informed about development activities along the corridor.
    - Visit with local governing bodies about preserving the corridor's land use compatibility.
  - Improve the economy of the corridor:
    - Utilize the key resource inventory to identify tourism amenity needs that may represent economic development opportunities.
    - Work with existing development organizations to seek compatible new business ventures and sustain existing businesses.
- Encourage, showcase and celebrate use of good range management practices and pride of place.
- Encourage preservation of historic places, e.g., Chase County Courthouse, Pioneer Bluffs Historic District, Strong City Depot, Council Grove National Historic District

**DESCRIPTION:** -

**SUGGESTED RESPONSIBLE PARTIES:** -

**TARGETED INITIATION:** \_\_\_\_\_ 1998  X  1999 \_\_\_\_\_ 2000

**COMMENTS:** -

**ESTIMATED BUDGET:** To be determined.

**STATUS REVIEW:** Ongoing.

*See it like it is; keep it like it is.*



**ISSUE: PRESERVATION**

**GOAL:** Preserve intrinsic resources of the byway.

**OBJECTIVE:** Develop a sense of joint stewardship by all users (visitors, property owners and managers).

**ACTION:**

- Incorporate stewardship theme in byway interpretive materials.
- Develop byway stewardship programs to present to local groups, e.g., schools, civic groups, etc. using volunteer speakers.
- Encourage byway etiquette in brochures, radio, information panels.
- Develop speakers' bureau.

**DESCRIPTION:** -

**SUGGESTED RESPONSIBLE PARTIES:** FHNSB Committee.

**SUGGESTED RESPONSIBLE PARTIES:** FHNSB Committee, Chamber/CVBs, others.

**TARGETED INITIATION:** X 1998 \_\_\_\_\_ 1999 \_\_\_\_\_ 2000

**COMMENTS:**

- Etiquette Information:
  - Brochures - ongoing.
  - Radio station - ongoing.
  - Information kiosks - ongoing.

**ESTIMATED BUDGET:** NA

**STATUS REVIEW:** Continuing practice.

*See it like it is; keep it like it is.*



**ISSUE: PRESERVATION**

**GOAL:** Preserve intrinsic resources of the byway.

**OBJECTIVE:** Maintain the byway corridor as originally designated.

**ACTION:**

- Monitor all activities related to the byway at the state, regional and local level.
- Educate the community about the goals and purposes of the byway.
- Present the byway history, philosophy and strategies when needed and to appropriate audiences.

**DESCRIPTION:** -

**SUGGESTED RESPONSIBLE PARTIES:** FHNSB Committee.

**TARGETED INITIATION:**  X  1998   1999   2000

**COMMENTS:** -

**ESTIMATED BUDGET:** NA

**STATUS REVIEW:** Continuing practice.

*See it like it is; keep it like it is.*



**ISSUE: PROMOTION**

**GOAL:** Promote the byway and its resources.

**OBJECTIVE:** Keep local communities, neighboring communities, local and state governmental leaders, etc. informed of byways goals, objectives and activities.

**ACTION:**

- Present regular updates to local governing bodies.
- Provide information in regular press releases.
- Work with local and other media to write scenic byway media materials.
- Set up a mechanism for regular reporting of byway activities to the media.
- Invite other people to address issues as the need arises.
- Utilize existing websites to inform and involve others.
- Encourage the communities to work together for the good of all.

**DESCRIPTION:** -

**SUGGESTED RESPONSIBLE PARTIES:** FHNSB Committee; Council Grove Convention and Visitors Bureau; Chase County Chamber of Commerce.

**TARGETED INITIATION:**  X  1998   1999   2000

**COMMENTS:** -

**ESTIMATED BUDGET:** To be determined.

**STATUS REVIEW:** Ongoing practice.

*See it like it is; keep it like it is.*



**ISSUE: PROMOTION**

**GOAL:** Promote the byway and its resources.

**OBJECTIVE:** Promote maintaining the natural landscape.

**ACTION:**

- Adopt a signing plan to minimize the number of signs on the byway.
- Inform state and local government and community members of the plan.

**DESCRIPTION:** Signing only at specific viewing sites with a minimum number of signs.

**SUGGESTED RESPONSIBLE PARTIES:** FHNSB Committee, Communities and KDOT.

**TARGETED INITIATION:** X 1998 \_\_\_\_\_ 1999 \_\_\_\_\_ 2000

**COMMENTS:** -

**ESTIMATED BUDGET:** To be determined.

**STATUS REVIEW:** Continuing practice.

*See it like it is; keep it like it is.*



**ISSUE:** PROMOTION

**GOAL:** Promote the byway and its resources.

**OBJECTIVE:** Work with Tallgrass Prairie National Preserve, Kaw Mission and Pioneer Bluffs Historic District for local and scenic byway promotion.

**ACTION:**

- Place information about neighboring resources at the Preserve and Pioneer Bluffs and encourage display of their information at local community spots.
- Work with local Chamber/CVBs and ask that they assist in sharing information and brochures.

**DESCRIPTION:** -

**SUGGESTED RESPONSIBLE PARTIES:** FHNSB Committee.

**TARGETED INITIATION:**  X  1998   1999   2000

**COMMENTS:** -

**ESTIMATED BUDGET:** NA

**STATUS REVIEW:** Continuing practice.

*See it like it is; keep it like it is.*



**ISSUE: PROMOTION**

**GOAL:** Promote the byway and its resources.

**OBJECTIVE:** Work to have other intrinsic resources include the scenic byway in their promotions.

**ACTION:**

- Sensitize resource groups to the advantages of mutual promotions.
- Organize a meeting of the groups to discuss mutual promotions.

**DESCRIPTION:** Make the scenic byway part of ongoing promotions of the Chambers of Commerce and Convention and Visitors Bureaus.

**SUGGESTED RESPONSIBLE PARTIES:** FHNSB Committee with Chambers of Commerce and Convention and Visitors Bureaus

**TARGETED INITIATION:** X 1998 \_\_\_\_\_ 1999 \_\_\_\_\_ 2000

**COMMENTS:** -

**ESTIMATED BUDGET:** NA

**STATUS REVIEW:** Continuing practice.

*See it like it is; keep it like it is.*



**ISSUE: PROMOTION**

**GOAL:** Promote the byway and its resources.

**OBJECTIVE:** Continue to work on brochure development and continuity.

**ACTION:**

- Set up distribution mechanism to take requests and mail brochures.
- Utilize Chamber/CVB at Council Grove and Cottonwood Falls.
- Review brochure regularly for content relevance and accuracy.
- Obtain funds to assure continued supply of brochures is available.
- Partner together for grant writing expertise.
- Pursue Tourism Marketing Grants from Kansas Department of Travel and Tourism.

**DESCRIPTION:** Re-supply brochures.

**SUGGESTED RESPONSIBLE PARTIES:** Council Grove and Chase County Chambers of Commerce, Tallgrass Prairie and FHNSB Committee.

**TARGETED INITIATION:** X 1998 \_\_\_\_\_ 1999 \_\_\_\_\_ 2000

**COMMENTS:** -

**ESTIMATED BUDGET:** To be determined.

**STATUS REVIEW:** Continuing practice.



*See it like it is; keep it like it is.*



**ISSUE: PROMOTION**

**GOAL:** Promote the byway and its resources.

**OBJECTIVE:** Promote economic development and tourism.

**ACTION:**

- Encourage Kansas Travel and Tourism Office to promote FHNSB.
- Maintain contact with Kansas Travel and Tourism, Flint Hills Tourism Coalition and other groups that promote the area.
- Take advantage of other organizational promotional opportunities, e.g., Lottery's Paint the Byway initiative.
- Research unmet visitor needs and encourage entrepreneurial development to address those needs.

**DESCRIPTION:** -

**SUGGESTED RESPONSIBLE PARTIES:** Chase County and Council Grove Chamber/CVBs.

**TARGETED INITIATION:** X 1998 \_\_\_\_\_ 1999 \_\_\_\_\_ 2000

**COMMENTS:** -

**ESTIMATED BUDGET:** To be determined.

**STATUS REVIEW:** Continuing practice.

*See it like it is; keep it like it is.*



**ISSUE: PROMOTION**

**GOAL:** Promote the byway and its resources.

**OBJECTIVE:** Provide for marketing, promotion and interpretation of the unique attributes and opportunities.

**ACTION:**

- Provide informative and accurate materials for historic, cultural, archeological, natural materials.
- Utilize existing resources such as local historic groups, natural groups to assist in material development.
- Work with the regional tourism council.
- Identify suitable locations for distribution points (courthouse, chambers, Council Grove, TPNP, Pioneer Bluffs, etc.).

**DESCRIPTION:** -

**SUGGESTED RESPONSIBLE PARTIES:** Chamber of Commerce, Convention/Visitors Bureau.

**TARGETED INITIATION:** X 1998 \_\_\_\_\_ 1999 \_\_\_\_\_ 2000

**COMMENTS:** -

**ESTIMATED BUDGET:** To be determined.

**STATUS REVIEW:** Continuing practice.

*See it like it is; keep it like it is.*



**ISSUE: PROMOTION**

**GOAL:** Promote the byway and its resources.

**OBJECTIVE:** Support cooperative ventures between the communities, commercial establishments and organizations along the corridor.

**ACTION:**

- Encourage events scheduling that complements all of the communities' activities.
- Where possible, encourage use of the byway as a theme around activities.

**DESCRIPTION:** -

**SUGGESTED RESPONSIBLE PARTIES:** Chambers of Commerce, Convention/Visitors Bureau.

**TARGETED INITIATION:** X 1998 \_\_\_\_\_ 1999 \_\_\_\_\_ 2000

**COMMENTS:** -

**ESTIMATED BUDGET:** To be determined.

**STATUS REVIEW:** Continuing practice.

*See it like it is; keep it like it is.*



**ISSUE: PROMOTION**

**GOAL:** Promote the byway and its resources.

**OBJECTIVE:** Remain aware of other organizations' plans and activities that may impact the Flint National Hills Scenic Byway and its activities (e.g., planned Flint Hills Information Center on I-70 and Visitor's Center at Tallgrass Prairie National Preserve).

**ACTION:**

- Remain involved with other organizations so the Flint Hill National Scenic Byway becomes part of every program.
- Develop a network to keep informed about other activities being planned.
- Notify other agencies of Byway events, including regular updates.

**DESCRIPTION:** -

**SUGGESTED RESPONSIBLE PARTIES:** FHNSB Committee and Chambers.

**TARGETED INITIATION:**  X  1998   1999   2000

**COMMENTS:** As more sites are established, consciousness arises.

**ESTIMATED BUDGET:** NA

**STATUS REVIEW:** Continuing practice.

*See it like it is; keep it like it is.*



**ISSUE: PROMOTION**

**GOAL:** Promote the byway and its resources.

**OBJECTIVE:** Provide information about events, activities, attractions, etc. to the Kansas Scenic Byways Program website, ksbyways.org, the National Scenic Byways Program website, www.byways.org, and to the Kansas Department of Commerce Travel & Tourism website, www.travelks.com.

**ACTION:**

- Add these and other websites to media notification lists so that activities can be publicized.
- Check these and other websites on a regular basis to be sure information about the byway and its activities is current.
- Sign on to these websites for notification of important deadlines and information requests.
- Regularly update website calendars of events with information about events along the FHNSB.

**DESCRIPTION:** -

**SUGGESTED RESPONSIBLE PARTIES:** FHNSB Committee and Chambers.

**TARGETED INITIATION:** X 1998 \_\_\_\_\_ 1999 \_\_\_\_\_ 2000

**COMMENTS:** -

**ESTIMATED BUDGET:** NA

**STATUS REVIEW:** Continuing practice.

*See it like it is; keep it like it is.*



**ISSUE: PROMOTION**

**GOAL:** Promote the byway and its resources.

**OBJECTIVE:** Encourage communities, attractions and organizations in the byway corridor to incorporate their presence on the byway into their promotional materials.

**ACTION:**

- Work with communities, attractions, and organizations to incorporate the byway in all of their promotional materials.
- Develop effective suggestions and strategies to convince folks of the importance of the byway to them.
- Review websites, literature, etc. for inclusion of the byway in the materials.

**DESCRIPTION:** -

**SUGGESTED RESPONSIBLE PARTIES:** FHNSB Committee and Chambers.

**TARGETED INITIATION:**  X  1998   1999   2000

**COMMENTS:** -

**ESTIMATED BUDGET:** NA

**STATUS REVIEW:** Continuing practice.

*See it like it is; keep it like it is.*



**ISSUE: ENHANCEMENT**

**GOAL:** Enhance the Byway.

**OBJECTIVE:** Provide a safe roadway environment working with KDOT, local governmental transportation agencies and others, as appropriate.

**ACTION:**

- Roadway:
  - Maintain close communication with KDOT and local transportation agencies to share concerns.
- Bicyclist:
  - Maintain mile markers and byway signs.
  - Investigate options for accommodating bicyclists on the Byway.
  - Meet with representatives of bicycle clubs to learn of their interests, issues, concerns.
  - Meet with KDOT's bicycle coordinator about bicycle issues.
  - Work with KDOT to develop a bicycling plan.
- Pedestrians:
  - Consider the needs of pedestrians:
    - Include pedestrian concerns in access management study for Tallgrass Prairie National Preserve.
    - Include pedestrian provisions in Overlook design.
    - Engage in discussions with hiking groups about their concerns.

**DESCRIPTION:** Cities working together/discussing; Recognize priorities and funding.

**SUGGESTED RESPONSIBLE PARTIES:** Cities; Counties; KDOT; FHNSB Committee.

**TARGETED INITIATION:**  X  1998   1999   2000

**COMMENTS:** We support the efforts of the Community Connection Trail committee in development of a pedestrian/bicycling trail from Cottonwood Falls, along and west of the Flint Hills National Scenic Byway between Cottonwood Falls and Strong City, north through Strong City, under US Highway 50 and north to the Tallgrass Prairie National Preserve. This project has provided a safe and enjoyable route for pedestrians and bicyclists between the two cities, along but not on the FHNSB.

**ESTIMATED BUDGET:**

**STATUS REVIEW:** Ongoing practice.

*See it like it is; keep it like it is.*



**ISSUE: ENHANCEMENT**

**GOAL:** Enhance the Byway.

**OBJECTIVE:** Inform visitors about range burning, fog, cattle drives, wildlife, special events, etc. utilizing radio broadcasts.

**ACTION:**

- Develop radio messages for use throughout the year about roadway and other conditions.
- Use signing to notify people about the radio broadcast system.
- Use brochures to notify people about the radio broadcast system.

**DESCRIPTION:** One possibility would be to develop a special brochure; or explore using folding signs that say, “Enjoy the byway.” / “Caution for range burning”.

**SUGGESTED RESPONSIBLE PARTIES:** FHNSB Committee, KDOT and KSBP Staff.

**TARGETED INITIATION:** \_\_\_\_\_ 1998  X  1999 \_\_\_\_\_ 2000

**COMMENTS:** -

**ESTIMATED BUDGET:** To be determined.

**STATUS REVIEW:** Under consideration.



*See it like it is; keep it like it is.*



**ISSUE:** ENHANCEMENT

**GOAL:** Enhance the Byway.

**OBJECTIVE:** Develop an access management plan in cooperation with the Tallgrass Prairie National Preserve.

**ACTION:**

- Work with KDOT, National Park Service, National Park Trust and others.
- Provide input as needed.
- Assist in implementation as appropriate.

**DESCRIPTION:** -

**SUGGESTED RESPONSIBLE PARTIES:** FHNSB Committee; KDOT; National Park Service; National Park Trust and others.

**TARGETED INITIATION:** X 1998 \_\_\_\_\_ 1999 \_\_\_\_\_ 2000

**COMMENTS:** -

**ESTIMATED BUDGET:** Funded by KDOT and FHWA.

**STATUS REVIEW:** Completed.

*See it like it is; keep it like it is.*



**ISSUE:** ENHANCEMENT

**GOAL:** Enhance the Byway.

**OBJECTIVE:** Encourage ranchers to contact local law enforcement (as part of burn plan for managed burns and for wildfires, cattle drives, etc.).

**ACTION:**

- Visit with local Kansas Livestock Association (KLA) members about issues.
- Update ranchers and other members of the community about Byway activities.

**DESCRIPTION:** -

**SUGGESTED RESPONSIBLE PARTIES:** FHNSB Committee.

**TARGETED INITIATION:** X 1998 \_\_\_\_\_ 1999 \_\_\_\_\_ 2000

**COMMENTS:** Some FHNSB committee members are KLA members.

**ESTIMATED BUDGET:** NA

**STATUS REVIEW:** Continuing practice.

*See it like it is; keep it like it is.*



**ISSUE: ENHANCEMENT**

**GOAL:** Enhance the Byway.

**OBJECTIVE:** Inform/promote/supervise tours.

**ACTION:**

- Educate the public about the practice of pasture burning and the resulting environmental climate.
- Recognize that occasionally the timing and coordination of activities has short lead-time.
- Publicize existing programs as part of byway promotion.
- Stargazing:
  - Work with astronomy resource people at state university to explore and develop stargazing events.
- Birding:
  - Work with local/area Audubon Society to develop programs.
- Meteorology:
  - Work with state university resource people to explore material development, possible programming activities.

**DESCRIPTION:** Flyer/brochure produced; make public service announcements.

**SUGGESTED RESPONSIBLE PARTIES:** Possible high school projects; county extension agencies; journalism classes; etc.

**TARGETED INITIATION:**  X  1998   1999   2000

**COMMENTS:** -

**ESTIMATED BUDGET:** Varies.

**STATUS REVIEW:** Ongoing. There is an annual Prairie Fire Festival in Chase County with presentations about the history of burning the prairie. Additionally, Flames in the Flint Hills annual event educates about the history of fire on the prairie. An annual wildflower tour is conducted by the Chase County Extension office and other nature groups use the area for presentations and special events each year.

*See it like it is; keep it like it is.*



**ISSUE:** ENHANCEMENT

**GOAL:** Enhance the Byway.

**OBJECTIVE:** Be alert for opportunities to expand the offerings for visitors (and residents alike) to tell the byway story.

**ACTION:**

- Encourage byway folks to speak at events or organizational meetings about the byway.

**DESCRIPTION:** -

**SUGGESTED RESPONSIBLE PARTIES:** FHNSB Committee.

**TARGETED INITIATION:** X 1998 \_\_\_\_\_ 1999 \_\_\_\_\_ 2000

**COMMENTS:** Some FHNSB committee members are members of numerous organizations.

**ESTIMATED BUDGET:** NA

**STATUS REVIEW:** Continuing practice.

*See it like it is; keep it like it is.*



**ISSUE:** ENHANCEMENT

**GOAL:** Enhance the Byway.

**OBJECTIVE:** Develop overlook at Schrumpf Hill.

**ACTION:**

- Worked with KDOT and the Kansas Scenic Byways Committee on overlook project.
- Contacted KSU, ESU, PSU, Kansas Wildflower Society and others regarding interpretive displays and plantings.
- Developed list of concerns during planning process re: fencing, access, etc.
- Identify overlook for visitors in signage, on the radio system and in brochures.

**DESCRIPTION:** -

**SUGGESTED RESPONSIBLE PARTIES:** FHNSB Committee.

**TARGETED INITIATION:**  X  1997   1998   1999

**COMMENTS:** -

**ESTIMATED BUDGET:** Funded by KDOT and FHWA and others.

**STATUS REVIEW:** Completed. Received AASHTO/National Scenic Byways Best Practices for Scenic Byways Award - 2001

*See it like it is; keep it like it is.*



**ISSUE: ENHANCEMENT**

**GOAL:** Enhance the scenic experiences of all users of the corridor.

**OBJECTIVE:** Developed low-watt radio broadcast plan.  
Developed low-watt radio broadcast system.

**ACTION:**

- Worked with Kansas Scenic Byway Program to develop and implement a low-watt radio broadcast system along the byway.
- Identified possible tower locations.
- Assisted in developing an operations and maintenance plan.
- Provided input regarding designation of long term operator.

**DESCRIPTION:** -

**SUGGESTED RESPONSIBLE PARTIES:** FHNSB Committee, KDOT and KSBP Staff.

**TARGETED INITIATION:** \_\_\_\_\_ 1998  X  1999 \_\_\_\_\_ 2000

**COMMENTS:** -

**ESTIMATED BUDGET:** Initially funded by KDOT and FHWA.

**STATUS REVIEW:** Underway. Received American Association of State Highway and Transportation Officials/National Scenic Byways Program Best Practices for Scenic Byways Award -2007.

*See it like it is; keep it like it is.*



**ISSUE: ENHANCEMENT**

**GOAL:** Enhance the scenic experiences of all users of the corridor.

**OBJECTIVE:** Provided input for the locations and content of information kiosks and information centers.

**ACTION:**

- Worked with KDOT and the Kansas Scenic Byway Program to select appropriate sites.
- Provided input for site selection criteria.
- Provided input for long term operation and maintenance.
- Identified appropriate parties to contact.
- Provided information for content.

**DESCRIPTION:** -

**SUGGESTED RESPONSIBLE PARTIES:** FHNSB Committee, KDOT and KSBP Staff.

**TARGETED INITIATION:** X 1998 \_\_\_\_\_ 1999 \_\_\_\_\_ 2000

**COMMENTS:** -

**ESTIMATED BUDGET:** NA

**STATUS REVIEW:** Completed.

*See it like it is; keep it like it is.*



**ISSUE: ENHANCEMENT**

**GOAL:** Enhance the scenic experiences of all users of the corridor.

**OBJECTIVE:** Develop interpretive panels that conform to the natural scenery.

**ACTION:**

- Work with KDOT and the Kansas Scenic Byway Program to develop interpretive materials.
- Devise a plan to involve high school and college student groups to develop interpretive information.
- Include wildlife identification in the interpretive materials jackrabbit, deer, turkey, prairie chicken, prairie rattler, antelope, etc.
- Include insects, geology, wildflowers, grasses, range management, etc.

**DESCRIPTION:** -

**SUGGESTED RESPONSIBLE PARTIES:** FHNSB Committee, KDOT, KSBP Staff, university experts, extension offices, etc.

**TARGETED INITIATION:** \_\_\_\_\_ 1998  X  1999 \_\_\_\_\_ 2000

**COMMENTS:** -

**ESTIMATED BUDGET:** KDOT and FHWA construction funding.

**STATUS REVIEW:** Completed.



*See it like it is; keep it like it is.*



**ISSUE:** ENHANCEMENT

**GOAL:** Enhance the scenic experiences of all users of the corridor.

**OBJECTIVE:** Shield/screen/relocate mixing strips.

**ACTION:**

- Where appropriate, reintroduce native plant materials.
- Meet with KDOT officials about plans for mixing strips.

**DESCRIPTION:** The mixing strips may be moved.

**SUGGESTED RESPONSIBLE PARTIES:** FHNSB Committee and KDOT.

**TARGETED INITIATION:** \_\_\_\_\_ 1998  X  1999 \_\_\_\_\_ 2000

**COMMENTS:** -

**ESTIMATED BUDGET:** To be determined.

**STATUS REVIEW:** This enhancement goal is not likely to take place.

*See it like it is; keep it like it is.*



**ISSUE: ENHANCEMENT**

**GOAL:** Enhance the scenic experiences of all users of the corridor.

**OBJECTIVE:** Coordinate with the Tallgrass Prairie National Preserve, Pioneer Bluffs, Kaw Mission and other resources along the byway about interpretive descriptions and experiences.

**ACTION:**

- Obtain copy of Preserve's interpretive materials and those used by KDOT for comparison and collaboration.

**DESCRIPTION:** -

**SUGGESTED RESPONSIBLE PARTIES:** FHNSB Committee.

**TARGETED INITIATION:**  X  1998   1999   2000

**COMMENTS:** There is ample subject matter for interpretation. Duplication or contradictory information should be minimized through collaboration efforts.

**ESTIMATED BUDGET:** To be determined.

**STATUS REVIEW:** Ongoing.

*See it like it is; keep it like it is.*



**ISSUE: ENHANCEMENT**

**GOAL:** Enhance the scenic and recreational experiences of all users of the corridor.

**OBJECTIVE:** Increase accessibility to recreation areas and associated facilities.

**ACTION:**

- Meet with representatives of various recreational facilities to explore avenues of mutual interest and possible cooperative ventures.
- Put recreational information on kiosks.

**DESCRIPTION:** Chase State Fishing Lake; Cottonwood Falls swimming pool, Cottonwood Falls Country Club, horseback riding at area ranches, etc.

**SUGGESTED RESPONSIBLE PARTIES:** FHNSB Committee.

**TARGETED INITIATION:** \_\_\_\_\_ 1998  X  1999 \_\_\_\_\_ 2000

**COMMENTS:** -

**ESTIMATED BUDGET:** To be determined.

**STATUS REVIEW:** Continuing practice.

*See it like it is; keep it like it is.*



**ISSUE:** ENHANCEMENT

**GOAL:** Enhance the scenic and recreational experiences of all users of the corridor.

**OBJECTIVE:** Coordinate timing of events and activities if possible.

**ACTION:**

- Work with local merchants, restaurants, tour groups, etc. to coordinate schedules overlapping activities where appropriate for piggybacking purposes to minimize overuse of resources and separating events where necessary to conserve local volunteer talent and prevent burnout.

**DESCRIPTION:** Incorporate FHNSB into existing activities promotions.

**SUGGESTED RESPONSIBLE PARTIES:** FHNSB Committee, Chambers, etc.

**TARGETED INITIATION:** X 1998 \_\_\_\_\_ 1999 \_\_\_\_\_ 2000

**COMMENTS:** Ongoing problem solving.

**ESTIMATED BUDGET:** NA

**STATUS REVIEW:** Ongoing practice.

*See it like it is; keep it like it is.*



**ISSUE: ENHANCEMENT**

**GOAL:** Enhance the scenic and recreational experiences of all users of the corridor.

**OBJECTIVE:** Devise a plan to be sure tourist facilities (e.g., rest rooms, visitor centers, etc.) are available.

**ACTION:**

- Piggyback with Tallgrass Prairie National Preserve.
- Pursue grant.

**DESCRIPTION:** -

**SUGGESTED RESPONSIBLE PARTIES:** FHNSB Committee.

**TARGETED INITIATION:** X 1998 \_\_\_\_\_ 1999 \_\_\_\_\_ 2000

**COMMENTS:** -

**ESTIMATED BUDGET:** NA

**STATUS REVIEW:** Ongoing.

- Bowers Community Center in Council Grove received a National Scenic Byways grant for installation of rest rooms and now use the facility for tour bus staging orientations and other gatherings. Pioneer Bluffs Ranch at Matfield Green has also been awarded NSB grant funding.
- The Strong City Opera House received a KDOT Transportation Enhancement grant for restoration and the project includes plans for a visitors center.

*See it like it is; keep it like it is.*



**ISSUE: FUNDING**

**GOAL:** Develop funding support, partnerships and cooperative ventures to assure the long term success of the byway.

**OBJECTIVE:** Develop proposed budgets for each activity.

**ACTION:**

- Enlist and appoint subcommittees for obtaining information, reporting to main Flint Hills National Scenic Byway Management Committee, and undertaking some tasks.

**DESCRIPTION:** -

**SUGGESTED RESPONSIBLE PARTIES:** Subcommittee.

**TARGETED INITIATION:** \_\_\_\_\_ 1998  X  1999 \_\_\_\_\_ 2000

**COMMENTS:** -

**ESTIMATED BUDGET:** NA

**STATUS REVIEW:** Ongoing. As in many communities in rural America, committee members wear multiple hats as both community volunteers and byway committee members.

*See it like it is; keep it like it is.*



**ISSUE: FUNDING**

**GOAL:** Develop funding support, partnerships and cooperative ventures to assure the long term success of the byway.

**OBJECTIVE:** Pursue federal, state and local funding possibilities both public and private to help offset the expenses.

**DESCRIPTION:** -

**ACTION:**

- Research grant sources.
- Get on mailing lists for grant information.
- Research on the Internet for grant information.
- Identify local writers with grant writing expertise.
- Establish a network for early communication of available funds.
- Develop presentations to give to civic and other groups to request funds, to work toward mutual benefits.

**SUGGESTED RESPONSIBLE PARTIES:** FHNSB Committee with KSBP Staff.

**TARGETED INITIATION:** \_\_\_\_\_ 1998  X  1999 \_\_\_\_\_ 2000

**COMMENTS:** -

**ESTIMATED BUDGET:** NA

**STATUS REVIEW:** Continuing practice.

## KEY RESOURCES

The following list represents resources identified by the Flint Hills National Scenic Byway Management Committee as key elements important to the byway and to consideration in the corridor management plan. This list may be amended by adding, deleting or re-classifying the resources shown. Some resources may be listed under more than one category. The listing in each category is by geographic location along the byway starting from south and proceeding north. Directions and hours of operation may be obtained from either the Chase County Chamber of Commerce (620-273-8469) or the Council Grove Convention and Visitors Bureau (800-732-9211).

## INTRINSIC QUALITIES

### Scenic Resources

#### Matfield Green

- **Orient Railroad** right-of-way on east side of byway south of Matfield Green along the East side of the byway - railroad trestles, concrete arch bridges.
- **Pioneer Bluffs Ranch Historic District** - historical ranch and stone fences (north of Matfield Green) offer a unique opportunity to visit a living museum teaching sustainable agriculture methods, supporting the arts, and preserving the past. Stone fences line the frontage of the ranch through the scenic valley.
- **Santa Fe Bunkhouse** - the Santa Fe Railroad reached Matfield Green in 1923, and as was its custom, built a section bunkhouse for workers every 8 to 10 miles along its rail system. Today, the bunkhouse just north of Matfield Green is one of very few such bunkhouses that remain. Fully restored, the bunkhouse is used by artist's, writers and others as a getaway or place of inspiration.
- **South Fork Ranch** - part of the Pioneer Bluffs Ranch Historic District, the South Fork Ranch is a work in progress. The main ranch headquarters can be seen south of Pioneer Bluffs, along the east side of the FHNSB. Completed in 2008, the massive stone home sits at the back edge of what was formerly crop land for Pioneer Bluffs. Stone fences line the highway at the entrance to the ranch, and mature Bradford pear trees shadow the fences and line the lane leading to the house. The ranch consists of many thousands of acres of prime grazing land - one of the largest ranches in Chase County.

#### Bazaar

- **Bazaar United Methodist Church** - you wouldn't know it today, but in its heyday, Bazaar, Kansas was the largest cattle shipping point in the state. Now it's a ghost town, with just a handful of residents and the little white church that harkens to a simpler time. The Bazaar United Methodist Church celebrated the 100<sup>th</sup> anniversary of the building in 2009. The little, one-room clapboard building boasts all of the original wood work - and no indoor plumbing!



## Cottonwood Falls

- **Schrumpf Hill Scenic Byway Overlook** - 2.8 miles south of Cottonwood Falls, the Schrumpf Hill Overlook features a 360-degree view of the Flint Hills and interpretive panels about the plants of the tallgrass prairie. It was honored in 2001 with an AASHTO Best Practices for Scenic Byways award.
- **Cottonwood River Falls and Cottonwood River Bridge** (Cottonwood Falls) - the falls which gave Cottonwood Falls its name are located just east of the restored, historic Cottonwood River Bridge, two blocks north of the courthouse in downtown Cottonwood Falls. Today, the falls are a popular fishing spot and a beautiful location to take photographs of the river. The Chase County Chamber of Commerce hosts a Chamber music concert and dinner on the bridge every year.

## Strong City

- **Tallgrass Prairie National Preserve** (north of Strong City) - Nearly 11,000 acres of tallgrass prairie greet visitors to this National Historic Landmark. Built by cattleman Stephen F. Jones in 1881, the 11-room stone home is characteristic of the Second Empire style of the 19<sup>th</sup> century. A spring on the hill beside the home provided not only water, but the name Jones gave it - Spring Hill Farm and Stock Ranch. Once the hunting grounds of both the Kansa and Osage Indians, today the preserve is home to more than 450 species of plants, 150 kinds of birds, 39 types of reptiles and amphibians and 31 species of mammals. The preserve is two miles north of Strong City and is open daily from 9 a.m. to 4:30 p.m., except Thanksgiving, Christmas and New Year's Day. For information, see [www.nps.gov/tapr](http://www.nps.gov/tapr) or call (620) 273-8494.

## Council Grove

- **River Walk** - Neosho River crossing on the Santa Fe Trail.
- **Madonna of the Trail** - Located at the corner of Union and Main Streets in Council Grove, the 10-foot tall statue depicts a pioneer mother with two children. The status is one of 12 erected in 1928 in as many states by the Daughters of the American Revolution. Made of pink Algonite, the statues pay tribute to the pioneer mothers of the covered wagon days.
- **Kaw Indian Warrior sculpture** - Kaw Nation statue.
- **Flint Hills viewing opportunities** - Enjoy the breathtaking views and scenic vistas of the last substantial remnant of untilled Tallgrass Prairie in North America as you travel the Flint Hills National Scenic Byway.

## Historic Resources

### Cassoday

- **Cassoday Museum** - local history museum.

- **Railroad bridge over K-177** - north of Cassoday, the FHNSB dips down into a deep valley from a route that begins on high grassland and winds under a unique arch bridge.

### **Matfield Green**

- **Santa Fe Bunkhouse** - (see description above).
- **Pioneer Bluffs Ranch Historic District** - be sure to notice the replica of the original log home built by the founding father of Pioneer Bluffs Ranch, which is open to the public.
- **Crocker Ranch** - privately-owned ranch located north of Matfield Green and Pioneer Bluffs, along the west side of the FHNSB.

### **Bazaar**

- **Knute Rockne Memorial** - on privately-owned land west of the FHNSB and south of Bazaar, famed Notre Dame football coach Knute Rockne and eight others perished on March 31, 1931 when the plane they were in crashed into a pasture in rural Chase County. The memorial and site are not open to the public.
- **Bazaar Cemetery** - beautiful metal work adorns the gate and entrance to this charming little cemetery.

### **Cottonwood Falls**

- **Chase County Courthouse** - In 1871, thirteen years after the formation of Chase County and with a population of just 600, voters approved a \$40,000 bond levy for construction of a new courthouse and jail. At that time, the county was doing business in a log cabin. When the construction was completed in 1873, Chase Countians had built a visible testament to their pride in their county and the future they felt it offered. Architect of the building was John G. Haskell of Lawrence, who envisioned a bold concept - a French Renaissance chateau of the Louis XIII period. Sixty workers built the three-story structure of native stone, quarried nearby, and a grand, spiral walnut staircase extended from the first to third floor. A restoration of the interior of the building was completed in 2008.
- **Cottonwood River Falls Bridge** - restored and open to pedestrian and bicycle traffic.
- **Original Jailhouse** - one block east of Broadway. The limestone, one-room jail still houses one inhabitant.
- **Chase County Historical Museum** - the building that houses the museum is one of nine locations in Chase County on the National Register of Historic Places. Built in 1882, it originally housed the Chase County National Bank. The museum houses a collection of memorabilia from the Rockne crash, items of interest from Chase County history as well as a large collection of photographs and information on local genealogy. Open noon until 4 p.m., Tuesday through Saturday.
- **Roniger Native American Museum**) - an extensive collection of Native American artifacts.

- **Sam Woods House** - now known as Buck Creek Ranch, and privately owned, some of the first Kansas Republican Party meetings were held at the home. Samuel Woods published the first newspaper in Chase County.

### Strong City

- **Santa Fe Depot** - In 2009, restoration of the historic BNSF depot will begin.
- **W. B. Strong Memorial Railroad Park**- caboose and kiosk in city park dedicated to the memory of William Barstow Strong, former president of the Atchison, Topeka and Santa Fe Railway.
- **Stone Arch Bridge** - historic limestone bridge over Fox Creek, north of Strong City near the southern end of the Tallgrass Prairie National Preserve.
- **Tallgrass Prairie National Preserve** - north of Strong City, site of the Z-Bar/Spring Hill Ranch headquarters. While the slightly more than 30-acre ranch headquarters is owned by the National Park Service, total acreage of the Preserve approaches 11,000 acres, a collaborative endeavor between the Kansas Park Trust and the National Park Service. The TPNP is open daily, with the exception of Thanksgiving, Christmas and New Year's Day.
- **Lower Fox Creek School** - part of the TPNP, the historic schoolhouse is open to the public. A hiking trail from the ranch headquarters to the school takes the hiker through pristine grassland, over a small creek and up a hillside to the school.

### Council Grove

- **Historic District** - The Council Grove Historic District was placed on the National Register and became a National Historic Landmark in 1963.
- **Santa Fe Trail** - Five miles west of Council Grove along US Highway 50, ruts remain embedded in the ground from the wagons that headed west on the Santa Fe Trail. (Private land.)
- **Bowers Community Center** - Built in 1905 by the First Baptist Church of Council Grove, the Richardsonian or Roman-Romanesque style building was occupied by the church until 1993. The building was placed on the National Register of Historic Places in June, 1995.
- **Kaw Mission State Historic Site/Museum** - From 1851 to 1854, 30 Kaw, or Kansas, Indian boys lived and studied at this stone mission. By 1873, the US Government had removed the Kaw to the Oklahoma Indian Territory. Today, the state historic site features a photographic exhibit of the Kansa, orientation video, "The Original Kansans," and exhibits about the Santa Fe Trail and early Council Grove.
- **Old Bell Monument**- Monument on site of Old Bell brought to Council Grove in 1863 for use as an alarm, school and church bell for over 30 years.
- **Farmers and Drovers Bank**- unique eclectic architectural structure with Romanesque arches and Byzantine dome and minarets, built in 1892, still in use as bank.

- **Council Oak** - 1825 council site where Americans and Mexicans were given free passage along the Santa Fe Trail through Osage territory for \$800. Also served as shelter for wagon trains on Santa Fe Trail.
- **Cottage House Hotel** - In 1871, the Reverend and Mrs. Joab Spencer bought a three room cottage and blacksmith in Council Grove. The couple built a two-story brick house around the cottage and opened a boarding house. Later, in 1879, Mr. and Mrs. Lewis Mead bought the property and built a 5,000 square foot, two-story Queen Anne addition to the building, transforming the Cottage House from a boarding house to a hotel and in 1988, the Cottage House was named to the National Register of Historic Places. Today, the refurbished hotel/motel has 26 rooms in the main hotel and 12 adjacent units.
- **Conn Stone Store** - One of the two most important trading posts in Council Grove during the Santa Fe Trail days.
- **Council Grove National Bank Building** - An example of Western commercial architecture combined with High Victorian Italianate style, completed in 1887.
- **Old Cowboy Jail** - reconstructed jail with original ironwork.
- **Hermit's Cave** - temporary abode of Italian hermit, Giovanni Maria Augustini, a religious mystic, who in 1863 left Council Grove with a wagon train, walking 500 miles to New Mexico. A walk down the steep stairway to Hermit's Cave is a must-do.
- **Seth Hays Home**- home built in 1867 by town founder, Seth Hays.
- **Cemetery Wall** - stone masonry wall.
- **Hays House** - Built in 1857 by Seth Hayes, Daniel Boone's great-grandson, the Hays House is the oldest continuously operated restaurant west of the Mississippi. From the mid- to late-1800s, the Hays house was used for a multitude of activities that included hosting church services, offering rooms to let and serving as a trading post. Today, the Hays House is renowned for serving great food, homemade desserts and breads and a lavish Sunday lunch buffet.
- **Last Chance Store** - For a time, the Last Chance Store was the last opportunity for those traveling the Santa Fe Trail to buy supplies.
- **Custer's Elm** - Legend has it that George Custer camped under a huge elm here while patrolling the Santa Fe Trail.
- **Post Office Oak and Museum** - Passing wagon caravans left messages in the base of the bur oak tree that died in 1990 at 270 years old.
- **Neosho River Crossing** - one of the most documented river crossings on the Santa Fe Trail.
- **Durland Park** - location of Sylvan Park Depot, Caboose, Buckeye Oil Engine and the KATY Depot.

- **Terwilliger Home** - One of the oldest homes remaining along the Santa Fe Trail in Kansas, the stone home built in 1861 was the last house those on the Trail saw as they left Council Grove. Today, the house is the home of the Trail Days Bakery and Café.
- **Maple Camp** - A collection of historic buildings, including the Terwilliger Home, an 1858 log house, 1902 school, 1930's tourist camp cabins and 1940's grocery building.
- **Big John Farm Limestone Bank Barn** - 1 mile east of Council Grove on US 56 - Built by Seth Hays in 1871 of native limestone. It is the only remaining structure from the Morris County Poor Farm which existed from 1889 through 1945.

## **Cultural Resources**

### **Cassoday**

- Stockyards at Kansas Turnpike
- First Sunday Motorcycle Gathering - first Sunday of each month
- Overland Wagon Train
- Cattle and cowboys

### **Matfield Green**

- Pioneer Bluffs Historic District
- Cattle and cowboys

### **Cottonwood Falls**

- Chase County Country Christmas and historic Courthouse Christmas Lighting
- Flint Hills Rodeo Parade - first Saturday of June
- Chase County Historical Museum
- Annual Wildflower Tour - first week of June
- Flint Hills artists and musicians
- Music at the Emma Chase Café
- Chase County Contra Dances
- Roniger Museum
- Cattle and cowboys

### **Strong City**

- Flint Hills Rodeo - First weekend of June
- Flint Hills Ranch Rodeo
- Cattle and cowboys

### **Council Grove**

- Voices of the Wind People Pageant (every three years)
- Wah-Shun-Gah Days
- Council Grove Ranch Rodeo
- Kaw Nation Heritage Park
- Cattle and cowboys

## **National Register Listings**

### **Matfield Green**

- Pioneer Bluffs Ranch Historic District - added September 13, 1990
- Crocker Ranch - added November 17, 1977

### **Cedar Point**

- Cedar Point Mill - added December 20, 2006
- Cottonwood River Pratt Truss Bridge - added May 9, 2003

### **Clements**

- Clements Stone Arch Bridge - added December 12, 1976

### **Cottonwood Falls**

- Cartter Building - added November 23, 1977
- Chase County Courthouse - added February 24, 1971
- Chase County National Bank - added November 9, 1977
- Cottonwood River Bridge - added July 2, 1985
- Samuel N. Wood House - added March 17, 1974

### **Strong City**

- Clover Cliff Ranch House - added November 9, 1977
- Fox Creek Stone Arch Bridge - added December 27, 2006
- Spring Hill Farm and Stock Ranch (now the Tallgrass Prairie National Preserve) - added April 16, 1971
- Strong City Depot - added June 7, 2007
- Lower Fox Creek School - added September 6, 1974

### **Council Grove**

- Cottage House Hotel - added August 4, 1988
- Council Grove Carnegie Library - added June 25, 1987
- Council Grove Historic District (National Historic Landmark that includes trail ruts, Council Oak, Post Office Oak, Hays House Tavern) - added October 15, 1966
- Council Grove National Bank - added June 3, 1976
- Council Grove Missouri, Kansas and Texas Depot - added October 11, 2001
- Farmers and Drovers Bank and Indicator Building - added June 21, 1971
- First Baptist Church - added July 28, 1995
- Furney Farm - added July 12, 2006
- Seth Hays House - added September 25, 1975
- Old Kaw Mission - added March 24, 1971
- Last Chance Store - added June 21, 1971
- Little John Creek Reserve - added October 21, 2001
- Mather (J.P.) House - added May 26, 1984

- G. M. Simcock House - added March 11, 1982
- U.S. Post Office - added October 17, 1989
- Big John Farm Limestone Bank Barn - added October 25, 1990
- William Young Archeological Site - added February 24, 1971

## **Natural Resources**

- Limestone quarries, many remain a source of high-quality stone used in public buildings throughout the country
- Limestone characteristics of Flint Hills
- Grasses - over 40 species of grasses
- Birds - 200 species
- Mammals - 30 species
- Reptiles
- Amphibians
- Insects - 10 million per acre on Tallgrass Prairie National Preserve
- Wildflowers - 650 species
- Whitetail deer, turkey, eagles, antelope
- Oaks, Walnut, Cottonwoods trees
- Cottonwood River
- Council Grove Reservoir - nature trails, wildlife areas
- Hiking trails at the Tallgrass Prairie National Preserve
- Chase County State Lake - camping, fishing, swimming

## **Recreational Resources**

### **Cassoday**

- Playground at city park

### **Cottonwood Falls**

- Fishing - Cottonwood River, Chase State Lake
- Hiking - Community Connection Trail, connecting Cottonwood Falls to the Tallgrass Prairie National Preserve, through Strong City

### **Elmdale**

- Camp Wood YMCA - camping, fishing, theme camps for youth, horseback riding

### **Council Grove**

- Fishing/boating - Council Grove Reservoir, Council Grove City Lake
- Nature trails and playground at Council Grove Reservoir

### **Strong City**

- Hiking - Community Connection Trail, hiking trails at Tallgrass Prairie National Preserve
- Playground - Strong City Park

## **Archeological Resources**

### **Cottonwood Falls**

- Roniger Native American Museum

### **Strong City**

- Tallgrass Prairie National Preserve

### **Council Grove**

- Corps of Engineers Display at Council Grove Reservoir including the Environmental Impact Statement (EIS)
- Private lands

## **TOURIST AMENITIES**

### **Interpretive Sites**

- National Park Service Wayside Exhibits (10 sites) and Self-Guided Tour - throughout Council Grove
- Scenic Byway Kiosks (Council Grove Pocket Park at Farmers and Drivers Bank, Strong City Park, Bates Grove Park in Cottonwood Falls, and Cassoday Park in Cassoday)
- Scenic Byway Overlook (Schumpff Hill- south of Cottonwood Falls) - AASHTO/National Scenic Byway Best Practices for Scenic Byways Award Winner
- Tallgrass Prairie National Preserve (Strong City)
- Kaw Mission State Historic Site and Museum (Council Grove)
- Council Grove Reservoir (north of Council Grove)
- Kaw Nation Heritage Park (east of Council Grove) informational audio post at Indian Agency Ruins.

### **Dining**

#### **Cassoday**

- Cassoday Country Store - convenience store. Be sure to see the “Cassoday Chicken Inn” on the front porch.

#### **Matfield Green**

- Hitchin’ Post - where the soda and beer are cold, the hamburgers are hot and the cowboys eat.

#### **Cottonwood Falls**

- Casey’s General Store
- Emma Chase Cafe - celebrated country café. Great food, delicious pie, charming company.



- Grand Central Hotel and Grill - one of only two, four diamond restaurants in Kansas. Fabulous steaks in a beautifully restored hotel.

### **Strong City**

- Pizza Hut
- BP Convenience Store
- Longhorn Café
- Road House

### **Council Grove**

- Coastal Convenience Store
- Dairy Queen
- Subway
- Trail Days Café/Terwilliger House
- Hays House
- Pizza Hut
- Saddle Rock
- Sonic

## **Picnic Areas**

### **Bazaar**

- Bazaar Schoolhouse

### **Cottonwood Falls**

- Bates Park
- Swope Park

### **Strong City**

- Strong City Park
- W. B. Strong Memorial Railroad Park

### **Council Grove**

- Custer's Elm
- Three City Parks
- Council Grove Reservoir

## **Lodging**

### **Cottonwood Falls**

- Grand Central Hotel
- Millstream Motel
- 1874 Stone House Bed and Breakfast
- Pilgrim Ranch

- Several private guest houses

### **Elmdale**

- Clover Cliff Bed and Breakfast
- Camp Wood YMCA
- Flying W Ranch

### **Strong City**

- Prairie Fire Inn and Spa
- Tallgrass Prairie Lodge

### **Council Grove**

- Cottage House

## **Camping**

### **Cassoday**

- Cassoday Park

### **Cottonwood Falls**

- Swope Park
- Chase State Lake

### **Elmdale**

- Camp Wood YMCA

### **Council Grove**

- Council Grove Federal Reservoir

## **Information Centers and Public Rest Rooms**

### **Cottonwood Falls**

- Chase County Chamber of Commerce 620-273-8469

### **Council Grove**

- Council Grove Convention and Visitors Bureau 1-800-732-9211
- Bowers Community Center

## **Emergency Facilities**

Butler County - 911

Chase County - 911

Morris County - 911

## **APPENDIX A: RESOLUTIONS FROM GOVERNING BODIES**

*This page was intentionally left blank.*

RESOLUTION NO. 2005-4

WHEREAS, the Congress of the United States enacted the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Efficiency Act for the 21<sup>st</sup> Century (TEA-21); and

WHEREAS, Section 1047 of ESTEA directed the Secretary of Transportation to establish a National Scenic Byways Advisory Committee in order to create a National Scenic Byways Program; and

WHEREAS, the Kansas Scenic Byway Committee, consisting of representatives from the Kansas Departments of Transportation, Commerce, Wildlife and Parks and the State Historical Society, has developed guidelines and policies for designation of Kansas Scenic Byways and for nomination of Kansas Scenic Byways for National Byway designation; and

WHEREAS, a local advocate group composed of community leaders, civic group representatives, residents and other interested parties has completed the necessary procedures and has received Kansas Scenic Byway designation from the Kansas Secretary of Transportation for the Flint Hills Scenic Byway described as follows, to wit:

Beginning at a point on Highway K-177 in Butler County near the north city limits of Cassoday at milepost 18.466, thence north to a point in Chase County near the south city limits of Matfield Green at milepost 28.664; and

Beginning again at a point on Highway K-177 in Chase County near the north city limits of Matfield Green at milepost 28.944, thence north to a point near the south city limits of Cottonwood Falls at milepost 43.270; and

Beginning again at a point on Highway K-177 in Chase County near the north city limits of Cottonwood Falls at milepost 44.106, then north to a point near the south city limits of Strong City at milepost 44.776; and

Beginning again at a point on Highway K-177 in Chase County near the west city limits of Strong City at milepost 45.817, thence northwest and north to a point in Morris County near the south city limits of Council Grove at milepost 64.746

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF CHASE COUNTY that said Kansas Scenic Byway be nominated for National Scenic Byway designation with these stipulations;

That the State of Kansas being owner and title holder to state highways and highway right-of-ways, has the right to any legal acts on and within the state right-of-way markers and that said Scenic Byway shall not expand outside of existing state right-of-way.

That the Rural Residents of Chase County have the inalienable right to enjoy their property and their privacy. Management of the Scenic Byway must take into account the impact on private property owners that may be associated with it and shall not hinder future agricultural growth in any way, shall not zone property outside the city limits, shall not restrict agricultural use of land, buildings and supporting structures including residences.

That the Board of Chase County Commissioners shall have final and absolute approval of any and all details of the Flint Hills Scenic Byway Corridor Management Plan. The Board shall be notified in writing by any State or Federal organization of any action it intends to take concerning or modifying the Flint Hills Scenic Byway.

BE IT FURTHER RESOLVED, that the County shall support the Kansas Department of Transportation in their effort to control signs in conformance with K.S.A. 68-2233 (a) (b) (c) and

BE IT FURTHER RESOLVED, that this resolution shall be forwarded to the Kansas Scenic Byways Committee as part of the national scenic byway application as part of the corridor management plan to preserve, enhance and promote the scenic byway.

Resolved and Adopted this 31<sup>st</sup> day of MARCH, 2005.

Alan L. Shupp  
Commissioner

Summit C. Dawson  
Commissioner

\_\_\_\_\_  
Commissioner

MAR 11 2005

Bureau of Local Projects

RESOLUTION NO. 2005-2

WHEREAS, the Congress of the United States enacted the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Efficiency Act for the 21<sup>st</sup> Century (TEA-21); and

WHEREAS, Section 1047 of ISTEA directed the Secretary of Transportation to establish a National Scenic Byways Advisory Committee in order to create a National Scenic Byways Program; and

WHEREAS, the Kansas Scenic Byway Committee, consisting of representatives from the Kansas Departments of Transportation, Commerce, Wildlife and Parks and the State Historical Society, has developed guidelines and policies for designation of Kansas Scenic Byways and for nomination of Kansas Scenic Byways for National Scenic Byway designation; and

WHEREAS, a local advocate group composed of community leaders, civic group representatives, residents and other interested parties has completed the necessary procedures and has received Kansas Scenic Byway designation from the Kansas Secretary of Transportation for the Flint Hills Scenic Byway described as follows, to wit:

Beginning at a point on Highway K-177 in Butler County near the north city limits of Cassoday at milepost 18.466, thence north to a point in Chase County near the south city limits of Matfield Green at milepost 28.664; and

Beginning again at a point on Highway K-177 in Chase County near the north city limits of Matfield Green at milepost 28.944, thence north to a point near the south city limits of Cottonwood Falls at milepost 43.270; and

Beginning again at a point on Highway K-177 in Chase County near the north city limits of Cottonwood Falls at milepost 44.106, thence north to a point near the south city limits of Strong City at milepost 44.776; and


Beginning again at a point on Highway K-177 in Chase County near the west city limits of Strong City at milepost 45.817, thence northwest and north to a point in Morris County near the south city limits of Council Grove at milepost 64.746

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE CITY OF COTTONWOOD FALLS that said Kansas Scenic Byway be nominated for National Scenic Byway designation;

BE IT FURTHER RESOLVED, that the City shall support the Kansas Department of Transportation in their effort to control signs in conformance with K.S.A. 68-2233 (a) (b) (c) and

BE IT FURTHER RESOLVED, that this resolution shall be forwarded to the Kansas Scenic Byways Committee as part of the national scenic byway application as part of the corridor management plan to preserve, enhance and promote the scenic byway.

Resolved and Adopted this 17<sup>th</sup> day of MARCH, 2005

  
\_\_\_\_\_  
Mayor



RESOLUTION NO. 030705-01

WHEREAS, the Congress of the United States enacted the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Efficiency Act for the 21<sup>st</sup> Century (TEA-21); and

WHEREAS, Section 1047 of ISTEA directed the Secretary of Transportation to establish a National Scenic Byways Advisory Committee in order to create a National Scenic Byways Program; and

WHEREAS, the Kansas Scenic Byway Committee, consisting of representatives from the Kansas Departments of Transportation, Commerce, Wildlife and Parks and the State Historical Society, has developed guidelines and policies for designation of Kansas Scenic Byways and for nomination of Kansas Scenic Byways for National Scenic Byway designation; and

WHEREAS, a local advocate group composed of community leaders, civic group representatives, residents and other interested parties has completed the necessary procedures and has received Kansas Scenic Byway designation from the Kansas Secretary of Transportation for the Flint Hills Scenic Byway described as follows, to wit:

Beginning at a point on Highway K-177 in Butler County near the north city limits of Cassoday at milepost 18.466, thence north to a point in Chase County near the south city limits of Matfield Green at milepost 28.664; and

Beginning again at a point on Highway K-177 in Chase County near the north city limits of Matfield Green at milepost 28.944, thence north to a point near the south city limits of Cottonwood Falls at milepost 43.270; and

Beginning again at a point on Highway K-177 in Chase County near the north city limits of Cottonwood Falls at milepost 44.106, thence north to a point near the south city limits of Strong City at milepost 44.776; and

Beginning again at a point on Highway K-177 in Chase County near the west city limits of Strong City at milepost 45.817, thence northwest and north to a point in Morris County near the south city limits of Council Grove at milepost 64.746

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE CITY OF COUNCIL GROVE that said Kansas Scenic Byway be nominated for National Scenic Byway designation;

BE IT FURTHER RESOLVED, that the City shall support the Kansas Department of Transportation in their effort to control signs in conformance with K.S.A. 68-2233 (a) (b) (c) and

**BE IT FURTHER RESOLVED**, that this resolution shall be forwarded to the Kansas Scenic Byways Committee as part of the national scenic byway application as part of the corridor management plan to preserve, enhance and promote the scenic byway.

Resolved and Adopted this 7<sup>th</sup> day of March, 2005.

  
Mayor

RESOLUTION NO. 04/12/2005

WHEREAS, the Congress of the United States enacted the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Efficiency Act for the 21<sup>st</sup> Century (TEA-21); and

WHEREAS, Section 1047 of ISTEA directed the Secretary of Transportation to establish a National Scenic Byways Advisory Committee in order to create a National Scenic Byways Program; and

WHEREAS, the Kansas Scenic Byway Committee, consisting of representatives from the Kansas Departments of Transportation, Commerce, Wildlife and Parks and the State Historical Society, has developed guidelines and policies for designation of Kansas Scenic Byways and for nomination of Kansas Scenic Byways for National Scenic Byway designation; and

WHEREAS, a local advocate group composed of community leaders, civic group representatives, residents and other interested parties has completed the necessary procedures and has received Kansas Scenic Byway designation from the Kansas Secretary of Transportation for the Flint Hills Scenic Byway described as follows, to wit:

Beginning at a point on Highway K-177 in Butler County near the north city limits of Cassoday at milepost 18.466, thence north to a point in Chase County near the south city limits of Matfield Green at milepost 28.664; and

Beginning again at a point on Highway K-177 in Chase County near the north city limits of Matfield Green at milepost 28.944, thence north to a point near the south city limits of Cottonwood Falls at milepost 43.270; and

Beginning again at a point on Highway K-177 in Chase County near the north city limits of Cottonwood Falls at milepost 44.106, thence north to a point near the south city limits of Strong City at milepost 44.776; and

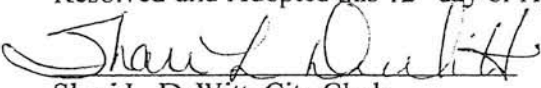
Beginning again at a point on Highway K-177 in Chase County near the west city limits of Strong City at milepost 45.817, thence northwest and north to a point in Morris County near the south city limits of Council Grove at milepost 64.746

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF STRONG CITY that said Kansas Scenic Byway be nominated for National Scenic Byway designation;

BE IT FURTHER RESOLVED, that the City shall support the Kansas Department of Transportation in their effort to control signs in conformance with K.S.A. 68-2233 (a) (b) (c) and

BE IT FURTHER RESOLVED, that this resolution shall be forwarded to the Kansas Scenic Byways Committee as part of the national scenic byway application as part of the corridor management plan to preserve, enhance and promote the scenic byway.

Resolved and Adopted this 12<sup>th</sup> day of April, 2005.

  
Shari L. DeWitt, City Clerk

  
Michael W. Cahoone, Mayor

RESOLUTION NO. 2005-01

**WHEREAS, the Congress of the United States enacted the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Efficiency Act for the 21<sup>st</sup> Century (TEA-21); and**

**WHEREAS, Section 1047 of ISTEA directed the Secretary of Transportation to establish a National Scenic Byways Advisory Committee in order to create a National Scenic Byways Program; and**

**WHEREAS, the Kansas Scenic Byway Committee, consisting of representatives from the Kansas Departments of Transportation, Commerce, Wildlife and Parks and the State Historical Society, has developed guidelines and policies for designation of Kansas Scenic Byways and for nomination of Kansas Scenic Byways for National Scenic Byway designation; and**

**WHEREAS, a local advocate group composed of community leaders, civic group representatives, residents and other interested parties has completed the necessary procedures and has received Kansas Scenic Byway designation from the Kansas Secretary of Transportation for the Flint Hills Scenic Byway described as follows, to wit:**

Beginning at a point on Highway K-177 in Butler County near the north city limits of Cassoday at milepost 18.466, thence north to a point in Chase County near the south city limits of Matfield Green at milepost 28.664; and

Beginning again at a point on Highway K-177 in Chase County near the north city limits of Matfield Green at milepost 28.944, thence north to a point near the south city limits of Cottonwood Falls at milepost 43.270; and

Beginning again at a point on Highway K-177 in Chase County near the north city limits of Cottonwood Falls at milepost 44.106, thence north to a point near the south city limits of Strong City at milepost 44.776; and

Beginning again at a point on Highway K-177 in Chase County near the west city limits of Strong City at milepost 45.817, thence northwest and north to a point in Morris County near the south city limits of Council Grove at milepost 64.746

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE CITY OF CASSODAY that said Kansas Scenic Byway be nominated for National Scenic Byway designation;**

**BE IT FURTHER RESOLVED, that the City shall support the Kansas Department of Transportation in their effort to control signs in conformance with K.S.A. 68-2233 (a) (b) (c) and**

BE IT FURTHER RESOLVED, that this resolution shall be forwarded to the Kansas Scenic Byways Committee as part of the national scenic byway application as part of the corridor management plan to preserve, enhance and promote the scenic byway.

Resolved and Adopted this 13 day of April, 2005.

  
Mayor

*This page was intentionally left blank.*

## **APPENDIX B: LETTERS OF SUPPORT**

*This page was intentionally left blank.*



JERRY MORAN  
FIRST DISTRICT  
KANSAS

COMMITTEE ON  
AGRICULTURE

CHAIRMAN  
SUBCOMMITTEE ON GENERAL FARM  
CREDIT AND RISK MANAGEMENT

COMMITTEE ON  
TRANSPORTATION AND  
INFRASTRUCTURE

COMMITTEE ON  
VETERANS' AFFAIRS  
VICE CHAIRMAN  
SUBCOMMITTEE ON HEALTH

Congress of the United States  
House of Representatives  
Washington, DC

March 21, 2005

1515 LONGWORTH HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515-1501  
PHONE: 202-225-2715  
FAX: (202) 225-6124

Sign up for email updates:  
[www.house.gov/morans/jerry@house.gov](http://www.house.gov/morans/jerry@house.gov)

DISTRICT OFFICES  
1200 MAIN STREET  
SUITE 402  
P.O. BOX 249  
HAYS, KS 67601-0249  
PHONE: 620-660-  
FAX: (785) 428-3781

ONE NORTH MAIN  
SUITE 525  
P.O. BOX 1128  
HUTCHINSON, KS 67504-1128  
PHONE: 620- 6138  
FAX: (620) 665-6260

The Honorable Norman Y. Mineta  
U.S. Department of Transportation  
Federal Highway Administration  
National Scenic Byways Program  
HEPN-50, Room 3232  
400 Seventh Street, SW  
Washington, D.C. 20590

Dear Secretary Mineta:

I write in support of the Flint Hills Scenic Byway, in an effort to designate this 47.2 mile roadway stretching from Council Grove to Cassoday as a National Scenic Byway.

This region showcases many scenic, recreational, cultural and historic opportunities that meet the intrinsic qualities set forth by the National Scenic Byway program. The byway passes the Tallgrass Prairie National Preserve, the Kaw Mission State Historic Site and Museum, the Santa Fe Trail, the Roniger Native American Museum, the Chase County Courthouse, and the Schrupf Hill Overlook. These are several of the attractions that make this roadway and area suitable for a national designation.

A national designation would give the Scenic Byway the opportunity to compete for the Discretionary Grants program administered by the Federal Highway Administration. The efforts of three counties and surrounding communities working together on this byway project have received broad support from local Chambers of Commerce, Convention and Visitors Bureaus and from many community members and leaders. The state of Kansas has acknowledged these cooperative efforts and has designated this corridor and area as a state scenic byway.

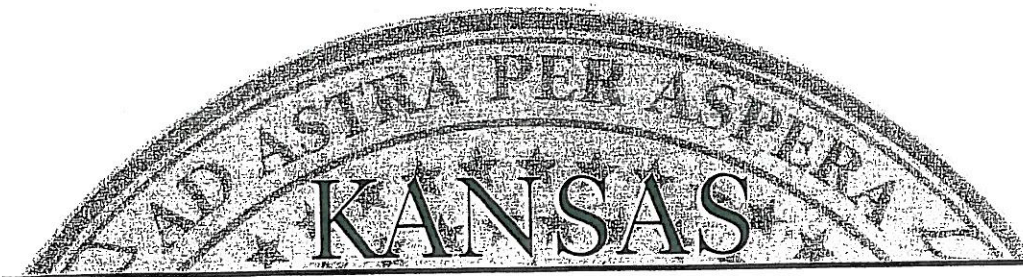
Should this application be accepted, it would foster value-added activities and enhance rural economic opportunities throughout the First District of Kansas. I appreciate your time and consideration for this application.

Very truly yours,

*Jerry Moran*

Jerry Moran

JM:sh



DEPARTMENT OF COMMERCE  
HOWARD R. FRICKE, SECRETARY

KATHLEEN SEBELIUS, GOVERNOR

March 21, 2005

Flint Hills Scenic Byway Committee  
Rita Spinden, Chair  
609 West North Street  
Salina, Kansas 67401

Ms. Spinden:

It is with great enthusiasm that I write to you to support and encourage designation of the Flint Hills Scenic Byway as a part of the National Scenic Byway system.

The Flint Hills is an entirely unique region containing the largest remaining intact tallgrass prairie system in the nation. The Tallgrass Prairie Preserve just outside Strong City is the only National Park Service unit dedicated to the natural and cultural heritage unique to the American tallgrass prairie. Travelers to the region may follow the nationally significant Santa Fe Trail (wagon ruts are still visible), visit Council Grove (once the last outpost for supplies along the Santa Fe Trail and the historic homeland of the Kansa Indian nation), and gaze upon a vast landscape of wooded river bottoms dotting an austere sea of grass-covered hills. Significant elements of our nation's history and culture still flourish within this region of Kansas, including railroads, cattle, and cowboys (as exemplified at the Flint Hills Rodeo in Strong City). In fact, the grass of the region was the reason that cattle were driven north along the Chisholm Trail, and those cattle were in turn the reason for the railroads that helped create Abilene, Ellsworth, Wichita and other famous towns.

These rich and enduring resources are the reason the Kansas Department of Commerce has prioritized the Flint Hills for assessment and development of the full range of economic, educational, and recreational experiences and opportunities the region offers to residents and travelers alike. The Department of Commerce is currently conducting extensive work on a strategic plan for sustainable tourism and rural economic development in the region, which will focus resources on regional collaboration and inclusion in travel itineraries along existing highway routes to and through the Flint Hills. Midwest Living Magazine's March/April 2005 issue lists the Kansas Flint Hills as one of thirty things every Midwesterner should experience. Important elements of the nature, culture, and heritage that are unique to Kansas and to America converge in the Flint Hills region of the state. The existing Kansas Scenic Byway cuts right through the heart of the Flint Hills. As such, it is already critical to our planning and investments and would make an outstanding and exemplary National Scenic Byway.

We very much look forward to the responsibilities and opportunities associated with National Scenic Byway designation for the Flint Hills Scenic Byway.

Sincerely,

Scott Allegrucci, Director  
Division of Travel and Tourism Development

1000 S.W. JACKSON STREET, SUITE 100, TOPEKA, KANSAS 66612-1354

Phone: (785) 296-2009 Fax: (785) 296-6988 e-mail: [travtour@kansascommerce.com](mailto:travtour@kansascommerce.com)

TTY (Hearing Impaired): (785) 296-3487 [www.kansascommerce.com](http://www.kansascommerce.com)

RECEIVED

AUG 30 2004

KANSAS

OFFICE OF THE GOVERNOR

~~STATE OF KANSAS~~  
~~GOVERNOR~~

SALINA, KANSAS SEBELIUS, GOVERNOR

August 27, 2004

Flint Hills Scenic Byway Management Committee  
Deborah Divine, Program Manager  
Kansas Scenic Byways Program  
Bucher, Willis & Ratliff Corporation  
609 West North Street  
Salina, KS 67401

Dear Committee Members:

This letter comes in enthusiastic support of your proposal to seek a National Scenic Byway designation for the Flint Hills Scenic Byway. This beautiful highway drive through our gorgeous Flint Hills is one of the most beautiful drives in our country. It would be my hope that with a National Scenic Byway designation, more people would be encouraged to visit the Flint Hills and find their own reasons to understand why we all love the Kansas Flint Hills so much.

I was delighted when I learned of your decision and I stand ready to support you in every way possible, both to obtain the national designation and to promote the Flint Hills Scenic Byway.

I want to also take this opportunity to thank you for your dedication to the State of Kansas and the great service you provide through your work on the Flint Hills Scenic Byway Management Committee.

Sincerely,



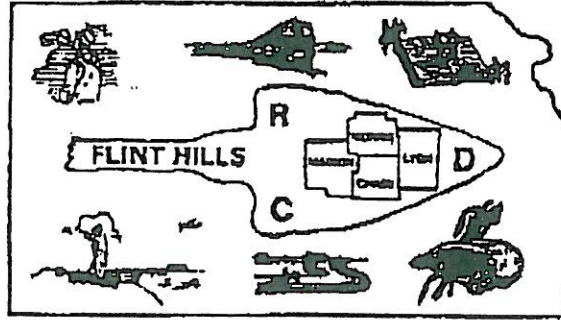
Kathleen Sebelius  
Governor of Kansas

# FLINT HILLS RESOURCE CONSERVATION AND DEVELOPMENT AREA, INC.

a not for profit organization

P.O. Box 250, Strong City, Kansas 66869, Telephone (316) 273-6321

DOUG STEDRY  
President, Cottonwood Falls  
PAT H. SAUBLE  
Vice-President, Cedar Point



MARGARET J. REES  
Secretary, Emporia  
ED GRIMWOOD  
Treasurer, Burns

June 7, 1994

Mr. Rick Ross  
Kansas Department of Transportation  
Bureau of Design  
Docking State Office Building  
Topeka, Kansas 66612-1568

Dear Mr. Ross:

In cooperation with the Flint Hills RC&D Council, we hereby nominate the section of Highway 177 from Council Grove to Cassoday as a scenic byway.

The Flint Hills RC&D Council and the following units of government recognize the scenic value of this section of highway and stand ready to fully support the development of this route as a state scenic byway.

Sincerely,

*Doug Stedry*  
Doug Stedry, President  
Flint Hills RC&D Council

*Frances A. Olson*  
Frances A. Olson, Chair  
Chase County Commission

*Neal Parrish*  
Neal Parrish, Chair  
Butler County Commission

*Ted Livingston*  
Ted Livingston, Mayor  
City of Cottonwood Falls

*James Lee*  
James Lee, Chair  
Morris County Commission

Billie Burton, Mayor  
City of Matfield Green

*Doug Jackson*  
Doug Jackson, Mayor  
City of Strong City

*Calvin Hinde*  
Calvin Hinde, Mayor  
City of Cassoday

*Mark Abeles-Allison*  
Mark Abeles-Allison, Administrator  
City of Council Grove

## **APPENDIX C: MAPS**

*This page was intentionally left blank.*



# Flint Hills Scenic Byway

## Points of Interest

- 1 Tallgrass Prairie National Preserve
- 2 Chase County Courthouse
- 3 Council Grove National Historic Landmark District
- 4 Stone fences at Pioneer Bluffs-Rogler Ranch District
- 5 Neosho Riverwalk
- 6 Flint Hills Tallgrass Prairie
- 7 Al-le-ga-wa-ho (Kaw Nation) Heritage Park
- 8 Schrupf Hill Overlook
- 9 Lower Fox Creek School
- 10 Kaw Mission State Historic Site & Museum
- 11 Flint Hills Scenic Byway Kiosks
- 12 Z-Bar/Spring Hill Ranch
- 13 Santa Fe Bunkhouse
- 14 Council Grove Reservoir

## Events

- 1 Prairie Fire Festival
- 2 Wah-Shun-Gah Days Festival

## Activities

- 1 Overnight Wagon Train Excursions
- 2 Take the Prairie Bus Tour at the Tallgrass Prairie National Preserve
- 3 Self-guided tour of Council Grove
- 4 K-177 Bluegrass Pickin'
- 5 Stop at the Scenic Overlook on Schrupf Hill

## Tallgrass Prairie National Preserve



## Scenic Byway Signage



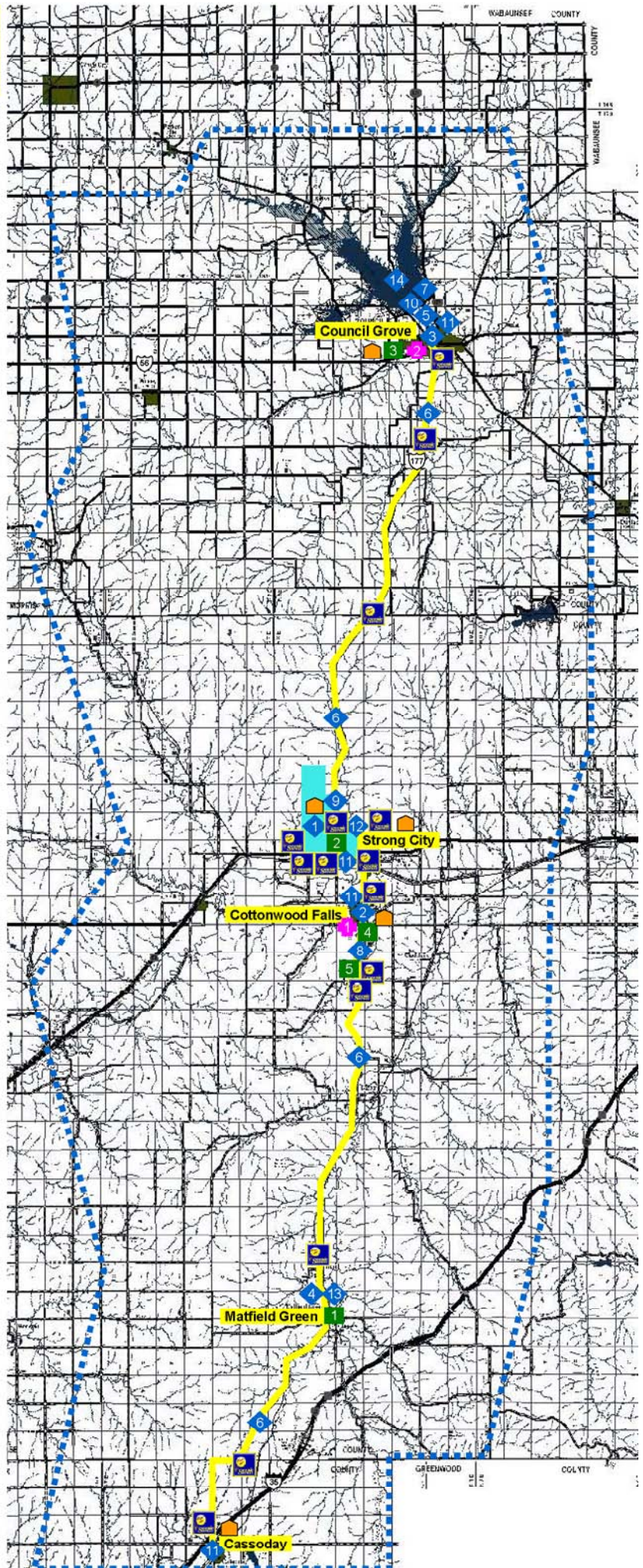
## Visitor Centers

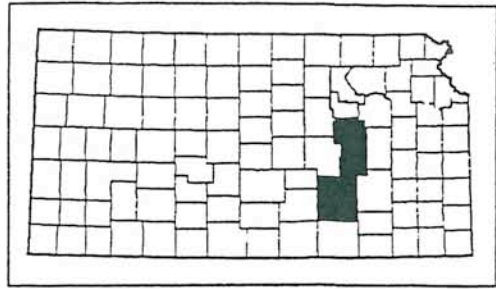
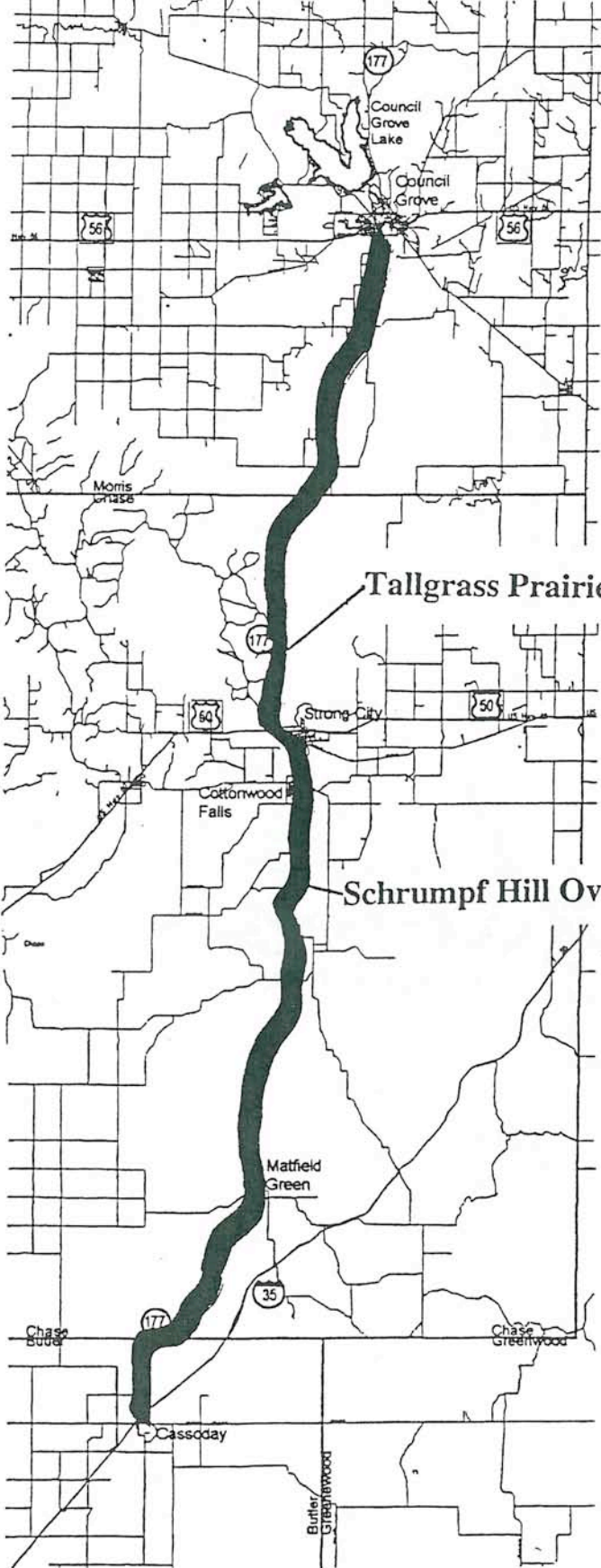


## Byway Corridor



(All land along this byway is residential or agricultural.)

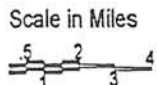




Tallgrass Prairie National Preserve

Schrumpf Hill Overlook

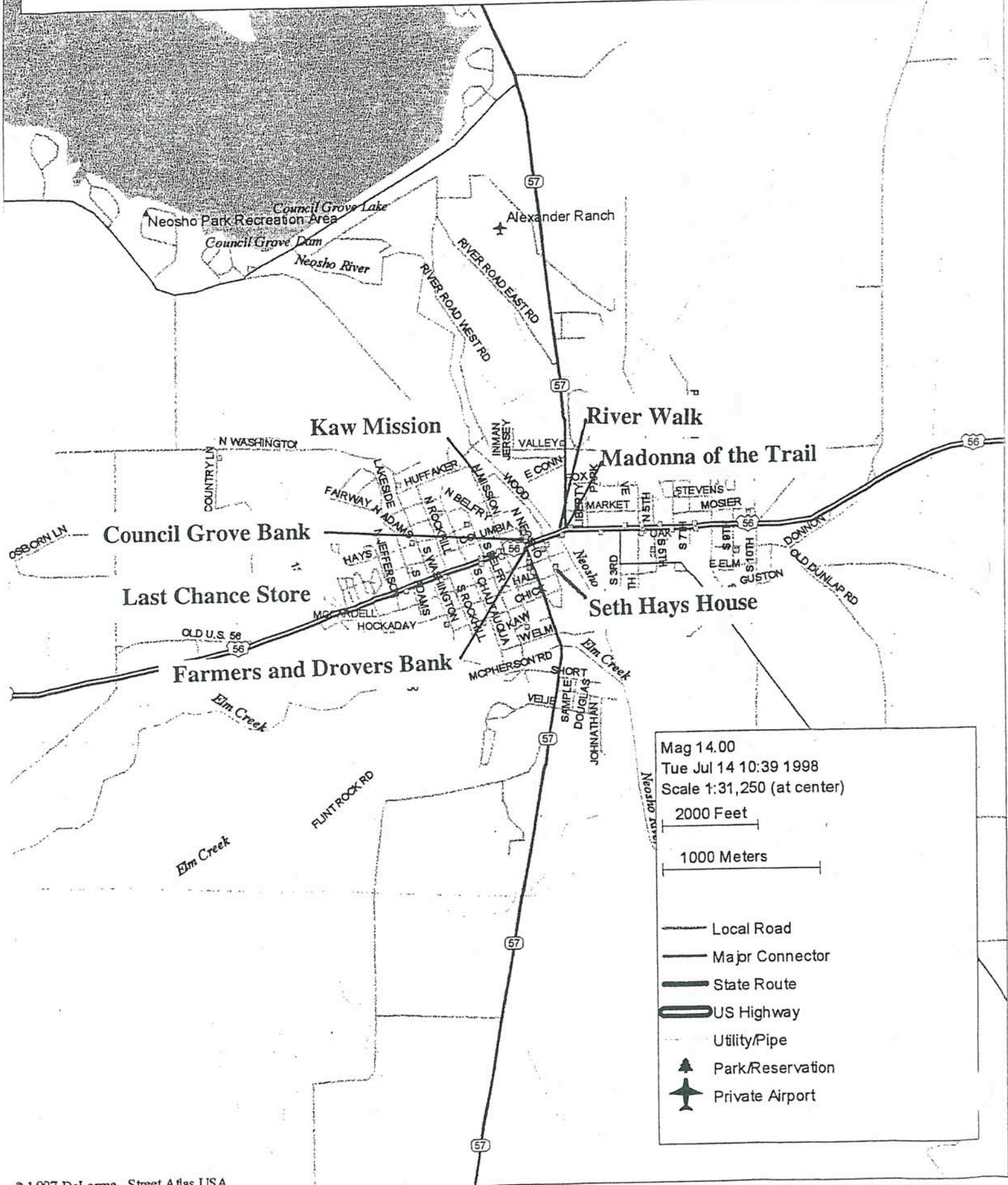
- Interstate
- US Highway
- Kansas Highway
- County Highway
- Town Roads



# Flint Hills Scenic Byway



# Council Grove, KS



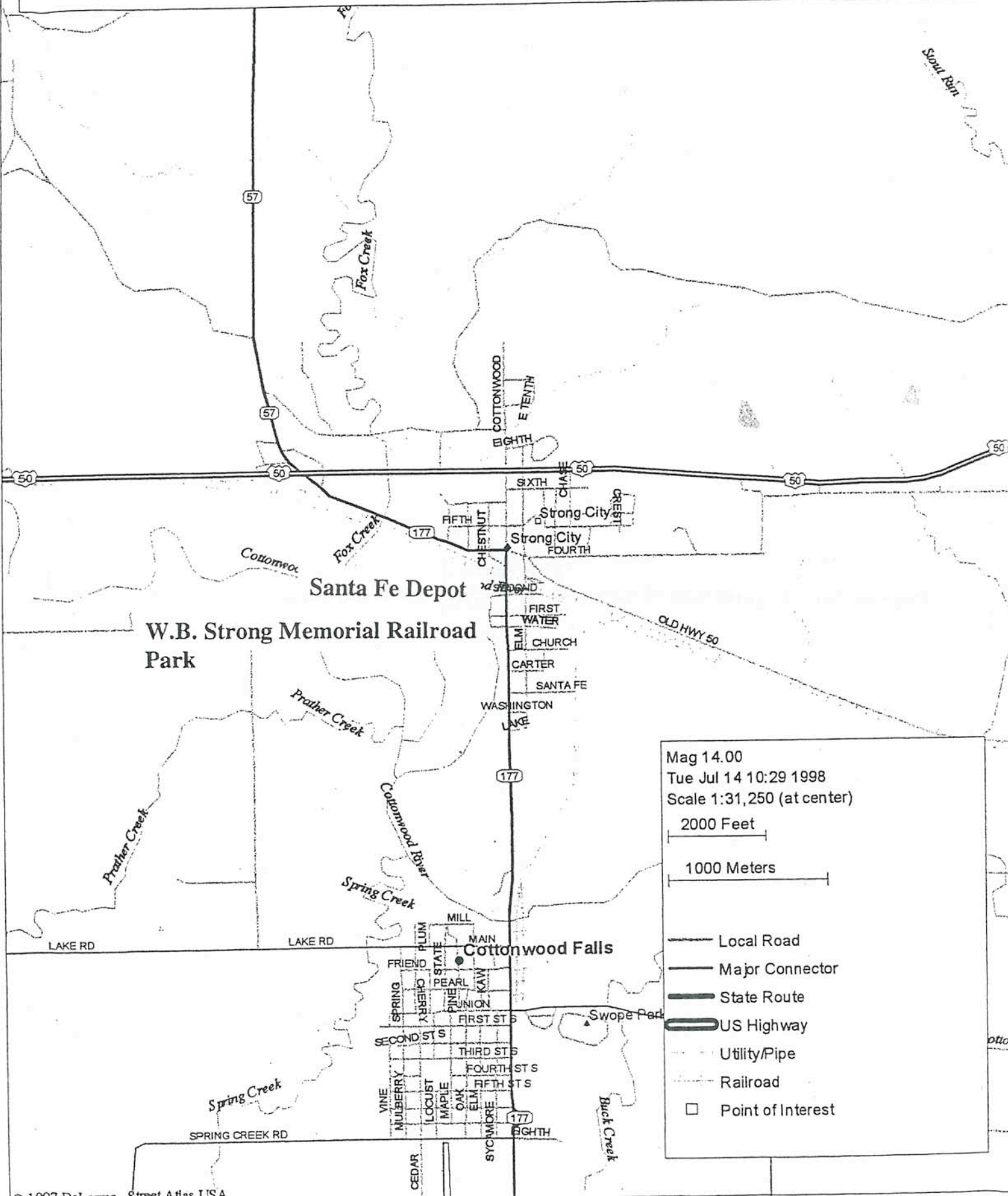
Mag 14.00  
 Tue Jul 14 10:39 1998  
 Scale 1:31,250 (at center)

2000 Feet

1000 Meters

- Local Road
- Major Connector
- State Route
- US Highway
- Utility/Pipe
- Park/Reservation
- Private Airport

# Strong City, KS



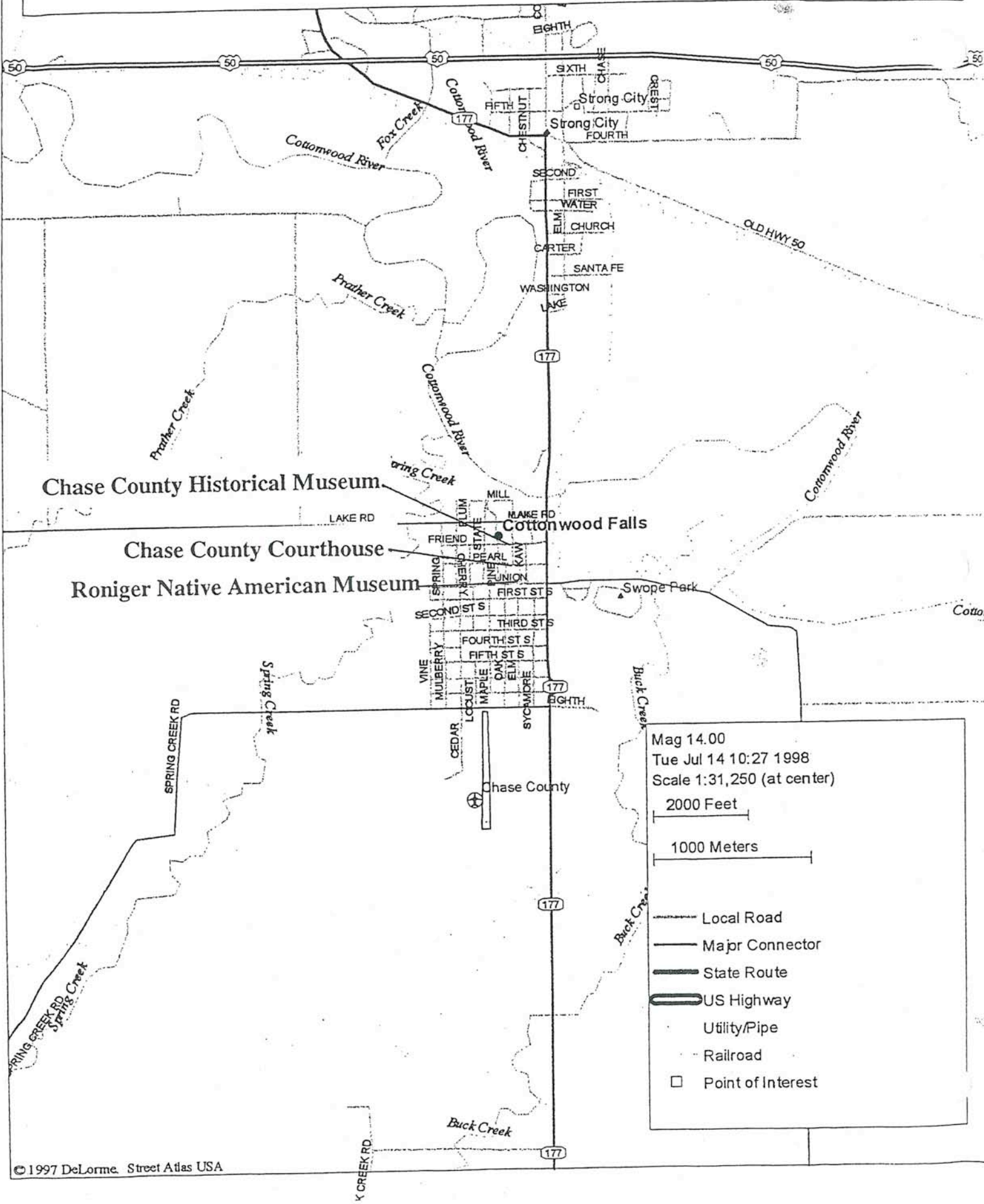
Mag 14.00  
Tue Jul 14 10:29 1998  
Scale 1:31,250 (at center)

2000 Feet

1000 Meters

- Local Road
- Major Connector
- State Route
- US Highway
- Utility/Pipe
- Railroad
- Point of Interest

# Cottonwood Falls, KS



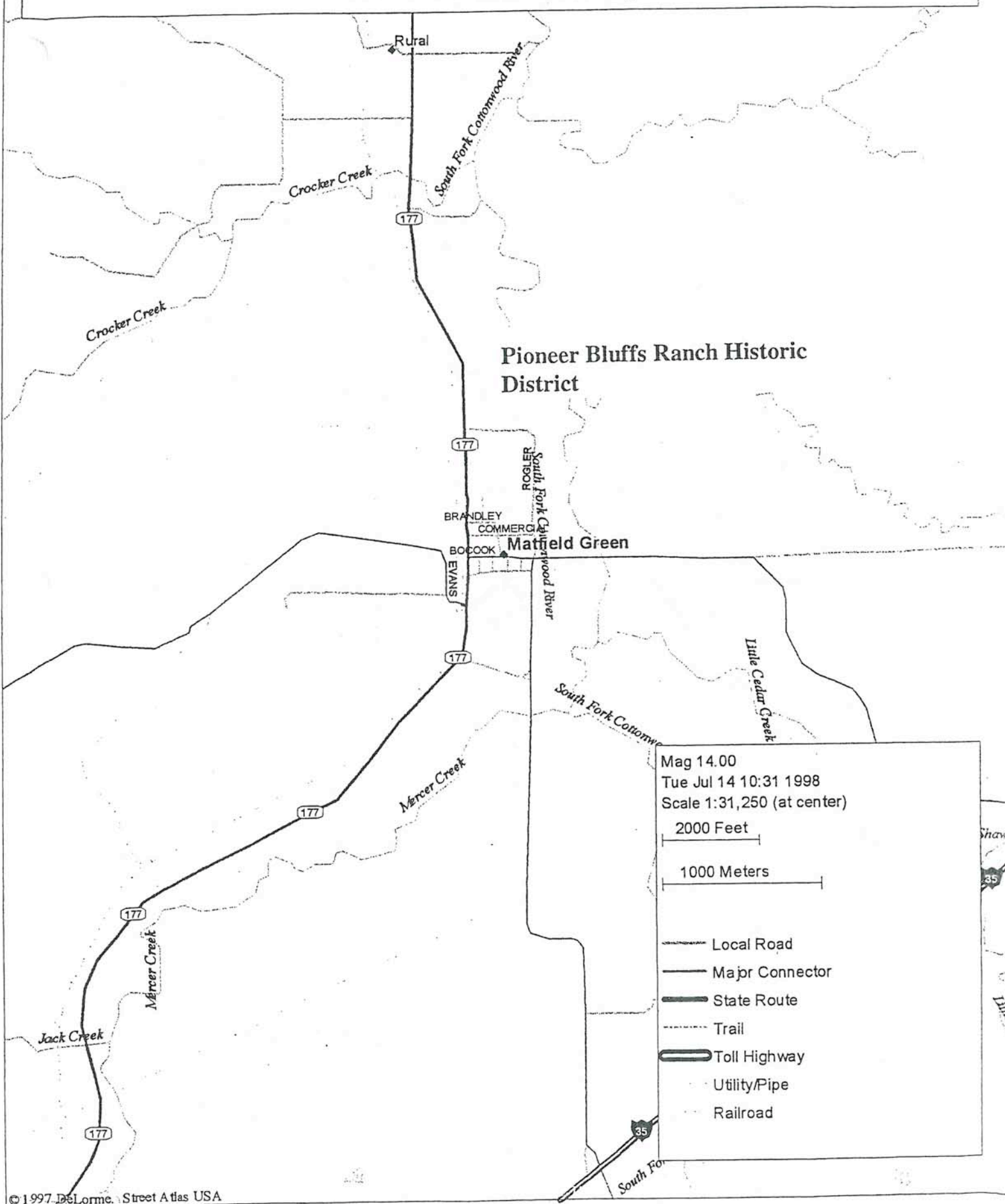
Mag 14.00  
 Tue Jul 14 10:27 1998  
 Scale 1:31,250 (at center)

2000 Feet

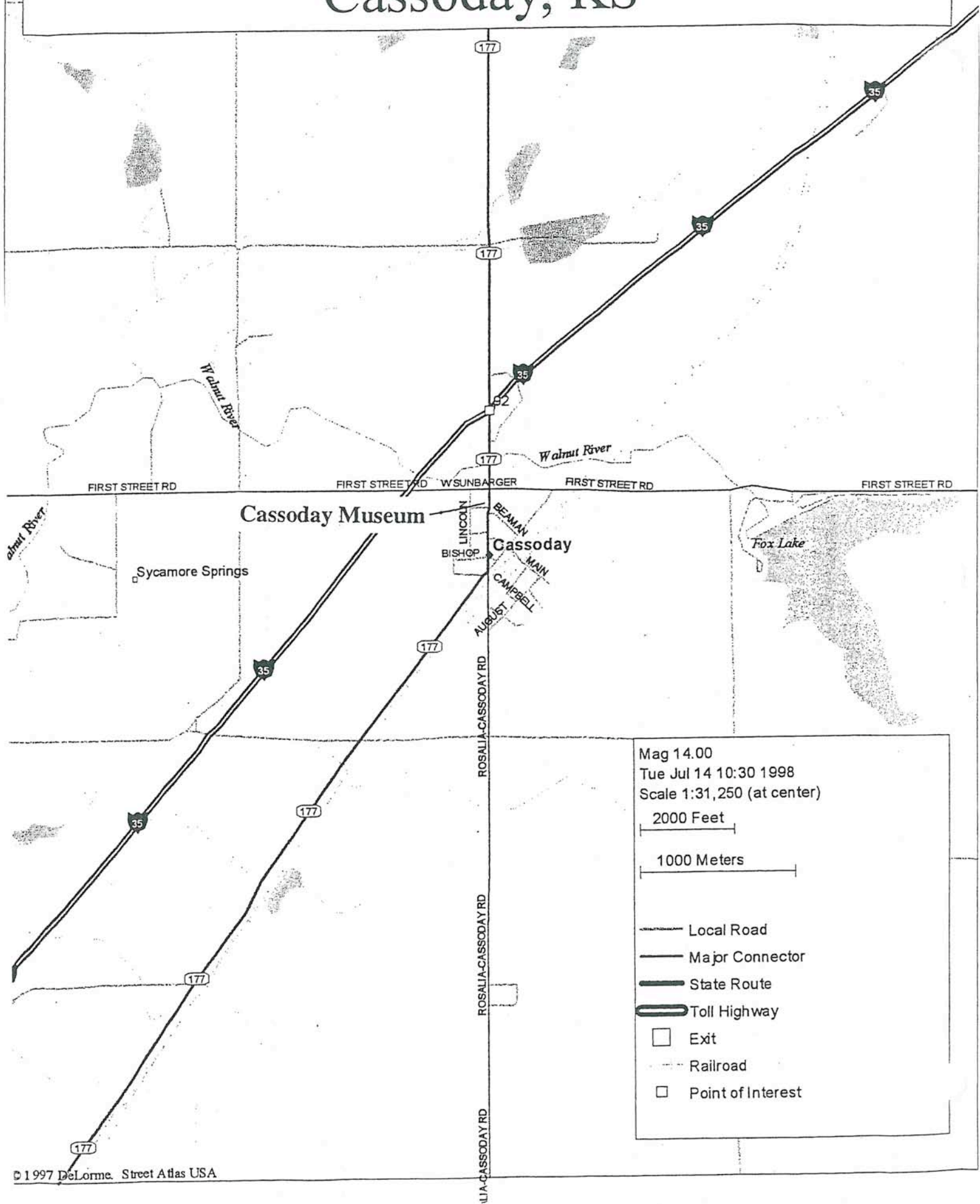
1000 Meters

- Local Road
- Major Connector
- State Route
- US Highway
- Utility/Pipe
- Railroad
- Point of Interest

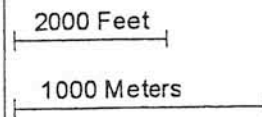
# Matfield Green, KS



# Cassoday, KS



Mag 14.00  
Tue Jul 14 10:30 1998  
Scale 1:31,250 (at center)



- Local Road
- Major Connector
- State Route
- Toll Highway
- Exit
- Railroad
- Point of Interest

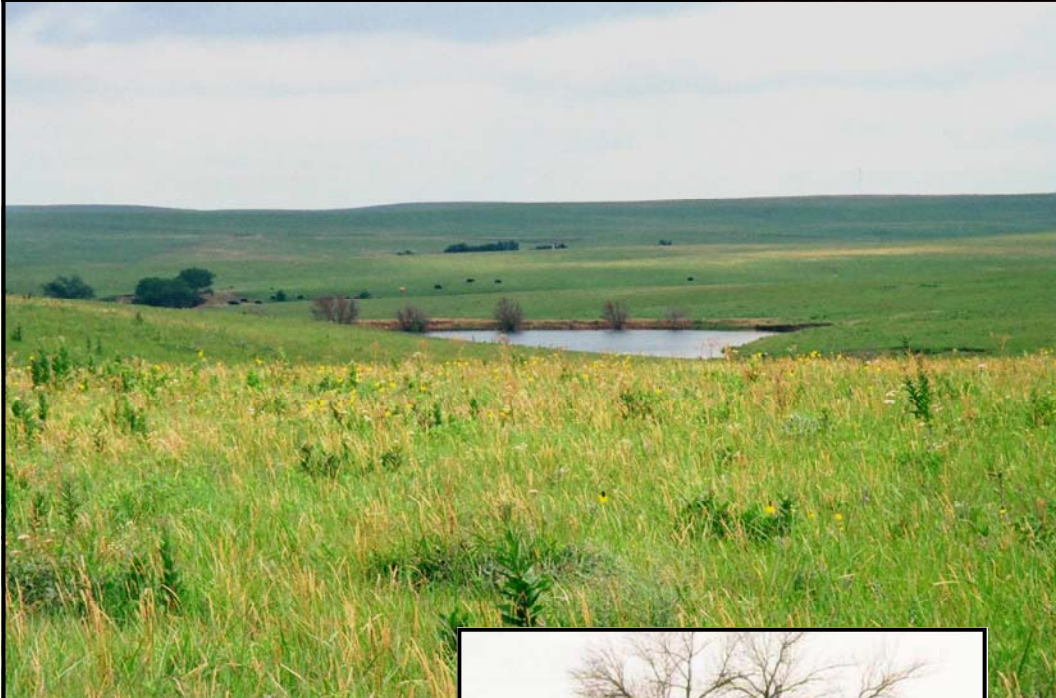
*This page was intentionally left blank.*

## **APPENDIX D: PHOTOGRAPHS**

*This page was intentionally left blank.*



# FLINT HILLS SCENIC BYWAY



**FLINT HILLS SCENIC BYWAY**  
**WAGONS IN THE HILLS - POW-WOW ON THE PRAIRIE - CAR CLUB IN TOWN**



# FLINT HILLS SCENIC BYWAY COUNCIL GROVE



**FLINT HILLS SCENIC BYWAY  
TALLGRASS PRAIRIE NATIONAL PRESERVE**



**FLINT HILLS SCENIC BYWAY  
STRONG CITY**



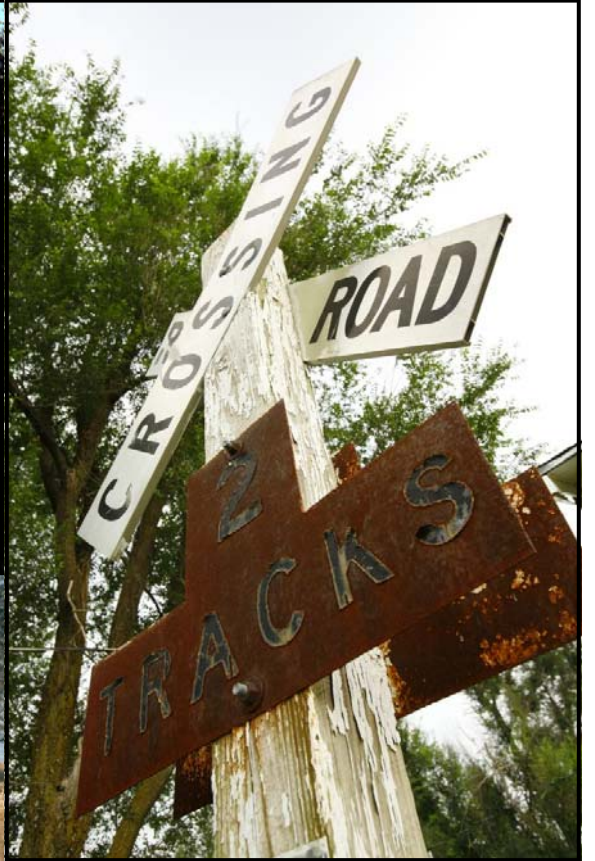
# FLINT HILLS SCENIC BYWAY SCENIC OVERLOOK



# FLINT HILLS SCENIC BYWAY COTTONWOOD FALLS

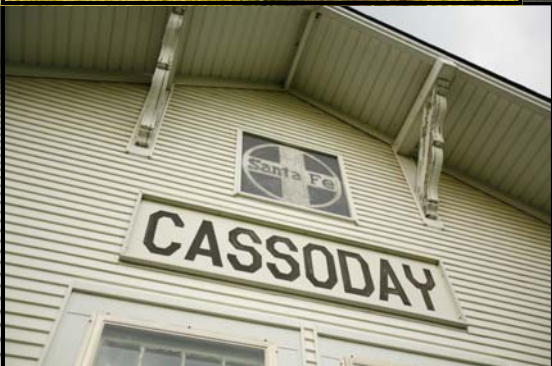
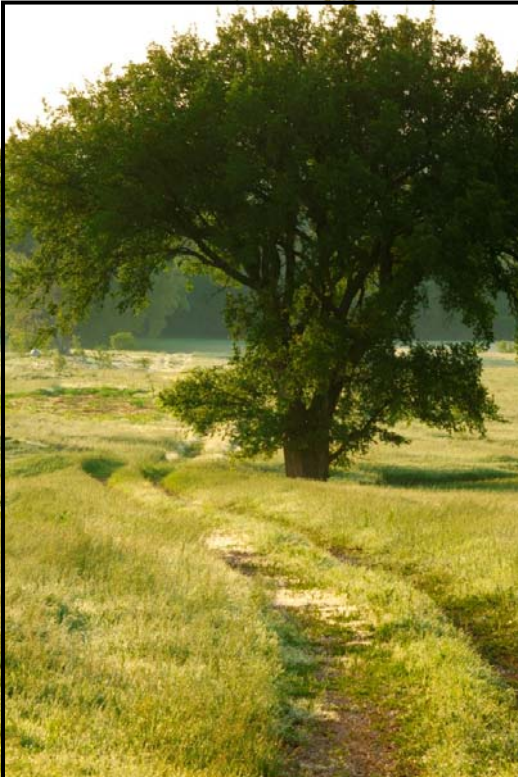


**FLINT HILLS SCENIC BYWAY  
MATFIELD GREEN**





# FLINT HILLS SCENIC BYWAY CASSODAY



*This page was intentionally left blank.*