

GLACIAL HILLS SCENIC BYWAY CORRIDOR MANAGEMENT PLAN

For

ATCHISON, DONIPAN &
LEAVENWORTH COUNTIES

Submitted to:

Kansas Department of Transportation
And
Kansas Scenic Byways Program & Clearinghouse

May 2002

GLACIAL HILLS SCENIC BYWAY

MISSION STATEMENT

The Glacial Hills Scenic Byway will identify, preserve, enhance and promote the scenic, historic, cultural, recreational and natural resources of Kansas oldest communities along a rural and unique landscape of river bluff corridor.

EXECUTIVE SUMMARY
Kansas Highway 7
Glacial Hills Scenic Byway

Corridor management planning has been focused on identifying the special qualities along the Glacial Hills Scenic Byway and maintaining the quality of life.

This Corridor Management Plan should serve as a guide for future development and management within the corridor. This plan does not intend to solve problems. The plan addresses issues and suggests ways by which goals may be achieved.

This plan was prepared by individuals from the public and private sectors representing the interest of the three counties and many communities that the byway passes through. It was facilitated by the Glacial Hills Resource Conservation and Development (RC&D) Council with assistance from the Kansas Scenic Byways Program and Clearinghouse of the Kansas Department of Transportation.

Issues and concerns that were identified during the planning process were safety; visual quality; recreation; water/streams; vegetation; and communities, tourism and economic development. A description of these is included in this plan.

The plan identifies the vision and goals for the byway; sets priorities for the proposed projects, and provides an implementation strategy.

The key to the success of the Corridor Management Plan will be in the follow through to accomplish the goals and objectives of this plan. Coordination of the proposed activities is essential. An ongoing management committee will provide oversight to the proposed actions. The responsibilities of this committee will include actively pursuing support and funding for implementing the projects; insuring coordination between agencies; maintaining an awareness of the status of ongoing plans and projects. It is important to note that this Plan is dynamic and the success is dependent upon the continued involvement and support of local citizens. This Plan, on its own, carried with it no property regulation.

GLACIAL HILLS SCENIC BYWAY
Table of Contents

Mission Statement	i
Executive Summary	ii
Table of Contents	iii
INTRODUCTION	
Project Description	1
Purpose	1
Vision	1
Byway Map	2
ISSUES	
Safety	3
Visual Quality	3
Recreation	3
Water/Stream	3
Vegetation	3
Communities, Tourism & Economic Development	4
RESOURCE SUMMARY	
Bicycling	4
Historical Resources	4
Erosion Control	7
Farmland	7
Geological & Soil Resources	8
Interpretive Signage	8
Land Use	9
Recreation Resource	9
Rest Rooms	9
Social & Economic Resources	9
Transportation Resources	10
Visual Quality	10
Wildlife	11
IMPLEMENTATION	
Goals	12
Priorities	16
Promotion	16
Funding	16
Program Coordination	17
APPENDICES	
Steering Committee	18
Historic Sites & Activities	19
Scenic Places	21
Cultural Sites & Activities	22

Recreational Resources
Accommodations
County Resolutions

23
25

INTRODUCTION

Project Description

The scenic byway begins at the point of intersection with K-92 highway approximately one quarter mile west of the Missouri River bridge in Leavenworth and travels 63 miles in a north/south direction through the Glacial Hills of Doniphan, Atchison and Leavenworth counties in Northeast Kansas to the Kansas-Nebraska state line north of White Cloud. This route passes through some of the most scenic areas in Northeast Kansas. K-7 is a two-lane asphalt surfaced road that connects the communities of White Cloud (Doniphan County), Troy (Doniphan County), Atchison (Atchison County) and Leavenworth (Leavenworth County).

The local communities and counties have come together to develop this corridor management plan. The steering committee provided guidance and input into identifying the resource concerns and developing an implementation plan to preserve and develop those resources of the corridor.

This plan will provide a guide toward the future preservation and development of the corridor. IT will require coordination and cooperation between local, state and federal interests to achieve its goals.

Purpose of Plan

The Glacial Hills Corridor Management Plan focuses on preserving, enhancing and promoting the resources of the byway. The Plan will serve as a guide to future development and management within the corridor in an effort to maintain the character of the byway and its intrinsic resources. It addresses the needed roadway improvements, interpretive programs and tourism enhancements that results in an increased awareness of the corridor's resources to the local communities, visitors, and the traveling public.

Vision

Share the heritage of Kansas' oldest communities along a rural and unique landscape of a river bluff corridor.

ISSUES

The following is a summary of the primary issues that have been identified in the planning process.

Safety

- Encourage KDOT to maintain a smooth, all-weather surface.
- Encourage expansion of shoulder widths where needed.
- Provide for safe pedestrian and bicycle use.
- Maintain signage along the route.

Visual Quality

- Maintain unobstructed vistas of the Glacial Hills landscape.
- Reduce adverse impacts of advertising signs and billboards.
- Encourage opportunities to develop scenic vista turnoffs within existing right-of-way.
- Encourage preservation of the character of the existing land uses.
- Reduce accumulation of junk along route.

Recreation

- Enhance overall recreation opportunities.
- Provide additional vistas and rest areas.
- Provide paved shoulders for pedestrian and bicycle traffic.
- Promote tourism by preserving and enhancing scenic qualities.

Water/Streams

- Avoid adverse impact on stream quality from highway.

Vegetation

- Maintain wildflowers for preservation and enhancement of scenic quality along the route.
- Encourage preservation of current land use patterns, field and forest edge and agriculture patterns, that provide the unique landscape character.

Communities, Tourism & Economic Development

- Market the scenic byway to improve the local economy.

RESOURCE SUMMARY

The resource summary identifies the byway resources found along the route. The potential adverse and beneficial impacts of the byway on these resources were identified. Where necessary, recommendations were made to minimize the adverse impacts or to enhance opportunities on the resources.

Bicycling

There are potentials for bicycling recreation along the Glacial Hills Scenic Byway. The current roadway will not safely accommodate vehicle and bicycle traffic in the same space.

Design and Management Guidelines – A walking, running, and bicycle path needs to be developed to accommodate safe traffic.

Cultural and Historical Resources

Northeast Kansas and the corridor along the byway contains a wealth of historic and cultural resources. These resources consist of buildings and landscapes that local people consider important because they are pleasant to look at, because they have been an integral part of the region, or because they provide familiar memories and associations of families and communities. The mixture of building shapes and forms, the mix of architectural styles and building materials, and the color and texture of the land itself gives diversity to the rural landscape.

This area was the ancestral home of the indigenous Kansa Indians and later of several Eastern Immigrant tribes; the Kickapoo, Delaware, Iowa, Sac and Fox. Lewis and Clark wrote about the ruins of two large Kansa Indian villages when they passed through the area in 1804.

In 1724, Etienne Venfard de Bourgmont, a French officer, led an expedition through the area and visited the grand village of the Kansas Indians near the site where the town of Doniphan later was built. Bourgmont traded with the Kansas, obtained furs and brought them two Padouca slaves.

French fur traders were the first white men to inhabit the area in the 1700s. They established a trading post near what is now the Leavenworth/Atchison county border. Lewis and Clark wrote about the deserted site when they passed it on July 2, 1804.

The Lewis and Clark expedition passed through the area between July 1 and July 6, 1804. They camped on July 1, 1804 opposite today's Leavenworth. On

July 4, the expedition celebrated Independence Day by firing their swivel cannon and the men receiving an extra ration of whiskey. That night, the expedition camped near the mouth of Independence Creek, which they had named in honor of the day. On July 9, the expedition passed an island on the north, opposite some cliffs on the south side, near where Wolf River enters the Missouri River.

In 1827, Fort Leavenworth was established and named for Col. Henry Leavenworth. For several decades, the fort played an important role in maintaining peace on the western frontier. In 1881, the school that later became the U.S. Army Command & General Staff College, was founded at Fort Leavenworth by William T. Sherman. Some of the famous students and faculty who passed through its halls include George C. Marshall, Dwight Eisenhower, Douglas McArthur, George Patton and Colin Powell.

Another early white settlement was the Iowa and Sac Indian Mission established by Rev. Samuel M. Irvin in 1837 near Highland in Doniphan County.

By the 1840s, travelers were pouring through the area following the Santa Fe and Oregon trails to the West.

In 1854, the Kansas Territory was opened for settlement by the Kansas-Nebraska Act of 1854. In anticipation of this legislative action, speculators swarmed the western bank of the Missouri River waiting for the chance to stake out dozens of towns in the 300-mile stretch north of Kansas City. Just days after the territory was opened, Leavenworth was laid out by men from Weston, Missouri, as the first city in Kansas. A couple months later, a group of men from Platte City, Missouri, established a town on the westernmost bend in the river and named it for David Atchison, the prominent Missouri senator. Other early towns included Kickapoo, Port William, Sumner, Doniphan, Iowa Point and White Cloud.

The Missouri River towns prospered with the steamboat trade, which brought travelers and freight that were headed for the West. In the early days, at least two steamboats, one going up river and the other down river, plied the river between St. Joseph and St. Louis, Missouri. In 1858, Iowa Point in Doniphan County boasted the second largest population in Kansas, after Leavenworth.

These towns became so significant that Abraham Lincoln visited them in December 1859, during his campaign tour of the West. Traveling between Troy, Atchison and Leavenworth in a horse-drawn buggy, Lincoln delivered his renowned Cooper Union address.

On April 3, 1860, the Leavenworth freighting firm of Russell, majors and Waddell inaugurated the Pony Express, which established mail service between St. Joseph, Mo., and Sacramento, Ca. The route of the Pony Express passed

through Doniphan County and a corner of Atchison County. The company was in existence for only 18 months and in its last months of operation, moved its headquarters to the Massasoit Hotel in Atchison.

The years before and after the Civil War were turbulent along the Kansas/Missouri border, where neighbor fought neighbor over the issue of slavery. Both Leavenworth and Atchison were founded by pro-slavery groups from Missouri, but they were soon joined by Free-Staters from New England, causing much tension and numerous skirmishes.

After the Civil War, industry and manufacturing established Leavenworth and Atchison as important commercial hubs of the state. The rest of the state remained largely rural, with agriculture as the main industry. By the late 1800s, Doniphan County was dotted with orchards and vineyards and was one of the major producers of apples and wine.

The state's first railroad line began in Elwood. The Atchison, Topeka and Santa Fe Railroad was founded in Atchison in 1860, and a network of numerous railroad lines crisscrossed the region in the late 1800s.

Institutes of higher education were established early in the settlement of the area. Rev. Samuel Irwin founded Highland College in 1859. Atchison's Benedictine College also dates back to 1859, when Benedictine monks founded St. Benedict's College. St. Mary College was established in Leavenworth in 1923.

The Catholic faith is well established in the region. Bishop John Baptist Miege made his headquarters in Leavenworth, where he built a cathedral that was the largest house of worship in the country. Benedictine monks originally settled at Doniphan in 1856, but later moved to Atchison where they established St. Benedict's Abbey in 1857. St. Patrick's Church in southern Atchison County dates back to 1866 and is the oldest Catholic church in Kansas that has been continually used. The Sisters of Charity settled in Leavenworth in 1858 and were responsible for both St. John's Hospital and St. Mary's College.

One of the area's best-known landmarks is the U.S. Penitentiary at Leavenworth, which opened in 1906. Among the infamous criminals incarcerated here have been Al Capone, Machine Gun Kelly and Robert Stroud, the Birdman of Alcatraz.

Many famous people have called this area home. Buffalo Bill Cody spent part of his youth on a farm in the Salt Creek Valley north of Leavenworth and later worked in the area as a Pony Express rider and Army scout. Fred Harvey of Leavenworth established a network of legendary restaurants along the railroad lines throughout the West. The National Fred Harvey Museum is housed in Fred Harvey's former home at Seventh and Olive Streets in Leavenworth.

Susan B. Anthony and her brother David R. Anthony ran Leavenworth newspapers. Kansas governors George Glick and James Martin plus Senator John Ingalls were early day politicians in Atchison. World famous aviatrix Amelia Earhart was born in her grandparent's Atchison home which is now the America Earhart Birthplace Museum. Media Personality John Cameron Swayze spent his youth in Atchison.

Dr. Richard Gatling, inventor of the Gatling Gun, was one of White Cloud's town organizers. Wilbur Chapman, a 10-year old boy from White Cloud, sparked the nationwide piggy bank craze in 1913 when he sold his prized pig to raise money for a leper colony. A monument to this effort can be seen on White Cloud's Main Street.

Design and Management Guidelines - Protecting and enhancing the history and culture of the region links with a community's past, preserves places that are important parts of a community's identity, and preserves important resources that may provide historical information about how the area was settled and developed.

Erosion Control

The soils along the route are moderately deep, strongly sloping to steep, well-drained silt loam to silty clay loam soils that have a silty, loamy or clayey subsoil. These soils are used mainly for cultivated crops, pasture and hay land. The steeper soils and the soils along the streams support trees.

Erosion is wearing away of the land surface by the forces of water and wind. Accelerated erosion occurs much more rapidly than geologic erosion mainly as a result of the activities of man or other animals. If cultivated crops are grown, erosion is a hazard. Conservation practices help with erosion control. These practices are applied by landowners and operators to protect the soil resource. Roadway improvements may also create potential erosion situations.

Design and Management Guidelines - Erosion control practices will be used to minimize any adverse impact caused erosion during construction.

Farmland

Farming occurs along the byway and is a major part of the regional economy. Existing farmsteads as well as abandoned sites are visible from the highway. Farmland has an aesthetic appeal for many people. The seasonal changes of growing crops, the colors and textures of fields, and livestock grazing in pastures provide visual enjoyment.

Design and Management Guidelines

No project with the scenic byway is anticipated to cause any adverse impact to agricultural land. no agricultural land will be acquired, thus, no farms will be impacted.

Geological and Soil Resources

Glaciers once covered the northeast corner of Kansas. When these glaciers retreated north, they left behind a unique, scenic landscape of rolling, wooded hills, rock-strewn soil and valleys with clear, running streams. Along the Missouri River in the extreme corner of the state near White Cloud, are towering bluffs consisting of Loess, a unique soil type found nowhere else in the state.

The byway offers travelers views of many of the geological features that make this route unique. Glacial till is unsorted, non-stratified glacial drift contains various amounts of gravel and sand size fragments of granite, quartz and other rocks. Stones as large as 10 feet in diameter occur in some areas. In places the till contains local limestone and shale.

Loess is the parent material throughout much of Atchison and Doniphan County. Loess is fine-grained material deposited by wind that overlays the glacial till. It is more than 100 feet thick near White Cloud and thins out as one travels through Atchison and Leavenworth Counties. Found along the southern part of the route in Leavenworth County are loess-covered hilltops and slopes that are underlain by shale and sandstone. These rock formations are exposed in many roadcuts.

Along some places along the Missouri River are the beautiful, towering loess bluffs that in places extend 200 feet above the river. This landscape feature is found nowhere else in Kansas.

Design and Management Guidelines

Informational signage should be considered that describes the geological features of the byway.

Interpretive Signage

There is a lack of interpretative signage along the byway. This signage is necessary in order for travelers to understand the historical, cultural, and natural histories of the byway and region.

Design and Management Guidelines - KDOT and the steering committee should work together to develop interpretive signage for the byway. Suggested places would include the two planned overlook areas; White Cloud park and boat ramp; spring development south of White Cloud, White Cloud observation point and other appropriate locations.

Land Use

Land use along the byway is open and used in agriculture production. Major commercial development occurs as the route passes through Atchison and, to a lesser extent, in Leavenworth and Troy.

Design and Management Guidelines - Local units of government should avoid changes in land use which adversely affect the visual quality of the byway. No land use control mechanisms are in use along the route.

Recreation Resources

Recreational opportunities are somewhat limited in the corridor. Access to public lands is limited to city parks, several lakes and river access points. There are no places for activities like hunting, fishing, bird watching, hiking, and camping. People place a high value on the outdoors; it is central to the quality of their lives and the quality of their lives and the quality of their communities. Recreation can encompass a wide range of indoor and outdoor activities, open-space areas and recreation facilities. Recreation provides significant social, economic and environmental benefits.

The Historic Wayside Tour features interactive displays located throughout Leavenworth and Ft. Leavenworth with images of significant historical people, structures or events associated with each site,

Atchison, Leavenworth and Ft. Leavenworth have self-guided driving tours that highlight the many historic homes and buildings that have been preserved. White Cloud has developed a walking tour of the homes and buildings in the White Cloud Historic District.

Design and Management Guidelines - Local groups and units of government should work with the Kansas Department of Wildlife and Parks and the U.S. Army Corps of Engineers to preserve and develop additional recreational opportunities.

Rest Rooms

There are limited rest rooms available to the traveling public. These are located in restaurants, courthouses and gas stations.

Design and Management Guidelines - The development of public facilities near the byway should be encouraged.

Social & Economic Resources

This region of northeast Kansas is primarily agricultural production. Atchison and Leavenworth have large industrial employers. The region is a beautiful and scenic area that provides many tourist attractions and historic sites to visit; therefore, tourism is a visible part of the economy. The byway will be an additional attraction and will help bring additional people into the region.

There are potential opportunities for agri-tourism that could include on-farm tours, farmers' markets, and bed and breakfast facilities.

Design and Management Guidelines – Every opportunity should be made to promote the byway and the attractions within the region. This will enhance the economic vitality of the cities along the byway.

Transportation Resources

The vitality of Kansas' rural areas is directly connected to the transportation network's ability to carry products from farm and manufacturer to market. Local residents and travelers both depend on a safe and viable network in getting to and from work and destinations. Highway 7 is a key component of this network. It is viable that this highway be maintained and enhanced for safety and future growth of the region.

Design and Management Guidelines – The section of highway from Atchison to Troy should be targeted for major modifications. Pavement should be widened and shoulders should be constructed to meet the safety standards of KDOT. The character of the highway and adjacent landscape should not be radically altered. The route should conform to the topography as closely as possible.

Visual Quality

The byway route travels through the beautiful Glacial Hills, a unique landscape in northeast Kansas. The rolling hills and valleys provide scenic vistas for travelers to experience the rural countryside. The route provides a patchwork of natural and agricultural patterns as well as natural formations and man-made structures that combine to give the traveler a unique experience. The scenic bluffs along the Missouri River provide a unique landform to behold.

At least two overlook areas are planned for the byway. Both of these are located between Atchison and Leavenworth and feature scenic vistas of the surrounding hills and valleys. There are opportunities near White Cloud where clear cutting of a few selected sites would open up views of the Missouri River. Voluntary scenic easements could be used to preserve those sites.

Design and Management Guidelines – To avoid adverse impacts to visual quality, KDOT will continue to regulate billboards according to state and federal law. To enhance visual quality, properly designed informational signage for directions to facilities and businesses would be encouraged for use by local businesses and attractions. "Glacial Hills Scenic Byway" markers will be installed by KDOT. Directional signs to byway should be placed on US 24, 36, 59, 75, K-4 and I-70. Interpretive and future identifications signs will be graphically coordinated by the local steering committee and KDOT.

Wildlife

A diverse variety of wildlife inhabits the prairies, woodlands, croplands and waters of northeast Kansas. Migratory waterfowl, shorebird species, as well as some mammals and invertebrates, make stopovers during migrations, while some species are permanent residents. Both game and non-game wildlife species are included.

Design and Management Guidelines - The majority of wildlife resources are directly dependent on the quantity quality and diversity of permanent vegetative cover on private lands. The byway right-of-way offers many opportunities as wildlife habitat. This habitat should be managed and enhanced to provide maximum benefits.

Private landowners should be encouraged to seek assistance from the Kansas Department of Wildlife and Parks to consider incorporating wildlife enhancements as part of their land use management practices.

IMPLEMENTATION

Goals and Objectives

Goal A: Establish ongoing Scenic Byways Management Committee to provide coordination and oversight for the implementation of this plan.

Objectives:

1. Responsibilities would include pursuing support and funding for implementation of the plan.
2. Provide coordination between public agencies and Kansas Scenic Byways Program.
3. Develop priorities for projects and monitor priorities and times to meet completion dates.
4. Review priorities for projects and update plan as needed.
Assess annually the status of the management plan and compare with goals and objectives for the plan.

Completion Date: Ongoing

Responsibility: Scenic Byway Management Committee

Goal B: Manage future growth in such a way that it doesn't degrade the quality of life and resources of the corridor.

Objectives:

- Encourage local governments to plan for proper land use which discourages sprawl and preserves open space.
Completion Date: 2005
Responsibility: Scenic Byway Management Committee
- Develop a scenic byway review board with authority to review projects with significant impacts on the corridor.
Completion Date: 2003
Responsibility: Scenic Byway Management Committee
- Develop a communication plan to keep the public informed about future or potential development activities along the corridor.
Completion Date: 2002
Responsibility: Scenic Byway Review Board
- Encourage local governmental involvement and support in scenic byway review board.
Completion Date: 2003
Responsibility: Scenic Byway Management Committee

Goal C: Identify and develop preservation and interpretation of history and historic sites.

Objectives:

Inventory historic resources along the byway corridor. Several of the communities/counties along the corridor have conducted architectural surveys in the past. These surveys can serve as the basis in creating a comprehensive document of historic resources along the corridor. Additional research should be done so that other historic, geographic, natural and cultural resources are included.

Completion Date: 2003

Responsibility: Historic Resources Committee

Encourage preservation and restoration of historic sites by meeting with owners of historic sites about their plans for preservation of their properties. Emphasis should be placed on determining which sites, if any, might be eligible for including on state or national registers of historic places.

Completion Date: 2005

Responsibility: Historic Resources Committee

Develop a written history of the byway and how the elements relate to the corridor. The written compilation about the people, places, and events of the region will be valuable for future generations. It is important to record oral histories and other significant information before it becomes lost or forgotten and put it into an accessible format. This document would reflect the interwoven histories of the people along the corridor and show how the course of history has shaped the region as a whole.

Completion Date: 2004

Responsibility: Historic Resources Committee

Develop guidelines for the design and placement of directional and interpretative signage. There are dozens of sites along the corridor that would be of interest to travelers if they were identified with interpretative signage that told the history of those sites. A system should be established for ranking the significance of these sites and to determine priorities for signage. Working with the byway's name and a developed logo image, all signage should be consistent and recognizable. It is important to provide an enjoyable experience for travelers along the byway and to make worthwhile experience easy to locate. Such interpretative sites will serve to keep visitors in the area longer.

Completion Date: 2003

Responsibility: Scenic Byway Management Committee

Goal D: Enhance visitors experiences relating to the heritage and landscape of the region.

Objectives:

Develop cooperative ventures between the communities and people of the corridor. New promotion efforts will be designed to integrate with promotional efforts along the scenic byway corridor. Special events and activities centered on the scenic byway will focus attention on a specific resource, or occur at various locations on different days, or during different years.

Completion Date: 2003

Responsibility: Cultural Resources Committee

Encourage development of living history experiences and programs. More and more visitors to Kansas are seeking real-life experiences. Interaction is the key word; tourists want to participate. They want to meet and visit with historic characters, ride a horse like the cowboys did, dance with Native Americans and experience the everyday life of the pioneers who came to this region in covered wagons.

Completion Date: 2004

Responsibility: Cultural Resources Committee

Develop visitor-friendly public facilities and scenic overlooks. There are not enough tourist support services and we need adequate lodging/campgrounds and restaurants to accommodate additional buses and recreational vehicles that we want to attract. The byway can accommodate additional buses and recreational vehicles that we may attract. We need to have adequate parking and restroom facilities. We need to have medical facilities in case of emergencies. We need to develop displays and interpretative kiosks so they can appreciate the resources of the corridor.

Completion Date: 2003

Responsibility: Promotions Committee

Preserve and enhance examples of rural heritage such as farmsteads, barns, etc. Utilizing the cultural resources survey in each county, identify and list properties and landmarks that would merit being preserved and designated as examples of rural heritage. Then develop interpretative and directional signage.

Completion Date: 2003

Responsibility: Historic Resources Committee

Goal E: Develop and promote additional public Missouri River access points and recreation facilities.

Objectives:

1. Identify the existing access points and facilities at White Cloud, Atchison and Leavenworth. Identify any improvements needed and bring to the attention of the Kansas Department Wildlife and Parks.

Completion Date: 2002

Responsibility: Natural Resources Committee

2. Contact landowners and work with them and the Kansas Department of Wildlife and parks on a walk-public recreation access program.

Completion Date: 2004

Responsibility: Natural Resources Committee

3. Boating on the river is an enjoyable recreation which his becoming more popular. We will work with the Corps of Engineers and Kansas Department of Wildlife and Parks to promote and encourage more boating and camping.

Completion Date: 2003

Responsibility: Promotions Committee

4. Explore areas where more campgrounds could be located. Determine who would use the facilities, why they would be used and the number of visitors it would bring to the byway corridor. Develop and promote special events using the river theme with the outcome being additional tourism.

Completion Date: 2003

Responsibility: Natural Resources Committee

Goal F: Develop a sustainable promotion and education program for the scenic byway.

Objectives:

1. Develop brochures and other promotion materials and tools. Create a flyer for Boy Scouts and Girl Scouts highlighting the natural aspects of the byway that they may be able to use in conjunction with a merit badge, etc. Invest in postcards pencils and other promotion items with the scenic byway logo to be sold in visitor centers. Develop a learning game about facts of the byway that could be used by schools and other organizations.

Completion Date: 2003
Responsibility: Promotions Committee

2. Develop a sense of joint stewardship by all users (visitors, communities and property owners). Establish displays telling about the byway and its benefits. Hold meetings with community and property owners on a regular basis to share ideas and issues. Provide guest speakers for civic groups and organizations to give information and promote the byway.

Completion Date: 2003
Responsibility: Promotions Committee

3. Develop a media kit to enhance coverage of events and resources of the region with the media.

Completion Date: 2003
Responsibility: Promotions Committee

4. Tours that showcase the resources of the byway will be developed. These will be based on the rural landscape and resources of the region. People will want to experience the charm and beauty of the corridor. Tours can allow visitors to get to know the people and their communities and experience what is unique to the region.

Completion Date: 2003
Responsibility: Promotions Committee

Priorities

Byway project scheduling and priorities should be responsive to public needs and agency plans, and be consistent with the Plans goals and objectives. Because of the uncertainty of when funding may be available, actual dates for completion of individual projects are not included.

Promotion

Marketing and promotion efforts should be planned to inform the public about byway opportunities and to promote interest in the area. This should be consistent with resource protection and the maintenance of the byway character. Promotion efforts should utilize the "Glacial Hills" theme to provide consistency.

Promotion efforts should be coordinated with local Chambers of Commerce, tourism and convention and visitors bureaus, economic development commissions, local newspapers and local government entities to promote the byway and distribute information. The State Division of Tourism should be encouraged to distribute information statewide and beyond.

Funding

Efforts to secure funding for plan implementation should be coordinated between the public agencies.

A primary potential source for funding for many of the proposed projects is the Transportation Equity Act of the 21st Century (TEA-21) and future comprehensive highway plans. Transportation enhancement and National Highway System Enhancements, both TEA-21 programs, could apply to these projects.

Program Coordination

To accomplish the goals and objectives of this plan, an overall strategy for coordination of the proposed activities within the byway corridor is essential. To provide for this coordination, an ongoing committee will provide the oversight to the various proposals in this plan. The responsibilities of this committee would include actively pursuing support and funding for implementing the proposed projects, insuring coordination between agencies and maintaining an awareness of the state of ongoing plans and projects.

**Glacial Hills Scenic Byway
Steering Committee**

Gary Satter
Glacial Hills RC&D Council
318 Broadway, Valley Falls, KS 66088

Galen Weiland
Doniphan County Economic Development Commission
P.O. Box 325, Elwood, KS 66024

Rodney and Judy Woodruff
Rt. 2, Box 16, White Cloud, KS

George Jorgensen
1250 Oxide Rd., Troy KS

Suzette McCord-Rogers
Native American Heritage Museum
Highland, KS

Theresa Rohrer
Troy, KS

Kirk Thompson
Kansas Department of Wildlife and Parks
Atchison, KS

Stan Larson
Atchison Area Chamber of Commerce
P.O. Box 126 Atchison, KS 66002

Chris Taylor
Atchison Co. Historical Society
200 S. 10th, Atchison, KS

Emma Vantine
Glick Mansion B & B
502 North 2nd, Atchison, KS

Connie Hachenberg
Leavenworth Convention & Visitors Bureau
P.O. Box 44, Leavenworth, KS 66048

Executive Director
Leavenworth County Historical Society
1128 5th Ave., Leavenworth, KS 66048

Planner
City Planning Department
100 North 5th Leavenworth KS 66048

Historic Sites and Museums

40th Parallel Marker	Kansas-Nebraska State Line
Wilbur Chapman “Piggy Bank” Monument	Main Street, White Cloud
Chief White Cloud House	Iowa Reservation, White Cloud
Wilbur Chapman Home -built in 1880	White Cloud
Ma Hush Kah Museum - Built in 1872, the White Cloud School provided education for over 100 years and currently serves as the museum.	White Cloud
White Cloud Historic District	White Cloud
Irvin Hall - First college building in Kansas, built in 1858, is named in honor of the Rev. Samuel Irvin, who founded Highland University.	Highland
Native American Heritage Museum at Highland Mission Historic Site - Features Native American culture, history and folk art	Highland
Tall Oak - A hand carved oak sculpture, one of 60 monuments in Trail of the Whispering Giants; a tribute to the American Indian.	Courthouse, Troy
Baker House Museum - The oldest structure in Troy, where Abraham Lincoln stayed in 1859.	Troy
Pony Express Memorial	Courthouse, Troy
Pony Express Route - Signs mark the trail as it crosses the major highways	Doniphan County
Amelia Earhart Birthplace Museum	223 N. Terrace St., Atchison
Atchison Co. Historical Society Museum, Santa Fe Depot	200 South 10 th St., Atchison

Evah C. Cray Historic Home Museum	805 North 5 th St., Atchison
Atchison Rail Museum	200 South 10 th St., Atchison
Pony Express Memorial	3 rd and Main Streets, Atchison
Mormon Grove Historic Marker	US Highway 73, three miles West of Atchison
St. Pat's Church - Oldest Catholic structure in continuous use in Kansas	Eight miles south of Atchison
Atchison County Courthouse - One of 13 Kansas courthouses designed by George P. Washburn completed in 1897.	5 th and Parallel, Atchison
Atchison Post Office - This Richardsonian Romanesque structure of limestone was completed in 1894.	7 th and Kansas Ave., Atchison
B.P. Waggener Home - This massive house, with its distinctive grotesque figures along the roofline, was built in 1884 by the noted railroad attorney	819 North 4 th , Atchison
National Fred Harvey Museum - Features artifacts and memorabilia of Fred Harvey and his famous Harvey house Restaurants and Hotels along the Santa Fe Railroad and other lines.	7 th and Olive Streets, Leavenworth
Victorian Carroll Mansion & Museum - Victorian home built in 1867 that features elaborate hand-crafted woodwork, beautiful stained glass windows and elegant antiques from the era.	1128 5 th Avenue, Leavenworth
First City Museum - Collection of early frontier memorabilia and artifacts including buggies and cutters manufactured in Leavenworth.	743 Delaware, Leavenworth
Dwight D. Eisenhower Department of Veteran Affairs Medical Center - Once known as the "Old Soldiers Home", it includes 17 buildings and a dining hall that seats 1,200 people.	Leavenworth
Parker Carousel Museum - Features a 1913 C.W. Parker carousel originally made in Leavenworth. Also on display is a Flying Horse Carousel thought to be the oldest	

carousel in America dating back to 1850-1860. Leavenworth Landing, Leavenworth

United States Federal Penitentiary

The prison is the largest maximum security prison in the United States.

Metropolitan Ave., Leavenworth

Lansing Correctional Facility - Formally called the Kansas State Penitentiary, it is the state's first maximum security prison.

Lansing

Fort Leavenworth - Established in 1827, this is the oldest Army fort in continuous use west of the Mississippi River. Some of the highlights include the National Cemetery, Command and General Staff College, Memorial Chapel and the Rookery, which is the oldest residence in Kansas.

Leavenworth

United States Disciplinary Barracks -

This military prison has been in operation at Ft. Leavenworth since 1875. It is the only maximum security prison in the Dept of Defense.

Fort Leavenworth

Berlin Wall Monument - This monument memorializes the historic barrier that separated West and East Berlin during the Cold War.

Fort Leavenworth

Scenic Places

Four State Lookout on Scenic Hill

White Cloud

Barn Tour - Take a self-guided driving tour to view Byre and Bluff barns, many of them listed in the National Register of Historic Places.

Doniphan County

Independence Park - On July 4, 1804, the Lewis & Clark expedition passed through what is now Atchison and names two local streams - Independence Creek and Fourth of July 1804 Creek.

Atchison

Scenic Overlook of the Missouri River

Benedictine College

Amelia Earhart Memorial Bridge

Atchison

International Forest of Friendship - A

living growing memorial to the men and women who have been involved in aviation and space exploration. Includes a walkway that winds through the trees representing all 50 states and over 35 countries in which forest honorees reside.

Warnock Lake, Atchison

Amelia Earhart Earthwork – Commemorating Earhart’s 100th anniversary of her birthday, this one acre portrait was created by famed Kansas artist Stan Herd.

Warnock Lake, Atchison

Old cannons that overlook the beautiful view of the Missouri River.

Fort Leavenworth

Cultural Sites & Activities

White Cloud Flea Market – This event is held annually the first weekend of each May and September and attracts over 400 dealers and more than 25,000 people.

White Cloud

Baxoje Fall Encampment PowWow

Iowa Reservation, White Cloud

Walter Yost Gallery - Plays host to student art shows.

Highland Community College,
Highland

Benedictine College – a 4 year, Catholic liberal arts college overlooking the Missouri River

1020 North 2nd St., Atchison

Muchnic Art Gallery – Parquet floors, stained-glass windows, hand-tooled leather and finely carved woodwork make an impressive setting for displays of art by regional artists who change each month.

704 North 4th St., Atchison

St. Benedict’s Abbey Church – Benedictine monks established St. Benedict’s Abbey in the late 1850s. The Gothic-style abbey was completed in 1929 and overlooks the Missouri River.

1020 North 2nd St., Atchison

Theatre Atchison – Annually presents four plays and summer musical live on stage in a former church sanctuary.

401 Santa Fe St., Atchison

Carnegie Arts Center - Located in the oldest library building in Kansas, it was built in 1902. It provides instruction in theater, music, art, and the humanities. 5th and Walnut, Leavenworth

Richard Allen Cultural Center of Bethel A.M.E. Church - the center offers a glimpse into the history of African-Americans locally and nationwide. 412 Kiowa, Leavenworth

St. Mary's College - A private, four-year college features an Abraham Lincoln Collection in the DePaul Library's Special Collection. Leavenworth

Performing Arts Center - Performances scheduled through the River City Community Players Leavenworth

Recreational Activities

White Cloud City Park Main Street, White Cloud

Highland City Park 3 blocks north of Main St., Highland

Degginger Park Highland

Rohrer Game Farm - a private hunting club that has received recognition from many organizations for their contribution to rural conservation and wildlife.

Troy Community Park Park and Locust, Troy

Trolley tour of historic homes Santa Fe Depot, 200 South 10th St., Atchison

Atchison State Fishing Lake & Wildlife Area - A 248 acre are with a 66-acre lake for fishing. The wildlife area is open to hunting. North of Atchison

Benedictine Bottoms - a natural wildlife area developed by the Kansas Department of Wildlife and Parks Northeast of Atchison

Pineview County Club Atchison

Bellevue Country Club	Atchison
Warnock Lake - Swimming beach, fishing, playground, restrooms, shelter house, picnic tables, and camper hookups	Atchison
Spring Side Family Fun Park - 18 hole miniature golf course and batting cages.	8 th and Spring St., Atchison
Snow Creek Ski Area - Features nine intermediate trails, two triple chairlifts and two beginner areas, mid-December to mid-March.	12 miles southeast of Atchison near Iatan, Missouri
Riverfront Community and Convention Center - Handsome location for meetings and conventions of up to 350 people. It also houses complete health and recreational facilities.	Leavenworth
Leavenworth Landing Park - The park runs a third of a mile along the Missouri River. It focuses on the role of Leavenworth as the Gateway to the West, with emphasis on the various modes of transportation that led to the growth of Leavenworth as the major jumping off point for settlers heading West.	Riverfront Community Center, Leavenworth
Historical Waysides of Ft. Leavenworth - In 1996, Fort Leavenworth was designated a Registered National Historic Landmark and a portion of the fort is on the National Register of Historic Places. In an effort to share this historic facility, Ft. Leavenworth has erected a series of wayside pedestals at 17 historic sites on the fort.	Ft. Leavenworth
Bluebird Trail - Located at the National Cemetery at the Dwight D. Eisenhower Department of Veteran Affairs Medical Center.	4101 South 4 th St., Leavenworth
Leavenworth Country Club	Leavenworth
Oaks Golf Club	Leavenworth

Trails West Golf Club

Ft. Leavenworth

Accommodations

Meadowlark Inn Bed & Breakfast

207 South Ives, Highland

AmericInn Motel & Suites

500 South Hwy 73, Atchison

Majestic House Bed & Breakfast

18936 262 Rd., Atchison

Glick Mansion Bed & Breakfast

503 North 2nd St., Atchison

Comfort Inn

409 South 10th St., Atchison

Atchison Motor Inn

401 South 10th St., Atchison

Villager Lodge

3211 4th St. Thruway, Leavenworth

Commander's Inn

6th and Metropolitan, Leavenworth

Prairie Queen Bed & Breakfast

221 Arch St., Leavenworth

Ramada Inn

3rd and Delaware, Leavenworth

Super 8 Hotel

303 Montana Ct., Leavenworth

Terrace Court Motel

1500 S. 4th St. Thruway, Leavenworth

Riverfront Park - Public, overnight camping is available along the banks of the Missouri River from April 1 to October 31; a permit is required

Leavenworth