The Community Guide to the Post Rock Scenic Byway

A Scenic Byway in NORTH Central Kansas

CORRIDOR MANAGEMENT PLAN

THE COMMUNITY GUIDE TO THE

POST ROCK SCENIC BYWAY

A SCENIC BYWAY IN NORTH CENTRAL KANSAS

A LOCAL CORRIDOR MANAGEMENT PLAN
For Conservation, Promotion and Enhancement of the Post Rock Scenic Byway

Prepared For:

The Kansas Scenic Byways Committee

All Counties and Towns within the Post Rock Scenic Byway Area

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Kansas Department of Transportation

Kansas Department of Wildlife, Parks & Tourism

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POST ROCK

VISION:

The Post Rock Scenic Byway includes conservation and promotion of the resources along the designated route and provides management of the route by local jurisdictions for economic and tourism development and long term resource protection.

The Corridor Management Plan

This Corridor Management Plan (CMP), entered into voluntarily, with a spirit of cooperation, has been designed to maintain the quality of life in north central Kansas. Through the conservation of resources, an appreciation of history, a regional tourism initiative, and responsible growth and development, this corridor has as individual communities and as a collective north central Kansas family, the opportunity to see the vision for the future become a reality.

As the history of the prairies of Kansas is based on the exceptional individuals and groups that settled and shaped this distinctive area of the United States, the CMP will work to ensure the continued identification of individuals and organizations who can contribute through cultural diversity, experience, or commitment to this ongoing process.

WHY THIS PLAN WAS DEVELOPED

This Corridor Management Plan represents a broad-based, community-driven consensus regarding how best to prepare for the future surrounding rural life of north central Kansas. The first phase of the preparation of this plan provided one of those rare and special opportunities where people of this region sat and looked closely at their surroundings – what they like, what they value, and what is meaningful. The second phase of this exercise provided an opportunity to examine all the issues and areas where the communities expressed a desire for positive change.

The strength of this plan lies in the communities and the people of central Kansas. The process by which the plan was developed solicited input from a wide range of property owners, advocates and users of the Kansas Post Rock Scenic Byway route. This important process will continue as the committee works toward the implementation of this plan.

This is the work of the people of north central Kansas. Those ideas, goals, and plans along the three county corridor are listed herein. This plan provides a unified point of reference, a beginning toward a bright future. Its contents represent dozens of possible activities, programs and initiatives. The implementation of each, over time as deemed appropriate by the local communities, will gradually, but assuredly bring about the future envisioned with the development of the vision statement.

OUTLINE

The Corridor Management Plan includes the following sections:

1. **Introduction**
2. **The Corridor Defined**
3. **History of the Corridor**
4. **Conservation Goal: Identify and Protect Resources**
5. **Enhancement Goal: Develop Corridor Enhancements**
6. **Enhancement Goal: Compatible Development**
7. **Visitor Experience Goals: Enhance and Promote**
8. **Community Involvement through Organizational Structure**
9. **Implementation Plan**
10. **Conclusion**

How To Use The CMP

The Corridor Management Plan (CMP) is divided into ten sections focusing on resources, management strategies, and project implementation. It provides, in written form, the blueprint for the Post Rock Scenic Byway.

Sections four through eight outline the plans and strategies by which the Post Rock Scenic Byway (PRSB) will be guided. Each section – Conservation Goal: Identify and Protect Resources, Enhancement Goal: Develop Corridor Enhancements, Enhancement Goal: Compatible Development, Visitor Experience Goals: Enhance and Promote, and Community Involvement through Organizational Structure – lists both existing programs and byway committee actions.

The **Existing Programs** list identifies the impressive programs, initiatives, and agreements currently in place along the corridor and within the State. These programs provide an excellent opportunity for coordination and cooperation with planned Byway actions. Such existing programs can be a source of information, technical assistance, and encouragement.

PRSB Actions listed in sections four through seven represent possible strategies, programs, and actions, the PRSB committee would like to pursue in fulfillment of the Byway's vision. Whenever a completion date for the action is known, it is listed in bold type at the conclusion of the action.

The PRSB Committee will determine the implementation of specific programs, strategies, or actions. The Committee will be responsible for determining:

1. A timetable for implementation, and

- A work schedule for each project – See Section 9.

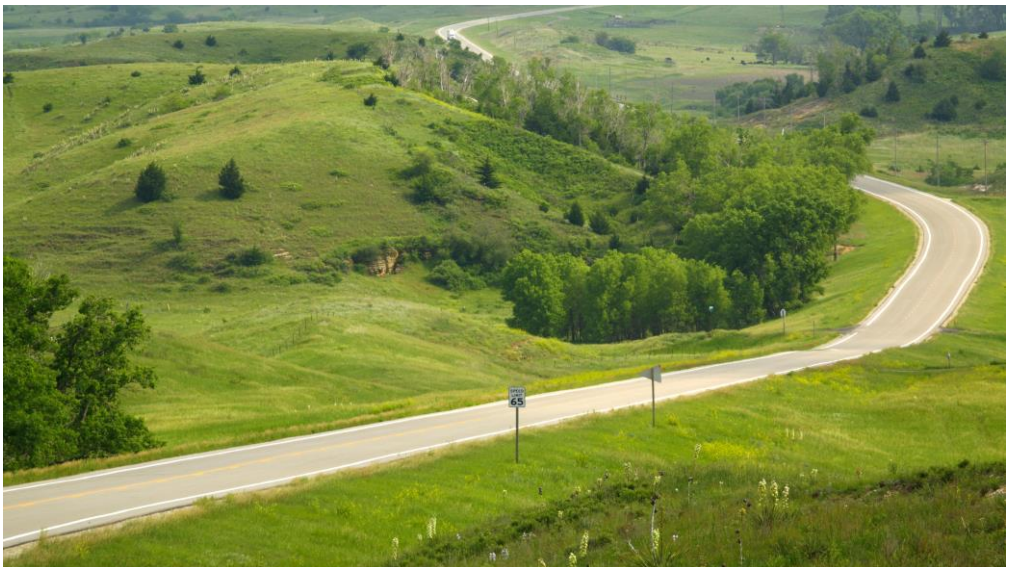
Additionally, issues of funding, coordination, and community involvement will be the responsibility of the Committee.

Recognizing the many independent activities currently underway or planned by the communities of PRSB, the **Local Community Actions** section provides a brief introduction to the many local initiatives underway.

Section nine identifies the strategy for an **Organizational Structure** to manage the Scenic Byway and champion its development.

The CMP concludes with an **Implementation Strategy** designed to assist the PRSB Committee in implementing the various actions. Timetables for the Committee, as well as a recommended worksheet for each action, are included.

> **Note:** *Actions identified have been recommended based on community input during the planning process for this document. The execution of such actions ultimately lies in the communities of the PRSB corridor. It is anticipated many of the actions identified in the CMP will be executed in a voluntary manner. Any changes in community or county policies as a result of the CMP will be subject to the will and approval of the individuals and communities in which such actions would be established.*



1 Introduction

1.1 WHAT IS A SCENIC BYWAY?

Scenic Byways are special routes offering travelers access to the beautiful scenery and the cultural and natural riches of our country. They provide an antidote to the monotony of linear, high speed travel; open up vistas; and introduce us to places we might otherwise pass by. They may be spectacular destinations sought after by travelers and they may be local routes long admired by a community for a Sunday drive. They may be rural, suburban, and urban. They come with different names-rustic roads, scenic highways, historic roadways, or backways. As long as the community regards a roadway as a special resource to be promoted and protected, it is a Scenic Byway.

1.2 SCENIC BYWAY PROGRAMS

Many programs exist to identify Scenic Byways at the local, state, and federal level. Such programs typically establish basic criteria for eligibility and have a system for nomination and designation. The commitment required of the community and the regulation administered by the governmental entities is as varied as the routes. For some Byways, officially adopted plans, land use regulations, and inventories are required. In other communities, requests approved by the state department of transportation will suffice for designation and the erection of special signs to identify the route. In other communities, a good faith commitment by the citizens and the thoughtful stewardship of landowners may be sufficient to recognize a Scenic Byway.

In general, Scenic Byways may be identified through one of the following programs:

LOCAL PROGRAMS

Administered at the city, town, and county level, these programs exist to maintain the special qualities of routes of local importance and use.

PRIVATE SECTOR PROGRAMS

Maintained and administered by private entities, some Scenic Byways exist entirely within the private sector. These Byways may be open, sometimes with a fee, to the public. Examples include the Seventeen-Mile-Drive in Monterrey, California and the scenic roads of Calloway Gardens in Georgia.

STATE PROGRAMS

Administered by state departments of transportations, Byway commissions and economic and tourism development offices, these programs identify routes of significance at the local and state level. Frequently, state programs seek to represent various categories of resources —scenic, historic, or natural— to recognize the different geographic regions of the state. In some states, Byways are nominated by local organizations for designation. Other states designate Byways by an administrative body. In addition, Byways may be designated by individual acts of the legislature in some states. State Scenic Byway programs generally require or encourage some form of land-use planning within the Byway corridor; in other states, Scenic Byway designation implies no particular level of management or enhancement. A vast majority of states have, or are

developing, Scenic Byway programs, but they vary widely in their criteria and implementation.

FEDERAL PROGRAMS

Federal programs to designate and manage Scenic Byways have been developed by the Bureau of Land Management (BLM) and the USDA Forest Service (USFS). BLM's program of Back Country Byways includes different types of roads – some accessible only by four-wheel drive vehicles, which lead the traveler to some of the unexplored areas of the west. The USFS has designated over 7,000 miles of Scenic Byways through national forests throughout the country. While not specifically designed as Scenic Byways, nine parkways and numerous park roads through scenic areas are managed by the National Park Service (NPS).

THE NATIONAL SCENIC BYWAY PROGRAM

The National Scenic Byways Program was established under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The Scenic Byways Advisory Committee, working with the Federal Highway Administration, recommended that the program designate a system of National Scenic Byways and All-American Roads. For a route to be eligible for designation as a National Scenic Byway, it must possess one or more of the six intrinsic qualities identified by the Scenic Byways Advisory Committee. These intrinsic qualities include:

Scenic	***Historic***
Cultural	***Natural***
Recreational	***Archeological***

Byway designation requires that a community commit to its designation and management and have developed a **Corridor Management Plan (CMP)**.

In addition to National Scenic Byways, the program also designates All-American Roads. These roadways represent the finest examples of Scenic Byway corridors in the country and are marketed to both domestic and international travelers. All-American Roads must possess a minimum of two of the six intrinsic resources. In addition to qualities making them "destinations unto themselves," All-American Road designations require the implementation of programs identified in the CMP. Designations as an All-American Road are rare.

Scenic Byways will be for travel by vehicles with at least four wheels, although bike and pedestrian pathways may be associated with the Byway. In other words, trails exclusively for hiking or snowmobiling, for example, would not be included in the national program. Nominations for National Scenic Byway designation will come from the local level through the states and most nominations will be state Scenic Byways. For the Kansas Post Rock Scenic Byway, demonstrated interest at the local level, designation as a Kansas State Byway, and preparation of a Corridor Management Plan (this document), must be completed. Federal agencies may also nominate Byways with the concurrence of the state.

1.3 THE KANSAS STATE BYWAYS PROGRAM

The goal of the Kansas Byway Program is to identify and designate scenic roadways for the enjoyment of the traveling public in Kansas through a grassroots process. It is their intent to designate Scenic or Historic Byways that represent the diversity of the Kansas Landscape serving as natural, social, cultural, and economic resources for the visitors of the state of Kansas, the people of Kansas, and the local communities in which the roadways are located.

The requirements include that the roadway must have a uniformly high visual or historic quality along the entire route, be a minimum of twenty miles in length unless adjacent to an interstate or major highway, and the roadway must be paved and capable of carrying tour buses and recreational vehicles. It also requires the local community groups submit the application, complete a mile-by-mile evaluation and inventory, and a Corridor Management Plan (CMP), which demonstrates how the group intends to conserve, enhance, and promote the Byway.

The Kansas Byway Committee (KBC) serves as a review and advisory role. This Committee consists of representatives from the Kansas Department of Transportation (KDOT), Kansas Department of Wildlife, Parks and Tourism (KDWPT), and the Kansas State Historical Society (KSHS). The Committee reviews and evaluates all applications for nominations and grants, develops policies and procedures, and recommends Byways for state and national designation. The program is managed through a partnership between KDOT and KDWPT.

1.4 WHAT DOES DESIGNATION MEAN?

Scenic Byway designation at any level (local, state, or federal) provides recognition of the special qualities and resources of a particular Byway and corridor. This official acknowledgement carries with it a heightened awareness of the route and recognition of the community that sought the designation.

For many communities, Scenic Byway designation will provide new tourism opportunities, increased visitation, and economic development. It should always be a source of pride. Scenic Byway designation in Kansas provides:

- Access to additional funding
- Identification on state highway maps
- Promotional materials such as brochures, a Kansas Byways website, and other marketing activities
- Technical assistance for management
- Assistance from the Kansas Scenic Byways Program
- Networking opportunities

Designation as a National Scenic Byway by the United States Secretary of Transportation will acknowledge the significance of the Byway corridor. National designation, in Kansas, will make the route eligible for Scenic Byway funds, technical assistance from the FHWA, and inclusion in a national identification and promotion plan.

1.5 WHAT IS A CORRIDOR MANAGEMENT PLAN?

A Corridor Management Plan (CMP) is a written statement developed by local community representatives and adopted by local governing bodies, which delineates the long-term focus and commitment of the local communities to the conservation, enhancement, and promotion of their Scenic or Historic Byway. It is a "living document" serving as a guide. It should be reviewed on a regular basis so it reflects accomplishments and changing concerns of the Byway community.

A Corridor Management Plan represents a point of beginning. Bringing about a community's vision requires an outline of steps, an approach, and a plan of action. The CMP assembles all the concerns, thoughts, and ideas of the community in a single document. Thus, issues and objectives as diverse as increased tourism development and roadway safety can be studied and planned for from a single community-based document. This helps all community members to work together, join forces on related projects and avoid the conflicts that occur when different organizations, groups or governments are planning without consulting one another.

The CMP addresses issues and suggests a method or methods by which goals may be achieved. For example, if a community has identified increased tourism as a goal, the CMP identifies the reason increased tourism is sought and outlines ways in which it might be accomplished-a tourism board, a marketing program, the development of tourism facilities such as lodging or restaurant

facilities. The CMP does not need to outline the specifics involved with the development of the marketing program. Specifics will be defined in a later marketing plan. The key to the success of the CMP will be in the follow-through of an energetic community that gets together and establishes a specific marketing program. The CMP should establish a reasonable time frame in which activities should be accomplished and who is going to accomplish them. If such a program involves the assistance or approval of the state or local government, the CMP identifies the appropriate governmental agency to contact. The PRSB Committee will partner with various organizations as needed to address problems as they arise.

The Corridor Management Plan is divided into sections addressing, among others, tourism, economic development, land use management, organization, and implementation.

1.6 A CORRIDOR MANAGEMENT PLAN FOR THE PRSB

The Corridor Management Plan for the Post Rock Scenic Byway will ensure that the vision articulated by the community becomes a reality. The CMP establishes a framework and structure by which the future of the corridor can be effectively managed. As such, the CMP strives to pull together the many distinct resources, realities, fears and aspirations of the route's communities, both individually and collectively, and assemble them into a feasible and practical program that can be implemented over time.

To accomplish this, the Corridor Management Plan identifies a series of actions to be undertaken for the benefit of the Post Rock Scenic Byway corridor. Based on extensive research with an input from local communities along the route, these actions are intended to direct and identify specific projects. Such actions will increase the opportunities for the corridor communities to conserve the quality of life and historic character that distinguish the route and enhance opportunities for economic development and tourism.

To help implement these actions, a series of task forces will be established, drawn from the PRSB Committee and existing organizations and representing all interested parties along the Kansas Post Rock Scenic Byway. These task forces will work to implement corridor goals at the local level.

1.7 THE PRSB CMP IS DESIGNED TO:

- Develop a stronger sense of a Post Rock Scenic Byway community of linked Counties and Towns.
- Assist local communities with corridor-wide issues and plans.
- Provide a uniform voice endorsing corridor-wide projects.
- Increase communication among Kansas Post Rock Scenic Byway communities regarding tourism and economic development initiatives.
- Provide a framework by which economic development may be encouraged without compromising the quality of life enjoyed by the residents of the region.

- Provide a stronger unified voice to solicit funding for corridor-wide projects.
- Fulfill the Corridor Management Plan requirements for designation as a State and National Scenic Byway
- Be a flexible plan that may be modified over time as necessary.

1.8 THE PRSB CMP IS NOT DESIGNED TO:

- Impose any regulation on a county or town along the route aside from limiting commercial signage.
- Require the adoption of any new local ordinances or special districts except to limit signage.
- Prohibit new construction or development.
- Deny any community its ability to pursue funding for local projects.
- Require participation in corridor-wide projects or programs.

2 The Corridor Defined

2.1 THE KANSAS POST ROCK SCENIC BYWAY

The Post Rock Scenic Byway is a 18 mile corridor, nestled in the heart of the physiographic region of the Smoky Hills. The Smoky Hills region occupies nearly all of north-central Kansas. A result of ocean movement during the Cretaceous Period, this region is made of three belts of hills, all running southwest to northeast. The Dakota Formation is a wide belt from Rice and McPherson counties in the south to Washington County in the north. The belt to the west is Greenhorn Limestone, which is made of thin chalky limestone beds alternating with thicker beds of grayish shale. The region is known for its rocky outcroppings such as Mushroom Rocks in Ellsworth County.

The cultural anchors of the byway are the communities of Lucas on the north end and Wilson on the south end. Wilson is a thriving Czech community (known as the Czech Capital of Kansas) and the town takes pride in this heritage. Lucas has become known as the Grassroots Art Capital of Kansas. Paired together these present a very unique and diverse cultural experience of Kansas.

2.2 VISION STATEMENT

The people of the communities have a shared vision for this byway. That vision is:

> ***The Kansas Post Rock Scenic Byway program includes conservation and promotion of the resources along the designated route and provides management of the route by local jurisdictions for economic and tourism development and long-term resource protection.***

2.3 GOALS

The primary goals for the Kansas Post Rock Scenic Byway were established to direct the actions necessary to implement the vision. Like the vision, these goals were determined by the Post Rock Scenic Byway Committee in cooperation with a number of interested organizations, committees and individuals.

The Program satisfies five goals:

1. Identifies and protects cultural, historic, natural, and scenic resources.
2. Enhances Byway resources and encourages compatible development.
3. Involves the communities.
4. Builds a measurable travel product for current and future visitors.
5. Increases services to residents and visitors through appropriate enhancements providing opportunities for economic benefits from tourism.

Each of these goals will be the responsibility of the PRSB Committee. The PRSB Committee is charged with the responsibility to meet all the necessary requirements of maintaining and promoting the Byway locally to ensure its support for years to come. The committee will coordinate efforts as needed to conserve, maintain and enhance the Byway.

2.4 INTRINSIC QUALITIES

The National Scenic Byways Program identifies six intrinsic qualities for which Byways may be designated: historic, scenic, recreational, cultural, natural, and archeological. The Kansas Byways Program focuses primarily on the scenic and historic qualities of its Byways, it, too, recognizes the important contributions the other qualities provide. These are the qualities that make a place what it is —the places, views and activities, which when viewed as a whole, make the Post Rock Scenic Byway unique from any other corridor. Although developed for the National Program, the six qualities represent a comprehensive and simple approach to defining the essential features of any Byway.

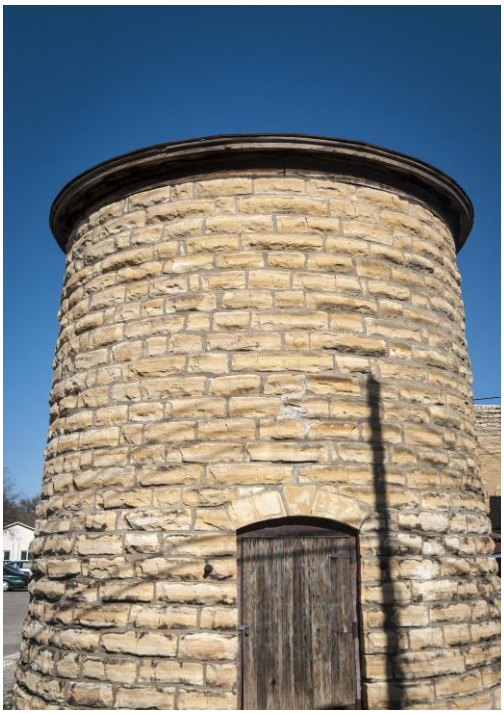
Naturally, a single resource may fit in more than one category. A *historic* barn may also speak to the *culture* of the area or present a *scenic* resource when viewed from across a farm field. The following intrinsic quality listings represent an attempt to acknowledge general resources and patterns rather than identify specific resources. The key to a successful CMP is in recognizing the quality of a given resource and in acknowledging that it may be an example of several of the six intrinsic resources.

The Kansas Post Rock Scenic Byway possess features representing all of the six intrinsic qualities. After mapping the entire route and conducting a detailed inventory of resources, local representatives chose to focus on cultural and natural qualities; although there is enough historic information about the area that some of that information has also been included. The Kansas Post Rock Scenic Byway Committee feel the following types of resources made the strongest contribution to the unique appeal of the Byway.

Cultural Resources

- Bowl Plaza – Lucas
- Miller's Park – Lucas
- Czech Heritage Mural - Lucas
- Grassroots Art Center- Lucas
- Garden of Eden - Lucas
- Florence Deeble's Rock Garden and House - Lucas
- Worlds Largest Collection of World's Smallest Version of Worlds Largest Things - Lucas
- Faces in Stone Post Sculptures Along The Byway
- Czech Community – Wilson
- Historic Midland Railroad Hotel – Wilson
- World's Largest Czech Egg – Wilson
- Round Limestone Jail – Wilson

- Wooden Watertower- Wilson
- Civil War Monument and Doughboy from the GAR in Wilson Cemetery
- Kansas Originals Market & Gallery- Wilson
- Wilson Main Street- Largest collection of Mesker Brothers storefront in the State of Kansas.



Natural Resources

- Wilson Reservoir and State Park
  - ✓ Cedar Trail
  - ✓ Dakota Trail
  - ✓ Switchgrass Bike Trail
  - ✓ Wilson Wildlife Area
  - ✓ Saline River
  - ✓ Cedar Creek
  - ✓ Turkey Creek
  - ✓ Elm Creek
  - ✓ Bur Oak Trail
  - ✓ Prairie Fire Trail
  - ✓ Rocktown Trail

Scenic Resources

- Agricultural Countryside
- Post Rock Fence Posts
- Grasslands
- Rolling Hills
- Spring and Fall Foliage
- Panoramic Views
- Big Sunrise and Sunset Country
- Prairie Grass and Wildflowers
- Windmills and Farmsteads
- Wildlife and Birds

2.5 SIGNIFICANCE OF INTRINSIC QUALITIES

The Kansas Post Rock Scenic Byway provides a relaxing experience where nature is predominant. Along the route extending through Ellsworth, Lincoln and Russell Counties in central Kansas there are the wonderments of rolling hills, tree lined streams and a variety of wildlife. Central to the route is the inclusion of the Wilson Lake and State Park.

CULTURAL RESOURCES

The small towns along the Byway have a rural charm and an open beauty of their own. They present a cultural experience unique to Kansas.

Lucas
In 1996, Kansas Governor Bill Graves named Lucas the "Grassroots Art Capital of Kansas" due to the number of sites in the community devoted to local folk art. The Garden of Eden is a permanent outdoor sculpture exhibit built between 1905 and 1927 by local sculptor Samuel P. Dinsmoor. The site consists of Dinsmoor's home, a "log cabin" constructed of quarried limestone, more than 150 sculptures representing his interpretation of the Biblical creation and world history, and a mausoleum housing the remains of Dinsmoor and his first wife. Inspired by Dinsmoor, local resident Florence Deeble constructed a rock garden around her home, using rocks acquired during her travels to construct works representing places she visited. Since 2002, Deeble house has served as a gallery exhibiting works made from recycled materials. The Grassroots Arts Center is a non-profit gallery located downtown which promotes and exhibits the work of Kansas folk artists. Other folk art sites in the city include, The World's Largest Collection of the World's Smallest Version of the World's Largest Things traveling museum, Bowl Plaza, Miller's Park, Fork Art Park, Czech Heritage historical mural and the World's Largest Travel Plate. The population of Lucas is 393.

As you drive the byway watch for the four (4) "Faces in Stone"… Leo D., Bill, Janea, and Chelsey, carved in limestone fence posts by California artist, Fred Whitman.

Wilson
Beginning in 1874, Czech immigrants from Bohemia came to Wilson establishing the town as an area center of Czech culture. Due to the number of Czech immigrants who settled the area, Wilson was named the "Czech Capital of Kansas" in 1974. As of 2012, nearly 15% of the city population (781 people) claimed Czech ancestry. To celebrate this heritage, the city holds an annual After Harvest Czech Festival on the last Saturday in July. The festival includes displays of Czech American culture, such as dancers and music, as well as a parade, sports tournaments and other activities. The World's Largest Czech Egg is an example of their Czechoslovakian history. The Midland Railroad Hotel served as a filming location for the 1973 film Paper Moon. Wilson is also home to Kansas Originals Market & Gallery, one of the largest showcases in Kansas for more than 250 Kansas artists. The Market also serves as a Kansas Travel Information Center. They feature exceptional work of Kansas artists, craftsmen, and food producers for retail sales.

Other Wilson attractions include the Round Limestone Jail, Wooden Water Tower, and Civil War Memorial.

NATURAL RESOURCES

Wilson Reservoir and State Park is the natural treasure of the Byway. Wilson Reservoir, which sits central within this byway has great natural beauty and amazing possibilities for exploring nature. The state and Corp park areas provide outstanding opportunities for wildlife watching, hiking, bicycling, water activities, multiuse trails and many other natural activities.

Wilson Reservoir
Located in the heart of the Smoky Hills, Wilson Reservoir and State Park is considered by many to be the most beautiful in the state. Wilson Reservoir features a rugged shoreline punctuated by scenic cliffs and rocky outcroppings. The park and surrounding wildlife area offer the opportunity to view and photography deer, pheasant, waterfowl, songbirds, and furbearers.

Hiking on the Dakota Trail offers an excellent view of the lake and native Kansas prairie. The handicapped accessible Cedar Trail in the Otoe area is a one-mile loop with a hardened asphalt surface and is great for a leisurely, low-stress walk. The 25 mile long Switchgrass Bike Trail, rated "Epic" by the National Mountain Bike Association, is popular with mountain bikers to pursue this challenging activity.

Wilson Wildlife Area is located on the upper end of 9,000 acre Wilson Reservoir. The 8,069-acre area is made up of 5,000 acres of rugged rolling hills of native prairie, approximately 2,000 acres of cropland and 1,000 acres of riparian timber along the Saline River, Cedar Creek, Turkey Creek and Elm Creek. *(KDWPT website)*

Other Natural Resources
Nature is never far from any of the small communities along the Byway. Each community boasts unique parks where nature can be enjoyed from a shady picnic table or on a walk along a creek or paved trail.

SCENIC RESOURCES

The Kansas Post Rock Scenic Byway is a visual surprise in the middle of Kansas due to its location in the heart of the Smoky Hill Region. The **Smoky Hills** are an upland region of hills in the central Great Plains of North America. They are located in the central United States, encompassing north-central Kansas and a small portion of south-central Nebraska. The hills are a dissected plain covered by tallgrass and mixed-grass prairie. The Smoky Hills were formed by sedimentary deposits during the Cretaceous period and consist of chalk, limestone, and sandstone rock outcroppings.

2.6 ROUTE DESCRIPTION

BYWAY NAME - THE POST ROCK SCENIC BYWAY (PRSB).

The Kansas Post Rock Scenic Byway is an 18- mile long corridor running through North Central Kansas. Along the way, the route passes through three counties and two towns. Travelers will encounter a variety of rural experiences including agricultural enterprises, rolling hills and pasture ground, cultural, recreational and entertainment venues, historic homesteads. ranches, many historic sites, and an abundance of wildlife.

The PRSB is predominantly a two-lane paved roadway managed by State and County road departments. This route is divided among the counties with.

- 51% being located in Russell County,
- 31% in Lincoln County
- 18% in Ellsworth County

Additionally, management for the route falls to:

100% to the Kansas Department of Transportation (KDOT)

KDOT and the included counties do regular maintenance of the road surface, including clearing snow and debris, managing appropriate traffic signage, clearing the ditches and mowing the groundcover where appropriate. The route has a number of functions. Its capacity includes through traffic, local service, commercial farm, and recreational use.

Traveling north to south:

The route begins at the junction of Kansas State Highway 18 and Kansas State Highway 232. The byway travels south along K-232 and ending in the community of Wilson.

TOTAL POST ROCK BYWAY IS 18 MILES.

2.7 PROJECT AREA

The PRSB committee has identified the Kansas Post Rock Scenic Byway corridor in the following manner:

Length: 18 miles

Northern terminus: K-18 and K-232 highways

Southern terminus: K- 232 ending in the community of Wilson

Width: The corridor width is defined as the view shed extending from six to 10 miles on either side of the designated roadway. In general, the view shed represents the driver's field of vision and contains landscape elements that contribute to the quality of the traveler's experience. This area extends on either side of the roadway so that a vast array of attractions that are unique to this part of the Midwest can be included.

The project area definition is intended to recognize the general area "experienced" by a traveler on the PRSB and provides a general focus area for corridor activities. It is not a regular determination. Further, it is not intended to exclude those sites or individuals beyond its boundaries from participating in the Byway process.

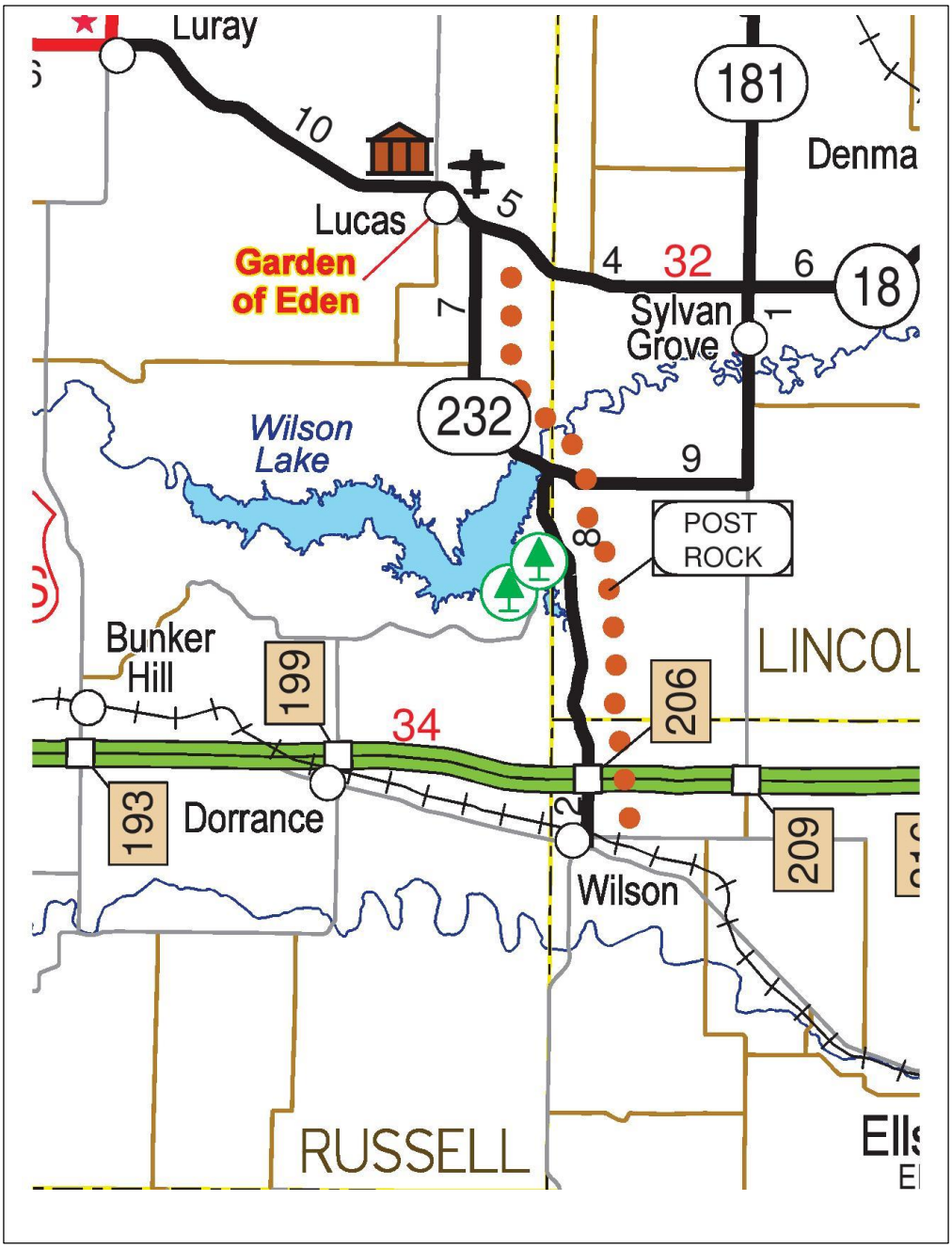
Segment	Miles	Classification
1-From the Intersection of K18 and K232 to the Community of Wilson, KS at the south end of K232 and Old US 40 Highway.	18	State Numbered Route
Total PRSB	18	

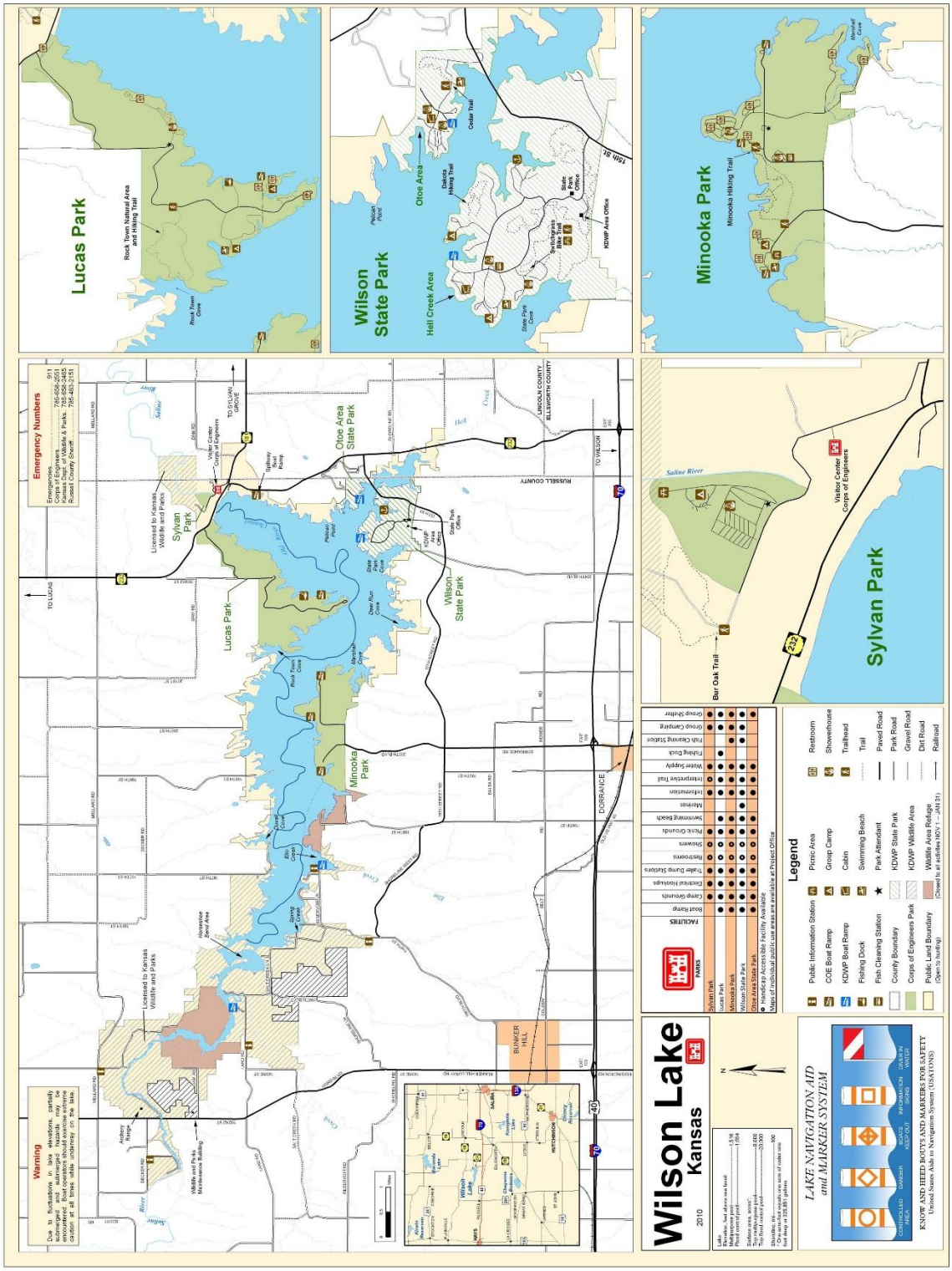
County	**Miles on Route**	**Percent of Route**
Ellsworth	3.3	18
Lincoln	5.5	31
Russell	9.2	51

Maintained by	**Miles on Route**	PERCENT OF **Route**
KDOT	18	100

2.8 MAPS

Primary features and characteristics of the Kansas Post Rock Scenic Byway (PRSB) are indicated on the following maps. These maps summarize the PRSB committee's comprehensive intrinsic quality and land use inventory completed for each of the three counties along the corridor.




Lucas Park
Rock Town Natural Area and Hiking Trail
Rock Town Cove
Wilson State Park
Pelican Point
Otoe Area
Dakota Hiking Trail
Cedar Trail
Hell Creek Area
Switchgrass Bike Trail
State Park Office
KDWP Area Office
Minooka Park
Minooka Hiking Trail
Sylvan Park
Saline River
Bur Oak Trail
Visitor Center Corps of Engineers
Emergency Numbers
Warning
Licensed to Kansas Wildlife and Parks
Otoe Area State Park
Wilson State Park
Minooka Park
Lucas Park
Sylvan Park
RUSSELL COUNTY
LINCOLN COUNTY
ELLSWORTH COUNTY
TO LUCAS
TO SYLVAN GROVE
TO WILSON
DORRANCE
BUNKER HILL
Wilson Lake
Kansas
2010
PARKS
FACILITIES
Legend
Public Information Station
Picnic Area
Restroom
COE Boat Ramp
Group Camp
Showerhouse
KDWP Boat Ramp
Cabin
Trailhead
Fishing Dock
Swimming Beach
Trail
Fish Cleaning Station
Park Attendant
Paved Road
County Boundary
KDWP State Park
Park Road
Corps of Engineers Park
KDWP Wildlife Area
Gravel Road
Public Land Boundary
Wildlife Area Refuge
Dirt Road
Railroad
LAKE NAVIGATION AID and MARKER SYSTEM
KNOW AND HEED BUOYS AND MARKERS FOR SAFETY
United States Aids to Navigation System (USATON)

2.9 ROAD SAFETY AND ACCIDENT RECORDS

Byway Management and Highway Safety

Present Route Status: The level of service (LOS) is a measure of the roadway's adequacy for the amount of traffic present. It is measured at the heaviest traffic times, or the peak traffic hours, and is considered as an evaluation of the amount of delay that a motorist experiences due to roadway design under varying traffic volumes.

LOS is normally described by six categories, A-F. The Post Rock Scenic Byway is graded as E in Ellsworth County, and a D in Russell and Lincoln Counties. . The "E" indicated primarily for local service only, these routes are typified by very short trips. Class E routes are frequently used on a daily basis, sometimes several times a day, to connect rural residents with other routes or to provide access to small towns in the area. "D" status represents routes that provide access to arterials and serve small urban areas not on a Class A, B or C route. The routes are important for inter-county movement.

The speed limits throughout the route are 55 – 65 mph, except where otherwise posted such as within city limits or through curves or hills warrant a slower speed.

The entire route of Post Rock Scenic Byway is paved; however, rural county gravel roads will take travelers to various sites off of the main route.

Travelers should wear their seat belts and driver's cell phone usage should be limited to when the vehicle is stopped. This route has frequent motorcycle and bicycle traffic, so please share the road.

MOTOR VEHICLE ACCIDENT SUMMARY K-232 from K-18 to Old US-40 in Wilson, Kansas

	ACCIDENTS				PEOPLE	
Year	Total	Fatal	Injury	PDO*	Deaths	Injuries
2009	7	-	2	5	-	2
2010	12	-	1	11	-	1
2011	9	-	2	7	-	2
2012	8	-	1	7	-	1
2013	3	-	-	3	-	-
2014**	12	1	-	11	1	-
Total	51	1	6	44	1	6

*PDO- Property Damage Only Accidents

**Data are incomplete and unofficial at this time

Kansas Byways are included in KDOT's regular accident recordkeeping and analysis process. Each county, through their sheriff's office, maintains accident information of the county roads and this information is submitted to the KDOT Accident Data Manager. This is where the committee got the information above. Any identified high accident locations along the K-232, K-18 and Old Highway 40 segments will be addressed as part of the KDOT prioritization program. The counties use the TEAP (Traffic Engineering Assistance Program) for review and recommendations on high incident areas if there is a problem. Any identified high accident locations along county or rural secondary roads in the route will be addressed by whichever county is responsible for maintenance.

3 History of the Corridor

The region known as the Smoky Hills occupies the north-central part of the state. It is delineated by outcroppings of Cretaceous-age rocks and takes its name from the early morning haze that often gathers in the valleys.

During the Cretaceous Period (that interval of geologic time from about 144 to 66 million years ago), Kansas was once again under water. Unlike the relatively shallow seas of the Pennsylvanian and Permian Period, the seas that advanced and retreated during the Cretaceous were deeper and more widespread. Three principal rock outcrops characterize the Smoky Hills – the sandstones of the Dakota Formation, the limestone of the Greenhorn Limestone, and the thick chalks of the Niobrara Chalk.

This byway falls within the Dakota Formation of the Smoky Hills which are the remains of beach sands and sediments dumped by rivers draining into the early Cretaceous seas. The hills and buttes in this part of the Smoky Hills are capped by this sandstone and rise sharply above the surrounding plains.

When European immigrants began to populate and name this region, the Great Plains of North America were inhabited by nomadic Native Americans. Most of the first trails to this region were those of the wildlife migration (bison) and those who counted on that wildlife to survive (Native Americans).

Among the Europeans who flooded into Kansas in the 1870s were immigrants from Czechoslovakia enticed by cheap land in the rolling hills where the Post Rock Scenic Byway now winds along Kansas -232. While in other parts of Kansas trees were readily available for building, few existed here. The innovative pioneers, many of who were craftsmen before becoming farmers, discovered that the limestone beneath their feet could be used to build homes, barns and even fence posts – inspiring the byway's name.

Evidence of their ingenuity and masonry skills remain today in the form of miles of stone fence posts and structures – both in rural area such as Stone Cottage Farm and the communities of Lucas and Wilson at each end of the byway. The Post Rock Courtyard at the Grassroots Art Center and Garden of Eden in Lucas are prime examples of the early settlers work. Wilson's Midland Railroad Hotel and Round Stone Jail notably display this artistic legacy.

The history of this corridor is rich, varied, and ancient. Its natural resources are astounding and so are the people who have called this region home. The diversity of this area is reflected in the small museums, charming historic homes and businesses, and the openness of both the land and the people you will find all along the corridor. It is a Byway through both man's world and nature's world.

4 Conservation Goals: Identify and Protect Resources

4.1 OVERVIEW

Preservation of the cultural, natural, historic, and scenic resources of the PRSB is an important component for the long-term wellbeing of the Byway. The scenic and natural resources along the Byway are largely under the control of state and national entities. Historic and cultural resources are largely the purview of local entities.

Management of the intrinsic qualities along the Kansas Post Rock Scenic Byway will involve coordination with existing programs and technical assistance from various resources. The development of new programs, combined with current projects, can meet the objectives of the Corridor Management Plan and fulfill the ***vision*** established by the PRSB Committee.

Many of the existing programs noted here share similar conservation objectives to those of the PRSB Committee. Soliciting the expertise and assistance of these programs can only help in the overall development of the Byway.

Existing Site Specific Programs

Currently, there are many programs in place to preserve the intrinsic qualities along the Kansas Post Rock Scenic Byway. The existing programs will form the core of an overall strategy to ensure that the resources for which the route is being nominated to the Kansas Byways Program are protected over time. The preserved sites and management efforts include:

Lucas and Wilson Chamber of Commerce's

Lucas and Wilson City Councils

Wilson Lake State Park

US Army Corp of Engineers

Ellsworth, Lincoln and Russell County Economic Development's

Civic groups from Lucas and Wilson

Wilson Community Foundation Inc.

Post Rock Community Foundation

Russell Area Community Foundation

Smokey Hill Charitable Foundation

Ellsworth County Foundation

Wilson Economic Development

Post Rock Opportunities Foundation

Existing Technical Assistance

The area currently benefits from the technical assistance provided by the following organizations:

The Kansas Department of Wildlife and Parks and Tourism (KDWPT)
As a cabinet-level agency, the Kansas Department of Wildlife, Parks and Tourism is administered by a Secretary of Wildlife ,Parks and Tourism and is advised by a seven member Commission. Serving as a regulatory body for the Department, the Commission is a non-partisan board advising the Secretary on planning and policy issues regarding departmental administration. Regulations approved by the Commission are adopted and administrated by the Secretary. The driving forces behind the Commission's actions are the goals and objectives of managing and promoting the wildlife and natural resources of the state of Kansas. KDWPT manages Wilson State Park and Wildlife Area.

Tourism Division of Kansas Wildlife, Parks and Tourism
There's no question that tourism is an important contributor to the economy in the State of Kansas. Business and leisure travelers experience the recreational, historic, and natural advantages of the State and its facilities. Thanks to strong relationships with travel writers, motor coach tour operators, individual travelers, the international travel community, and Internet, the word about Kansas is getting out. Kansas is often ranked among the top vacation bargains and new destinations are being developed every year.

The following programs and services are offered to help Kansas tourism communities prosper in a highly competitive marketplace:

Attraction Development Grants
TravelKS.com (website)
Travel planning assistance is available by calling 1 (800) 2-KANSAS
KANSAS! Magazine

These offerings will be used by the PRSB Committee.

Kansas Department of Transportation (KDOT)
The Kansas Department of Transportation is responsible for providing a safe and efficient transportation system to move people and goods throughout Kansas. They are responsible for the state roadway segments of the Byway, the Kansas Byway Program itself, and the Transportation Enhancement Program; a source of funds for historic, bicycle/pedestrian, scenic, and environmental projects.

Kansas Byways Program (KBP)
The Kansas Byways Program will assist the communities along the route with the promotion and conservation of the resources that currently exist. They will also provide the technical expertise and assistance needed to secure a national Scenic Byway once the Kansas Byway designation has been established.

US Army Corps of Engineers (USACE)
This federal division plans, manages, and executes civil works, military, environmental, and emergency response programs to support the nation's

military and engineering needs. They oversee and protect waterways and wetlands in the Byway corridor.

Kansas Water Authority (KWA)
The Kansas Water Authority is a part of the Kansas Water Office. It is responsible for advising the Governor, the Legislature, and the Director of the Kansas Water Office on water policy issues for approving the Kansas Water Plan and revisions thereto, for approving water storage sales, federal contracts, administrative regulations, and legislation proposed by the Kansas Water Office. This oversight includes Wilson Reservoir in the Byway corridor.

Kansas State Historical Society (KSHS)
The Kansas State Historical Society identifies, collects, preserves, interprets, and disseminates materials and information pertaining to Kansas history in order to assist the public in understanding and appreciating their Kansas heritage and how it relates to their lives. In meeting this mission, the Historical Society states, "Human beings, are by their nature, historical creatures. History is a part of us; it is what we call upon as we identify ourselves and determine where we are going in light of where we have been. The Kansas State Historical Society will be recognized by all Kansans as vital to themselves and their communities through the provision of high quality public programs and services which facilitate the understanding and appreciation of their heritage and its importance in shaping the present and fashioning the future." Their expertise will be helpful for interpretive projects.

League of Kansas Municipalities (LKM)
The mission of the League shall be to unify, strengthen and advocate for the interests of Kansas municipalities to advance the general welfare and promote the quality of life of the people who live within our cities. Established by municipal officials in 1910, the League of Kansas Municipalities is a voluntary, nonpartisan federation of over 500 Kansas cities. It operates as a public agency and is defined by state law as an instrumentality of its member cities. The powers and duties of the League are prescribed by state law and in bylaws adopted by the voting delegates of its member cities. They can provide legal advice and technical assistance to the Byway communities.

Kansas Association of Counties (KAC)
The Kansas Association of Counties is a quasi-public agency, which seeks to advance the public interest by promoting effective, responsive county government in Kansas. Founded in 1975 as an instrumentality of its 105 member counties, the Association serves county governments through legislative representation, technical assistance, and leadership and professional education. The Association's mission is grounded in state law and shaped by the leadership of its sixteen member Governing Board. They too can provide helpful technical assistance on Byway issues.

Many of the PRSB Committee members are also members of these organizations. Where relationships do not already exist, the PRSB will work to acquaint these organizations with the Byway and this Corridor Management Plan so mutually beneficial, collaborative preservation (and other) activities can be accomplished. The PRSB will develop an outreach presentation to present to these and other organizations.

4.2 PRSB ACTIONS

*Bold-face type in brackets at the end of each action indicates project timing or start-up, if known.

4.2a Environmental Program

A number of environmental organizations and programs are active in Kansas. The Committee will work to coordinate efforts with these organizations, solicit their expert advice, and develop mutually beneficial partnerships. A few of the many organizations and programs providing mutual benefit, strength and support for the Byway with the PRSB are:

- Audubon of Kansas
- Kansas Wildscape
- Boy Scouts
- Girl Scouts
- 4-H
- Kansas State Extension Office
- Kansas Byway Committee
- Russell County Planning Commission
- Ellsworth County Planning Commission
- North Central Regional Planning Commission - Beloit
- Kansas Department of Health and Environment
- US Army Corps of Engineers
- Kansas Department of Wildlife, Parks and Tourism
- Environmental Protection Agency
- Kansas Master Naturalist

[Ongoing]

Some of the PRSB Committee members are also members of these organizations. Where relationships do not already exist, the PRSB will work to acquaint these organizations with the Byway and this Corridor Management Plan so mutually beneficial, collaborative preservation (and other) activities can be accomplished. The PRSB will develop an outreach presentation to present to these and other organizations.

4.2b Habitat Restoration

The Kansas Department of Wildlife, Parks and Tourism at Wilson State Park conduct principle management techniques to maintain and restore habitat.

(Onging)

4.2c Identification of Threatened Resources

The Committee will develop a list of principal intrinsic resources that are currently threatened. Once identified, work to secure their conservation in the most efficient, practical, political, and financially feasible manner will begin. Such sites may include threatened views, natural area, or historic sites.

[To be determined]

4.2d Conservation Research

Kansas Department of Wildlife, Parks and Tourism and US Corp of Engineers each study the plants, wildlife, and environment in an effort to conserve the resources of Kansas public lands.

[In progress]

4.2e Historic and Cultural Preservation

The PRSB will work with existing organizations such as the Kansas State Historical Society along with the historical societies of Russell, Lincoln and Ellsworth counties (and the historical societies of communities along the byway) to identify and inventory the historic and cultural resources along the PRSB. The inventory will then be used to develop a preservation plan to schedule activities and possible organizations to undertake the proposed activities.

[To be determined]

4.2f Kansas Eco-tourism Committee

The Kansas Eco-tourism Committee is working to develop birding and wildlife watching opportunities in Kansas and to promote tourism based on those opportunities. Birders and other outdoor enthusiasts already use many sites in the central part of Kansas. PRSB will work to become an anchor for one of these highway based nature trails.

[In progress]

5 Enhancement Goal: Develop Corridor Enhancements

5.1 OVERVIEW

The Byway experience will be enhanced by projects proposed during the development of the state byway interpretive plan. The local members of the community see the potential benefits a state designation as a Kansas Byway will bring. It is they who are working diligently to develop the resource base, community consensus, and project direction. Each of the projects listed in this section is within the Byway Corridor and will act to encourage people to come to the area and spend a significant amount of time learning about the natural, scenic, historic, and cultural qualities of the corridor.

5.2 ENHANCEMENTS

5.2a Interpretive Plan

The Kansas Department of Transportation (KDOT) acquired a National Scenic Byway grant in order to develop interpretive plans for each of the Kansas Byways. Fermata Inc. was established to assist governments, agencies, states, communities, organizations, and individuals in advantaging themselves of the natural, cultural, and historical resources that surround them. Fermata offers over 30 years of business and personal expertise in the business of wildlife watching, conservation programming, and nature tourism development. Fermata Inc. had the following recommendations in their interpretive plan:

- Develop a theme
- Partner with other Kansas resource venues
- Develop marketable itineraries
- Develop a regional web-based marketing approach

The PRSB will work independently and in coordination of the state for the implementation of the interpretive plan for this byway.

(In Progress)

5.2b Visitor Itineraries

The Interpretive Plan for PRSB recommends the development of themed itineraries for visitors. According to the plan, a themed itinerary "forsakes direct promotion of local businesses and focuses instead on what makes a destination unique and worthy of visitation."

The theme for the Post Rock Scenic Byway is:

Post Rock laid the foundation for the cultures established in this area of Kansas.

(Ongoing)

5.2c Education Programs

Recognizing that the successful management of the PRSB will rest with the Committee, concerned citizens, and local governments, the Committee will sponsor or facilitate educational programs on management, planning, tourism, conservation, and design. This may include national programs from the US Federal Highway, State and regional programs such as Kansas Department of Wildlife, Parks and Tourism, and the Kansas Byways Program. Additionally, the Committee will look inward for local experiences of the communities of the PRSB Community and area leaders will be invited to share successful and innovative projects with the other PRSB communities.

(To be determined)

5.2d Beautification Programs

The Committee will coordinate existing beautification wildflower planting and clean up programs. Existing local initiatives will be encouraged to incorporate the byway corridor to their priority project listings.

(To be determined)

5.2e Route Markers, Information and Way finding Signs

The Kansas Department of Transportation will provide a Scenic Byway Sign Plan and route markers for the Post Rock Scenic Byway. Local artists will be used, if possible, to develop the Post Rock Scenic Byway logo for the route markers. The Kansas Department of Transportation will install the route markers on state roadway segments of the Byway. Arrangements will be made between the Kansas Department of Transportation and the County Road Departments for route marker installation on County roadway segments.

Additional informational signs will be considered to provide information along the Byway at strategic turnouts for our visitors. This signage will describe the prairie, Smoky Hill region, and farming in the river valley. The PRSB Committee will work with the Kansas Scenic Byways Program on sign plans. The Kansas Byway Committee, prior to installation, will approve all signs.

The PRSB Committee will work with the community and special interest groups to identify conservation, educational, and recreational waypoints along places of significant interest on the Byway

(Ongoing)

5.2f Hike/Bike Paths

The State of Kansas is in the process of developing a master bike/hike plan for each of the Kansas byway. Hike/bike opportunities already exist in many areas of this byway but much of the Byway has no shoulders and is only marginally suitable for biking. Hiking trails (some handicap accessible) exist at Wilson State Park . The PRSB will partner with the State of Kansas for the implementation of this master plan for hiking and biking our byway.

(In progress)

5.2g Natural Resources

While the primary goal of the agencies in charge of Wilson State Park and Wildlife Area is to manage habitat for wildlife, they also recognize they have a role to provide visitor amenities and experiences. The Committee will work with the Kansas Department of Wildlife and Parks and Tourism and other key organizations to coordinate with and enhance existing amenities and programs.

(To be determined)

Other Enhancement Goals Identified by the Committee are:

5.2h Develop nature based and agritourism opportunities and itineraries.

(Ongoing)

5.2i Encourage communities, attractions, local service clubs and media to include the byway in their marketing /promotional materials and news.

(In Progress)

5.2j Develop a scenic byway awareness campaign encouraging municipalities and citizens to have pride in their byway and all lands, public and private, within the byway corridor.

(To be determined)

5.2k Develop scenic overlooks(with parking areas) at the following sites along with proper interpretation.

Southern Overlook Site (mile #4)
Develop an all-weather plaque at the mile 6 turnout that shows the rock strata.
Develop an educational/interpretive display for Hell Creek at mile marker #6 .

(**Planned)**

5.2l Improve shoulders along the highway.

(To be determined)

6 Enhancement Goal: Compatible Development

6.1 QUALITY OF LIFE

Community Background
A consistent comment made by the people of the Kansas Post Rock Scenic Byway Committee during the course of the preparation of the CMP has been the recognition of the "quality of life" of the region and the desire to ensure the quality is maintained and enhanced for future generations. Local citizens are equally clear in their desire to attract economic development to enhance the quality of life of the region through new investment, employment opportunities, and increased revenue. Accommodating new development in a manner that is consistent with the intrinsic qualities of the corridor is a desired goal for the PRSB. However, while most communities are willing to advance the ideals of good planning and stewardship, few have the governmental structure, expertise, or financial resources to develop and promote quality techniques in this pursuit.

6.1a Model Guidelines for Development

As a response to the needs of residents and visitors, the PRSB determined they will attempt to follow the recommended model guidelines for the development of experiential tourism in the PRSB corridor as outlined in the interpretive plan developed by the State of Kansas, Inc. In staying consistent with the recommendations made by the state plan, the PRSB Committee supports the following four recommendations:

- Develop a theme
- Partner with other Kansas resource venues
- Develop marketable itineraries
- Develop a regional web-based marketing approach

The Plan incorporated principles of eco-tourism from the International Ecotourism Society to guide nature based tourism development. Ecotourism should:

- Minimize negative impacts on nature and culture
- Educate the traveler about conservation
- Nurture responsible businesses that meet local needs and deliver conservation benefits
- Spend money for conservation of natural resources
- Develop regional tourism zoning and visitor management plans
- Conduct environmental and social impact studies
- Monitor programs to assess and minimize impacts

- Maximize economic benefits for local businesses and communities
- Hire and train local people
- Pay fair wages and benefits
- Buy supplies locally
- Support local ownership
- Ensure tourism does not exceed social and environmental limits of acceptable change
- Use eco-friendly infrastructure minimizing the use of fossil fuels, conserves plants and wildlife, and blends with the natural and cultural environment.

These guidelines will provide an introduction to land planning and address strategies for conservation of the integrity of the land, roadways and sign management, traffic hazards, residential and commercial development, and the conservation of natural resources.

Lincoln County
Lincoln County has a Comprehensive Plan for general land use and land development regulations in parts of the County.

Russell County
Russell County has a Comprehensive Plan for general land use and land development regulations in parts of the County.

Ellsworth County
Ellsworth County has a Comprehensive Plan for general land use and Land Development Regulations in certain parts of the County.

Local officials continue to share the guidelines and improve the regulations through annual review by their Planning Board as prescribed by State statute. The Committee will promote responsible development and land use along the corridor, ensuring a level of uniformity for new development and consistency for travelers along the route.

6.2 PRSB ACTIONS

At the present time, annual visitation to the Wilson State Park averages 230,000 visitors annually. With the implementation of interpretive materials and the accompanying marketing exposure we are confident of increasing visitation roughly 7%. Additional enhancements will also increase visitation. As is the case now, most of the anticipated visitors will be experiential travelers desiring to find authentic natural experiences. These travelers enter nature to expand upon their life experience. They gather or collect experiences through the act of travel. As they gain a familiarity in nature, these unfamiliar sensations become increasingly orderly and logical. If resources determine visitation, then the better these resources are, the better we are able to plan for tourism and development.

6.2a Corporate Partnering

The Committee is seeking to establish working relationships with corporations, developers, and industries planning or considering projects along the PRSB Corridor. The Committee will assist potential project developers in understanding the role of the byway, encourage development plans sympathetic to maintaining the quality features and resources of the region, and provide information regarding local and state resources supportive of quality development.

[To be determined]

6.2b Utilities

The Committee will coordinate with the local utilities on corridor projects and utility construction and act as a liaison for community redevelopment projects. Potential associations may involve assistance in determining location of wires necessitated by road widening or upgrades in service to ensure that scenic views are retained or enhanced, assistance in tree maintenance or selection in utility rights-of-way.

[To be determined]

6.2c Maintenance

The Committee will notify KDOT and/or appropriate county of areas in which maintenance is needed, organize volunteer clean-ups of the route, and ensure that the corridor is maintained in a manner that is attractive. Each county sands and seals its county roads as part of the regular road maintenance schedule. The county resolutions that were passed and are included in this Corridor Management Plan, indicate commitments to maintain these roads.

[Ongoing]

6.2d Inventory of Visitor Services

The Committee has conducted an inventory of visitor services, enhancing the safety of the route. Gas stations, garages, towing services and public telephones have been identified to determine areas in which such services are readily available. Emergency services for police, fire, and rescue will be inventoried in the future. The PRSB Committee will revisit these inventories on a regular basis to ensure the reliability of the information. The visitor services inventory can be found in Appendix A.

[Ongoing]

6.3 OUTDOOR ADVERTISING

The PRSB committee will ensure the character and quality of the route is maintained and enhanced and that the route does not become an advertising corridor. Resolutions passed by each of the involved counties limit signage along the route.

The initial challenge in pursuing state and national designation was the length of the route. Having organized corridor-wide endorsement of the designation, the Committee will work to ensure the integrity of the corridor is maintained without segmentation (segmentation, is the removal or de-designation of a

portion of byway to allow the erection of billboards). The Committee will work to educate potential advertisers of the vision and goals of the route and encourage alternative advertising in corridor publications and brochures.

[Ongoing]

6.4 COORDINATION AND SAFETY

Recognizing that the Scenic Byway experience is shaped through the quality of the driving experience, the Committee will coordinate activities so that the qualities of the roadway that currently make the route attractive and pleasant to drive will be safe, maintained, and enhanced.

Local planning offices are currently working with the Committee to ensure safety is maintained and enhanced with new development projects. The Committee will also review the route to determine areas where there is no provision for passing or breakdowns. The development of pull-offs or passing lanes will be investigated for enhancing safety, without the expense or visual impact of shoulders. The Committee will coordinate with KDOT and counties to ensure maintenance practices, rehabilitation, and new construction throughout the Corridor will reinforce the character of the corridor. Land use and zoning manuals show current regulations and land use maps. The majority of the adjoining land is designated for agricultural use and will naturally maintain the view for travelers. There is no language in either land use plans directly related to the Byway, since the plans were developed prior to its consideration.

[Ongoing]

6.5 ACCESS

Currently, the 18 mile long Post Rock Scenic Byway is accessible to passenger automobiles for its entire length. As an existing route providing agricultural service to the region, the route has demonstrated its ability to accommodate a reasonable level of commercial traffic and bus service. Some areas of the Byway are suitable for bicyclists and nearby proposed hike and bike trails will provide areas for cycling enthusiasts. Designated access for pedestrians occurs at many areas along the route, but is not currently available for the entire length of the PRSB. The road surface is generally good, the roads are signed, and maintenance is adequate.

7 Visitor Experience Goals: Enhance and Promote

7.1 OVERVIEW

The Kansas Post Rock Scenic Byway will attract both individual automobile travelers and groups traveling in vans or buses. The location in the "heart of the Smoky Hills" makes it an ideal weekend getaway from the pressures of urban life. Ongoing efforts to enhance children's programming add to the special appeal of the route to the family market.

The PRSB has value as a destination for the nature traveler. Nature travel is estimated to be increasing at an annual rate between ten and thirty percent (Reingold 1993). Between forty and sixty percent of international visitors travel to enjoy and appreciate nature (Filion et al. 1992). As a long weekend destination, the route offers a very unique rural Kansas cultural experience along with scenic vistas, natural areas, and historic attractions. This is all at an affordable cost for budget travelers.

The growing interest in travel to rural and natural destinations promises even greater popularity for the PRSB in the near future. Wildlife associated recreation, as opposed to outdoor recreation in general, now involves millions of Americans in hunting, fishing, and a variety of non-consumptive activities such as birding, bird feeding, and wildlife photography. According to the U.S. Fish and Wildlife Service, during 1996, almost eighty million Americans participated in some form of wildlife-associated recreation activity (USFWS 1997). During that year, more than sixty million Americans enjoyed primary wildlife watching activities such as observing, feeding, or photographing wildlife.

7.2 DEVELOPMENT OF VISITOR SITES AND FACILITIES

In order to increase the appeal that the Kansas Post Rock Scenic Byway has for visitors, the PRSB Committee will support KDWPT in the development of nature sites as visitor attractions as well as the development of new visitor facilities. By preserving existing nature sites and increasing their accessibility to the public, additional attractions can be made available for potential visitors. These added attractions will lure more people to the area and provide more reasons for the visitors who are here to stay longer and spend more money.

Existing Routing of the Scenic Byway
The Committee has already undertaken an evaluation of the visitor experience along the Kansas Post Rock Scenic Byway. In addition to the Wilson State Park and Wildlife Area drivers along the route will experience panoramic views of limestone buildings, farmsteads and old barns, farmland, pastures and grassland with native grasses, flowers and plum thickets, grazing cattle and other livestock, trees, woodlands and windbreaks, rivers and creeks, beaver dams, rolling hills, windmills, farm ponds and grain elevators.

7.3 PRSB ACTIONS DEVELOPMENT OF VISITOR SITES AND FACILITIES

7.3a Service Areas

Initial efforts have focused on identifying the necessary traveler services such as gas, food, and lodging available along the route. Long-range plans will identify strategies for the improvement of both aesthetics and safety of existing establishments within the corridor. The Committee will continue to work to enhance aesthetic quality of the corridor through enhancement and development of existing facilities through landscape development, nuisance enforcement, sign management, and parking improvements.

7.3b Pull Offs

Additional roadside parks and pull-offs for interpretative facilities and scenic overlooks will be developed as determined by future planning.

7.3c Inventory of Visitor Sites and Services

A comprehensive inventory of existing historic, scenic, and natural sites, along with lodging, restaurants, gas stations, shops, and public restrooms, has been initiated and will become available on a database thru the byway website. This site will also have a page dedicated to the PRSB. The database can be used to identify gaps in the visitor sites and facilities that are currently offered and will provide information to the general public on the amenities offered along the corridor. It can also be provided to various agencies and organizations so they will be better prepared to provide information to visitors.

7.4 INTERPRETATION PLAN

Preserving the cultural and natural sites and allowing public access is only the first part of creating a tourism attraction. Interpretive techniques will be used to make the sites come alive—to tell the unique story of the creatures whose survival depends on the conservation of Smoky Hill region. The rural way of life felt robustly in the heart of Kansas will be shared. Interpretive techniques will include guided tours, pamphlets, booklets, audio-visual presentations, signage, interactive displays and many other creative enhancements.

The story of the PRSB will be placed in context to the theme developed by the interpretive plan. The theme is:

Post Rock laid the foundation for the cultures

established in this area of Kansas.

The experience will be a series of vignettes that illustrate this theme with glimpses of the natural world and interprets human history in the context of this region. These vignettes can be broken down into two sub-themes: (1) rock art…from petroglyphs to grassroots art, and (2) rock structures. Czech settler's quarrying of the rocks in limestone buildings.

This theme will provide the interpretive thread to tie the stories of the corridor together to provide the visitor with a bigger picture of the area's cultural and natural wealth.

Existing Programs

Hospitality Training
Recognizing the importance of hospitality to the visitor experience, the need for training front-line employees along the corridor has been identified. All communities along with byway corridor will emphasize the importance of good customer service and encourage full participation in the state's "Kansas At Your Service" online training.

7.5 PRSB ACTIONS INTERPRETATION PLAN

7.5a Interpretive Plan

To ensure that the story of the Post Rock unfolds for the visitor in a logical sequence, the interpretive plan will be used as the main point of reference.

7.5b Panels and Kiosks

Panels and kiosks will be located along the entire length of the PRSB. These installations will be of standard design, material, and finish to ensure easy recognition by the traveler. In addition to the interpretive themes, the panels and kiosks will also provide reference maps (corridor and local), nearby attractions, and in some locations, provide facilities for local brochures or information desks. Panels and kiosks will be developed to acquaint the traveler with the overall story of the corridor. Local attractions and interpretive programs will continue to exist independently, but the Committee will encourage coordination efforts whenever possible.

7.5c Thematic Tours

Thematic tours will be developed that can be used as self-guided auto tours or motor coach tours.

7.6 Children's Education and Interpretive Programs

Recognizing the appeal of the Kansas Post Rock Scenic Byway as a family destination, the Committee plans a Children's Education and Interpretation Program. This program will be designed for both visiting and local children using the intrinsic qualities of the region as an exciting discovery experience.

Classroom Programs
The Committee will promote classroom education with the development of materials about the interpretive themes of the corridor. Additionally, Kansas Department of Wildlife, Parks and Tourism has existing classroom programs, on-site conservation and educational youth activities.

Field Trips
Taking advantage of the rich cultural and natural sites throughout the corridor, the Committee will work to develop programs or facilitate interactions between local schools and the facilities.

7.7 MARKETING

The Committee will structure a marketing and management scheme to ensure that visitors to the PRSB appreciate the transitions and distinctive areas in a manner that is organized and logical.

Existing Convention and Visitors Bureau/Chamber of Commerce
The Convention and Visitors Bureaus and Chamber of Commerce's located along the corridor already market their communities in travel publications and other promotional materials. However, the Lucas Chamber of Commerce will become the point of contact for coordination of marketing information about the Scenic Byway.

7.8 PRSB MARKETING ACTIONS

Regional/National Marketing

This byway is included in tourism marketing materials distributed by the Kansas Department of Wildlife, Parks and Tourism. The Committee will also work closely with organizations currently marketing the byways.

The Byway is showcased in a driving tour booklet called "Kansas Byways" published by the KDWPT. Reference to the Byway will be included in all promotional pieces developed for area tourism. Since some of the communities do not have a paid Chamber of Commerce or Convention and Visitors Bureau, the Lucas Area Chamber of Commerce will be the primary point of contact on the Post Rock Byway marketing plan for the three county region.

7.8a Marketing Plan

The PRSB will work with the Russell County Convention & Visitors Bureau to develop a long-range, detailed marketing plan for the area. This plan will address the diverse activities and attractions along the route in a comprehensive strategy for promotion, management, development, and marketing research. The plan will also propose strategies to monitor travel trends along the route through the development of a visitor profile for the corridor. Realizing this is a somewhat "undiscovered treasure" the PRSB Committee is looking forward to the assistance of the Kansas Byways Program to identify markets and get quality material about the Byway into those markets.

7.8b Driving Tour Brochure

The PRSB Committee partnering with the community organizations, will develop a driving tour brochure that will identify the route in its entirety, along with information about attractions, scenic/natural sites, services and facilities, and calendar of events.

7.8c FAM Tours

Familiarization (FAM) tours will be coordinated to attract both nationally recognized travel writers and freelance writers to educate them about the

opportunities along the route. There will also be an effort to attract media attention from major national magazines.

7.8d Media Campaign

The Russell County Convention & Visitors Bureau will launch a media campaign. The media campaign will include public relations, advertising, and promotions. Future media campaigns will be designed around major events taking place along the Scenic Byway. The Kansas Department of Wildlife, Parks and Tourism, and the Kansas Byways Program's media resources will also be used as appropriate.

7.8e Press Kits

Press kits with news releases, maps of the route, listings of visitor attractions and services and other appropriate information will be assembled to provide concise and timely response to media inquiries and to be used in media campaigns.

7.8f Package Tours

Tour packages will be created and marketed to target audiences. Packages will be based on interpretive themes and will be designed to extend the visitor experience along the PRSB.

7.8g Web Based Initiative

The Kansas Department of Wildlife, Parks and Tourism is currently providing a Web site domain for the byway. The byway committee uses Facebook as the main source to promote the byway. A website could be established and include tour options, itineraries, maps, etc.

7.8h Outreach/Speakers Bureau

In addition to informing the state, region and nation about the Post Rock Scenic Byway, local communities will need to be informed. The PRSB Committee will develop a speakers' bureau program to present to local civic groups and schools.

8 Promotion Goal: Community Involvement through Organizational Structure

Many of the communities along the Kansas Post Rock Scenic Byway are currently undergoing or planning community improvement and enhancement projects. Such projects have been initiated independent of this Corridor Management Planning effort. It is hoped that all communities along the corridor will continue to work toward the improvement of quality of life.

This document seeks to recognize the following existing efforts and encourage all communities to review such projects in the context of the Kansas Post Rock Scenic Byway VISION. The development of local goals and initiatives, in coordination with the CMP, will ensure that all communities reap the benefits of the corridor plan, while maintaining the distinct individuality that makes travel in the Smoky Hills of Kansas a unique experience.

8.1 COMMITTEE STRUCTURE

The Kansas Post Rock Scenic Byway Committee has been established to promote the development of the Kansas Post Rock Scenic Byway, secure its designation as a state byway, and work toward the implementation of the CMP. The Committee will function as a board of directors setting policies, charging task forces with their responsibilities, structuring partnerships and cooperative agreements, soliciting support for the project, and making organizational decisions for policy and direction.

The Russell County Economic Development/Convention & Visitors Bureau will be the designated administrative organization for this byway. They along with the Committee will assist in coordinating transportation enhancement requests for corridor projects and conduct a five-year review of the CMP. This entity has the ability to receive and distribute funds on behalf of the byway committee.

The PRSB Committee includes:

Connie Dougherty of Lucas Chamber of Commerce, designated Administrative Organization for the byway – Byway Chair

Jerry Florian, representing the community of Wilson. – Vice Chair

Linda Brant, representing the community of Lucas - Secretary

Melinda Merrill, representing Wilson Foundation/Midland Railroad Hotel – Treasurer

Janae Talbott of Russell County ED, designated Marketing organization for byway.

Al Jo Wallace, representing the county of Lincoln (commissioner)

Terry Kueser, representing the county of Ellsworth (commissioner)

Steve Boxberger, representing the county of Russell (commissioner)

Willis Ohl, representing Wilson Reservoir and State Park

Marge Lawson, representing the community of Sylvan Grove/Kansas Originals Market & Gallery

Lynn Schneider, representing Lucas Area Community Theater.

Virginia Florian, representing Wilson Chamber of Commerce

K.C. Withers, representing community of Wilson.

Advisory Committee: (non voting)

Mary Ann Steinle – Garden of Eden (Lucas)
Joyce Kraus, Wilson
Barbara Kice, Wilson Czech Opera House
Adam Baker – Lucas Lions Club
Chris Leach– Lucas Arts & Humanities Commission
Kay Mettlen – Lucas City Clerk
Susan Kriley – Wilson City Clerk
Gary Evert, Wilson Foundation
Larry Foster, Wilson Lions Club
Jennie Shelton, Wilson Economic Development

PRSB Committee members will each have one vote on the committee. All Advisory Committee members will be non-voting members. Other Advisory Committee members (non-voting) can be added as the committee deems necessary. The byway committee will not exceed thirteen (13) members.

The Committee meets on a minimum of a quarterly basis, meeting as frequently as monthly and as often as bi-weekly depending on the needs of the PRSB. The Committee has been in existence for nineteen (19) years and will continue to meet to serve the needs of the corridor as they arise.

Members of the committee will serve a two (2) year appointment. At the end of their term the community/resource/county can ask for their continued representation on their behalf or make a new appointment.

The PRSB Committee will be composed of:

Committee Chair
The Committee Chair will oversee the meetings, coordinate efforts and work to promote and maintain the vision established for the PRSB.

Vice Chair
The Vice will oversee the meetings, coordinate efforts and work to promote and maintain the vision established for the PRSB in conjunction with the Chair and/or in the absence of the Committee Chair.

Secretary
The Secretary will be responsible of taking minutes for all byway meetings and making sure those minutes are shared with state byway officials as requested.

Treasurer
The Treasurer will be responsible for maintaining all financial records as they

pertain to byway business and sharing those records with state byway officials as requested.

County Representatives
County Representatives will coordinate the PRSB Committee activities and projects, coordinate task force initiatives, and serve as a liaison with the local communities and governments within the respective counties.

The goal of the PRSB Committee is, above all, to ensure that the Corridor Management Plan outlining the PRSB vision is implemented in the most effective and efficient manner providing the greatest benefits to the people of north central Kansas.

The byway committee will market and promote (thru published brochures, purchasing ads, attracting group tours, arranging magazine articles, and conducting visitor/market research) the entire byway corridor.

Naturally, as the Committee evolves and matures with the Scenic Byway, it will meet to re-evaluate its structure, management, and organization on a periodic basis. It will be the responsibility of the Byway Committee and the County Representatives to determine the direction of the PRSB Committee and its leadership.

The focus of the Leadership and the overall byway committee needs to always be centered on the responsibilities as outlined by the overall state byway evaluation report (Hargrove & Associates). They are:

- Pro-active Management
- Ongoing Stewardship
- Authentic Interpretation
- Quality Product Development
- Targeted Marketing
- Performance Measurement.

The byway committee will share byway updates and information at least annually with elected officials located along the byway. Members of the byway committee will conduct at least two local presentations annually to civic groups, clubs, organizations, or entities located along the byway to share information, encourage support of and participation in byway programs.

8.2 COMMITTEE ACTIVITIES

As a growing and evolving organization, the Kansas Post Rock Scenic Byway Committee will regularly reinvent itself to respond to new needs and circumstances along the corridor. In addition to specific actions associated with the Task Force Committees, the PRSB Committee will investigate or pursue the following:

Identification of New Members

The success of the Byway project to date has been due largely to the energy, commitment, and dedication of local community representatives. In order that the Committee will always have fresh, talented, and committed individuals, the Committee will ALWAYS welcome new, interested parties to serve either as representation of their entity or in a subcommittee fashion. (with the understanding that voting byway committee members will be limited to 12 as set forth in section 8.1)

Project Visibility

The Committee will work to promote and advance the corridor management planning process. This will be presented to the community through the media, participation projects, ribbon cuttings, and the political arena. We will continue public outreach activities begun earlier.

Funding

The Committee will participate in identifying funding for corridor-wide projects. Identification of an administrative organization and a marketing organization will help enable the committee to apply for and receive grant funding. The byway may also decide to receive their own 501(c) 3 status or operate under the umbrella of another not for profit organization.

9 Implementation Plan

Although a tremendous amount of work has already been done to conserve and promote this area, the PRSB Committee realizes the success of the Byway rests with active participation and commitment. The PRSB Committee has established a process to coordinate future actions and further the goals of the PRSB Committee. This process will also provide a tracking mechanism for future efforts to promote and enhance the Byway. This process is outlined below.

ACTION WORKSHEETS

It is the purpose of the action worksheet to determine the most appropriate timing and implementation strategy for each action identified in the plan. It is not expected that any one person will have all the answers to the questions in great detail, but hopefully this exercise will help the PRSB Committee to plot a structured and comprehensive future for the Byway.

Action Worksheets also offer the ability to accurately track the progress of certain goals, determine who will be responsible for each task involved with the goals and the timeframe under which each goal should be accomplished.

WHAT TO DO

An Action Worksheet will be completed for each goal and outline the necessary tasks that will need to be undertaken to ensure the goal is met.

TIME TABLE

The preceding projects, programs, and initiatives should be identified on a timetable. The purpose of this table is not to oblige the communities of the PRSB to a rigid structure, but rather to indicate a sense of priority and organization regarding the multiple initiatives that are mentioned in the guidebook. Everything can be accomplished, just not all at once. This table will help keep the Scenic Byway project on track, coordinate efforts whenever possible, and mark progress.

WHAT TO DO

The action worksheets will be assembled by the Committee. Each action on the timetable will be identified and indicate the lead committee, if funding will be required and the estimated start and stop dates for each project.

10 Conclusion

The Corridor Management Plan for the Kansas Post Rock Scenic Byway is predicated on the belief that individuals, organizations, and government can come together in the spirit of cooperation and concern and articulate a voluntary strategy through which a quality future can be ensured. The very existence of this plan testifies to the willingness of the communities along the PRSB to join together in meaningful discussions. The future of the plan will depend on that continued dialogue, flexibility, compromise, and a commitment to excellence.

This document, for the first time, establishes a corridor VISION complete with the goals, actions, and implementation plan necessary to make the vision a reality.

The future of the PRSB corridor is not dependent on chance or good fortune. It is, through this CMP, grounded in careful thought and wise action. The rich heritage of the communities along the PRSB corridor, which have always sustained local pride and identity will now lead the region into a new focus; one based in realizing the wealth of the local experience and the beauty of the simplicity offered in central Kansas.

This CMP is a living document—one that will evolve and be modified over time, but will clearly demonstrate the intent of the PRSB committee to share rural Kansas, while preserving the lifestyle and beauty that now defines the rural way of life. The periodic review of programs, projects, successes, and pitfalls, will keep the plan responsive to the needs of the communities and state. The strength of the visioning process and the articulated VISION will always provide the communities of the Kansas Post Rock Scenic Byway route with the strong basis from which the CMP may be reviewed or modified over time.

The uniqueness of the communities along the route—the history, rich traditions, landscape setting, and tourism resources—is a powerful economic tool for the region. Careful management through this CMP will not ensure only the region's quality of life and economic future, it will also provide a way for us to share what we know and love about this area with others.

APPENDIX A

TOURIST AMENITIES

Tourist Amenities - Lucas, Kansas

Public Restrooms

- Bowl Plaza, 119 S. Main – 785-525-6118
- Lucas City Park, 306 Parkview Road – 785-525-6425

Gas Stations

- Home Oil Service & Convenience Store, 5499 Hwy K-18 – 785-525-6366

Bank and ATM

- Bennington State Bank & ATM, 132 S. Main – 785-525-6445

Shopping

- Brant's Meat Market, 125 S. Main – 785-525-6464
- Troy's Grocery, 135 S. Main – 785-525-6255
- Grassroots Art Center, 213 S. Main – 785-525-6118
- Aunt Gertie's Antiques & Repurposed, 304 E. 2nd – 620-213-1026
- Garden of Eden, 305 E. 2nd – 785-525-6395
- Hobby House, 127 N. Main – 785-954-8059
- Leach & Naegele Hardware, 206 S. Main – 785-525-6265
- Lucas Liquor, 114 S. Main – 785-525-6166
- Home Oil Service & Convenience Store, 5499 Hwy K-18 – 785-525-6366

Restaurants

- K-18 Café, 5495 Hwy 18 – 785-525-6262
- Linda's Café, 205 S. Main – 785-525-7751
- Backstreet Bakery & Bar, 208 S. Main – 785-525-6351

Lodging

- Garden View Lodge, 304 E. 2nd – 785-658-6607
- Lucas RV Park, 119 N. Wolf – 785-525-6236
- Set in Stone Cabins & RV Park, 607 E. 1st – 785-735-2006

Attractions/Cultural/Historic

- Grassroots Art Center, 213 S. Main – 785-525-6118
- Deeble House & Sculpture Garden, 126 S. Fairview – 785-525-6118
- Fork Art Park & Bowl Plaza, 119 S. Main, 785-525-6118
- Garden of Eden, 305 E. 2nd – 785-525-6395
- Miller's Park, 305 E. 2nd – 785-525-6395
- Lucas City Jail, 116 W. 2nd – 785-525-6425
- Blue Stem Quarry & Stoneworks, 115 W. 2nd – 785-525-6494
- Lucas Area Community Theater, 116 S. Main – 785-525-7747

Recreation/Parks

- Lucas City Park, 306 Parkview Road – 785-525-6425
- Lucas American Legion Baseball Park, 300 S. Main – 785-525-6425
- Lucas Mini Park, 131 S. Main – 785-525-6288

Medical Help 911

- Lucas Medical Clinic, 216 S. Main – 785-525-7788

Library – WIFI HOTSPOT

- Lucas Public Library, 209 S. Main – 785-525-6305

Post Office

- Post Office, 118 S. Main – 785-525-6420

Airport

- 5497 K-18 Hwy, 2900' lighted asphalt runway – 785-525-6425

Churches

- Lucas United Methodist Church, 322 N. Main – 785-525-6196
- Gloria Dei Lutheran, 517 E. 1st – 785-525-6195
- First Baptist Church, 102 N. Main

School

- Lucas/Sylvan Elementary School, 130 N. Greeley – 785-525-6244

Tourist Amenities -Wilson

Public Restrooms

- Kansas Originals Market & Gallery, 233 Hwy 232 - 785-658-2602
- Wilson Spray Park, 605 25th – 785-658-2272 – WIFI Hotspot
- Lions Club Park, 2412 Ave D - 785-658-2272
- Jellison Park & Ballfield's, 2002 Ave F - 785-658-2272

Gas Stations

- Stop 2 Shop/Convenience Store, 2720 Ave E – 785-658-2559
- Conoco Travel Shoppe, 2370Hwy 232 – 785-658-2133

Bank & ATM's

- Wilson State Bank & ATM, 422 26th St. – 785-658-3441
- Stop 2 Shop ATM, 2720 Ave E – 785-658-2559

Shopping

- Granny's Junktique's, 427 27th – 785-658-2633
- Kansas Originals Market, 233 Hwy 232 – 785-658-2602
- Grandma J's, 106 23rd - 785-658-2225
- CAT Thrift Shop, 2520 Ave E
- The Emporium & Tampier, 423 27th St.
- Wilson Foods & Hardware, 2546 Ave E - 785-658-2120
- Wilson Wine & Spirits, 521 27th - 785-658-3431

Restaurants

- Grandma's Soda Shop, 2524 Ave E – 785-658-2200 – WIFI Hotspot
- Made From Scratch, 527 27th – 785-658-3300
- Midland Railroad Hotel & Tavern, 414 26th – 785-658-2284
- Snack Shack(seasonal), 186 Old 40 Hwy – 785-658-2600

Lodging

- Midland Railroad Hotel & Tavern, 414 26th St. – 785-658-2284
- Simple Haven Bed & Breakfast, 615 27th St. – 785-658-3814
- Czech Apartments, 420 24th St. – 785-658-3315
- Wilson R V Park, West Old Hwy 40 – 785-658-2480

Attractions/Cultural/Historical

- Legion/Veterans Park WW2 Memorial, 2603 Ave. E 785-658-2272
- Round Limestone Jail, 2524 Ave E - 785-658-2200
- Wooden Water Tower, 615 27th St. – 785-658-3814
- Czech Egg, 407 27th – 785- 658-2272
- Butterfield Trail Marker ??
- Lusteron Enameled Steel Home - 2315 Ave C
- Midland Railroad Hotel & Tavern, 414 26th – 785-658-2284
- Downtown Limestone Buildings, Library, Homes
- Wilson City Cemetery 455 2nd Road (Civil War Monument, John Kuck Monument and Francis Swehla Memorial)

Recreation/Parks

- Jellison Park & Ballfield's, 2002 Ave F - 785-658-2272
- Lions Club Park, 2412 Ave D - 785-658-2272
- Wilson Spray Park, 605 25th – 785-658-2272 – WIFI Hotspot
- Disc Golf – Old 40 Highway

Medical Help 911

- Wilson Medical Clinic, 2509 Ave E – 785-658-3688

Library

Lang Memorial Library, 2405 Ave F – 785-658-3648

Post Office

- 204 Ave E – 785-658-2368

Schools

- Wilson Schools, 3009 Ave D – 785-658-3555

Churches

- First Baptist, 2710 Ave A – 785-658-2499
- Immanuel Lutheran, 2819 Ave F – 785-658-2252
- United Methodist, 2404 Ave F – 785-658-3490
- First Presbyterian, 319 24th St. – 785-658-2191
- St. Wenceslaus Catholic, 2811 Ave D – 785-658-3361

Tourist Amenities – Wilson Lake

Lake Information

- U S Army Corp of Engineers, 4860 Outlet Blvd, Sylvan Grove – 785-658-2551
- Kansas Department of Wildlife & Parks, #3 State Park Rd, Sylvan Grove – 785-658-2465
- Knotheads At Wilson Lake, 132 E. Shoreline Rd, Sylvan Grove – 785-658-2166
- Lake Wilson Marina, #4 State Park Rd. Sylvan Grove – 785-658-2392

Lodging

- Cedar Ridge Cabins, Hell Creek Area, Wilson Lake - 785-623-3937
- Wilson State Park Cabins – 785-658-2465

Shopping

- Lake Wilson Marina, #4 State Park Road – 785-658-2392
- Knotheads At Wilson Lake, 132 E. Shoreline Road – 785-658-2166

Tourist Amenities – Sylvan Grove

Gas Stations
Falcon Service Station, 415 N. Main, 785-526-7275
Home Town Convenience, 114 N. Main, 785-526-7376

Restaurants
Fly Boys Brewery & Eats, 105 N. Main, 785-526-7800
Home Town Café, 116 N Main, 785-526-7376

Auto Repair
Thrun Bros & Meyer Repair, 121 W. 1st., 785-526-7340

Library
Sylvan Grove Public Library, 122 S. Main, 785-526-7188

Churches
Bethlehem Lutheran Church, 308 N. Indiana, 785-526-7152
Presbyterian Church, 119 E. 3rd, 785-526-7363

APPENDIX B

RESOLUTIONS &
LETTERS OF SUPPORT

RESOLUTION NUMBER –

WHEREAS, The Congress of the United States enacted the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and

WHEREAS, Section 1047 of that act 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 Byways Advisory Committee, consisting of representatives from the Kansas Department of Transportation, Commerce and Housing, Wildlife and Parks and the State Historical Society, has developed guidelines and policies for designation of Kansas Scenic Byways and

WHEREAS, a local advocate group, composed of community leaders, civic group representatives, residents, and other interested parties have submitted application to the Kansas Scenic Byways Advisory Committee to develop a corridor management plan including specific strategies and techniques to preserve, enhance and promote the scenic byway; and

WHEREAS, The Kansas Scenic Byways Advisory Committee has evaluated this route, reviewed the management plan, and recommended that the Post Rock Scenic Byway include the road the road described as follows, to wit:

Kansas Highway K-232, beginning at ~~K-140~~ Old-40; then north to its termination at Kansas Highway 18, a distance of 20 miles, more or less.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE BOARD OF COMMISSIONERS OF Ellsworth County that the said road be HEREBY DESIGNATED: The Post Rock Scenic Byway.

BE IT FURTHER RESOLVED, that the County shall support the State Department of Transportation personnel in their effort to control signs in conformance with K. S. A. 68.2233 (a) (b) (c)

BE IT FURTHER RESOLVED, that this resolution shall be forwarded to the Kansas Scenic Byways Advisory Committee as part of the corridor management plan to preserve this scenic road.

Resolved and Adopted this day _____.

Albert W. Oller
County Commissioner

Terry L Kaeser
County Commissioner

Kermit Rusk
County Commissioner

BOARD OF COUNTY COMMISSIONERS
210 N. KANSAS
ELLSWORTH COUNTY
ELLSWORTH, KANSAS 67439-3118

April 13, 2015

Post Rock Scenic Byway Committee
City of Wilson
Box J
Wilson, KS 67490

Dear Committee:

The Ellsworth County Commissioners are pleased to express our appreciation and support to the efforts of your committee to extend the Post Rock Scenic Byway into Wilson. The City of Wilson has many sites that would be interesting to the public and enhance the byway experience.

Please keep us advised of your progress and if we can be of any assistance, please do not hesitate to contact us.

Sincerely,

ELLSWORTH COUNTY BOARD OF COMMISSIONERS

Albert W. Oller

Albert W. Oller, Chairman

Kermit Rush

Kermit Rush, Commissioner

Terry L Kueser

Terry L. Kueser, Commissioner

City of Wilson

April 14, 2015

Post Rock Scenic Byways Committee

To Whom It May Concern:

The City of Wilson grants its support to extend the Post Rock Scenic Byways to Wilson.

We believe Wilson has unique historic and cultural aspects. With the extension, it will strengthen the appeal of the Post Rock Scenic Byways.

Please let the City of Wilson know if you need anything further.

Sincerely,

Leland Francis

Leland Francis
Mayor

2407 Ave. E PO Box J Wilson, KS 67490
Phone: 785.658.2272 Fax: 785.658.2319 www.wilsonkansas.com email: wilsoncy@wtciweb.com

Mayor: Leland Francis
City Clerk: Susan Kriley, CMC

Council Persons: Linda Bushnell, Cindy Heinze,
Craig Lilak, Brad Schiermeyer, Lorie Taylor

August 25, 2015

Post Rock Scenic Byway Committee

Grandma's Soda Shop
2524 Ave E
Wilson, KS 67490

To Whom It May Concern:

Grandma's Soda Shop supports the extension of the Post Rock Scenic Byway to Wilson.

Wilson has many sites, historic and cultural that would be interesting to visitors coming through this area. This extension will enhance the byway experience.

Sincerely,

Virginia Florian
GDB Investments, LLC

25 August 2015

To Whom It May Concern:

The Midland Railroad Hotel in Wilson, Kansas would like to state its overall whelming approval of the extension of the Kansas Post Rock Scenic Byway to Wilson, Kansas. The Byway system is essential to the ongoing and increasing numbers of tourist traffic through the state of Kansas.

We are very proud of the cultural and natural sites this region has to offer.

Sincerely

Melinda Merrill

Owner – Midland Railroad Hotel
414 26th Street
Wilson, Kansas 67490
785-658-2284

RESOLUTION 2015-12

WHEREAS, The Congress of the United States enacted the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and

WHEREAS, Section 1047 of that act 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 Byways Advisory Committee, consisting of representatives from the Kansas Department of Transportation, Commerce and Housing, Wildlife and Parks and the State Historical Society, has developed guidelines and policies for designation of Kansas Scenic Byways and

WHEREAS, a local advocate group, composed of community leaders, civic group representatives, residents, and other interested parties have submitted application to the Kansas Scenic Byways Advisory Committee to develop a corridor management plan including specific strategies and techniques to preserve, enhance and promote the scenic byway; and

WHEREAS, The Kansas Scenic Byways Advisory Committee has evaluated this route, reviewed the management plan, and recommended that the Post Rock Scenic Byway include the road the road described as follows, to wit:

Kansas Highway K-232, beginning at ~~K-140~~ *Old 40 Highway, then north to its termination at Kansas Highway 18, a distance of 20 miles, more or less.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE BOARD OF COMMISSIONERS OF Lincoln County that the said road be HEREBY DESIGNATED: The Post Rock Scenic Byway.

BE IT FURTHER RESOLVED, that the County shall support the State Department of Transportation personnel in their effort to control signs in conformance with K. S. A. 68.2233 (a) (b) (c)

BE IT FURTHER RESOLVED, that this resolution shall be forwarded to the Kansas Scenic Byways Advisory Committee as part of the corridor management plan to preserve this scenic road.

Resolved and Adopted this day 27th day of July, 2015 by the Lincoln County Board of Commissioners, Lincoln County, Kansas.

Gerald D. Huehl, Chairman

Al Joe Wallace, Vice-Chairman

Terry L. Finch, Member

THE SEAL OF LINCOLN COUNTY COUNTY CLERK KANSAS

Attest:

Dawn M. Harlow, County Clerk

*Change approved 8-31-15

RESOLUTION NUMBER - 2015-10

WHEREAS, The Congress of the United States enacted the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and

WHEREAS, Section 1047 of that act 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 Byways Advisory Committee, consisting of representatives from the Kansas Department of Transportation, Commerce and Housing, Wildlife and Parks and the State Historical Society, has developed guidelines and policies for designation of Kansas Scenic Byways and

WHEREAS, a local advocate group, composed of community leaders, civic group representatives, residents, and other interested parties have submitted application to the Kansas Scenic Byways Advisory Committee to develop a corridor management plan including specific strategies and techniques to preserve, enhance and promote the scenic byway; and

WHEREAS, The Kansas Scenic Byways Advisory Committee has evaluated this route, reviewed the management plan, and recommended that the Post Rock Scenic Byway include the road the road described as follows, to wit:

Kansas Highway K-232, beginning at ~~K-140~~ Old 40 Hwy, then north to its termination at Kansas Highway 18, a distance of 20 miles, more or less.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE BOARD OF COMMISSIONERS OF Russell County that the said road be HEREBY DESIGNATED: The Post Rock Scenic Byway.

BE IT FURTHER RESOLVED, that the County shall support the State Department of Transportation personnel in their effort to control signs in conformance with K. S. A. 68.2233 (a) (b) (c)

BE IT FURTHER RESOLVED, that this resolution shall be forwarded to the Kansas Scenic Byways Advisory Committee as part of the corridor management plan to preserve this scenic road.

Resolved and Adopted this day 17TH, AUG 2015

County Commissioner

County Commissioner

County Commissioner

Lucas Area Chamber of Commerce
201 S. Main, P. O. Box 186
Lucas, KS 67648

Kansas Byways
700 S. W. Harrison
Topeka, KS 66601

Lucas is a tourist community because of the Garden of Eden, Grassroots Art Center, Deeble Rock Garden and other Grassroots Art sites. These sites draw around 20,000 visitors to town each year and the majority of them travel the byway to get here.

The Lucas Area Chamber of Commerce has also shown their support of the Post Rock Scenic Byway by making it a committee of the Chamber of Commerce since the beginning of the byways program.

We will continue to support the Post Rock Scenic Byway Project and Committee in their endeavors.

Sincerely,

Rita Sharp, President
Lucas Area Chamber of Commerce
201 S. Main, P. O. Box 186,
Lucas, KS 67648

The City Of Lucas
P. O. Box 308
Lucas, Kansas 67648-0308
(785)525-6425

Kansas Byways
700 SW Harrison
Topeka, KS 66603

September 15, 2015

Dear Sir:

The City of Lucas strongly supports the Post Rock Scenic Byway. We consider ourselves a tourist community and the Byway invites tourist/visitors to our town. The impact of these visitors is definitely a positive influence on our community. The Byway is a wonderful way to draw people into our town.

We believe all of the Byways are very important in highlighting the uniqueness, beauty and history that is Kansas.

Sincerely,

Kay Mettlen

Kay Mettlen
Lucas City Clerk