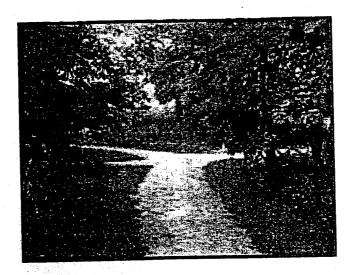


The Community Guide to the

Kansas Wetlands and Wildlife Scenic Byway

A Scenic Byway In Central Kansas

Corridor Management Plan



Revised July 12, 2004

REVISED AUGUST, 2004

The Community Guide to the Kansas Wetlands and Wildlife Scenic Byway

A Scenic Byway in Central Kansas

A Local Corridor Management Plan For Conservation, Promotion and Enhancement of The Kansas Wetlands and Wildlife Scenic Byway

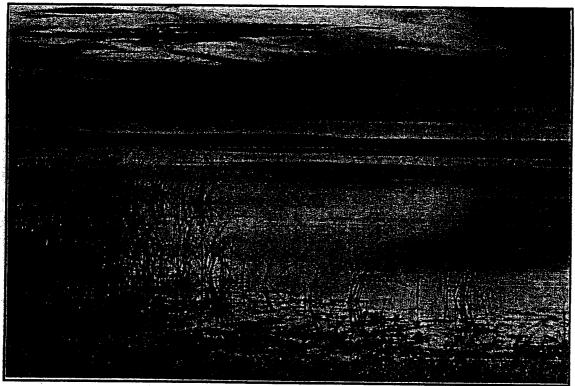


Photo: Pool 5 at Cheyenne Bottoms

Prepared For:

The Kansas Scenic Byways Committee All Counties and Towns Within the Kansas Wetlands and Wildlife Scenic Byway Area

Prepared By:

Kansas Wetlands and Wildlife Scenic Byway Steering Committee

With Assistance From:

Kansas Department of Wildlife and Parks U.S. Fish and Wildlife Service The Nature Conservancy

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VISION:

The Kansas Wetlands and Wildlife Scenic Byway includes conservation and promotion of the resources along the designated route and provides management of the route by local jurisdictions for economic 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 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 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 the wetlands of 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 Wetlands and Wildlife route. This important process will continue as the committee works toward the implementation of this plan.

This is the work of the people of 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 on page four.

Note: The Corridor Management Plan describes the steps and actions planned to conserve, enhance, and promote the scenic, natural, historic, and cultural character of the Kansas Wetlands and Wildlife Scenic Byway. It relies on

existing local land use control measure put in place by local governing bodies. While a CMP does not in itself regulate land uses, it should be noted that designation as a state or national scenic Byway on a federal-aid highway does limit the location of off premise outdoor advertising along the Byway. The respective counties have indicated they will comply with outdoor advertising restrictions on the Byway. See Appendix A, for County resolutions.

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 eleven sections focusing on resources, management strategies, and project implementation. It provides, in written form, the blueprint for the Kansas Wetlands and Wildlife Scenic Byway.

Sections four through eight outline the plans and strategies by which the Kansas Wetlands and Wildlife Scenic Byway (KWWSB) 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 KWWSB 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.

KWWSB Actions listed in sections four through seven represent possible strategies, programs, and actions, the KWWSB 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 KWWSB Committee will determine the implementation of specific programs, strategies, or actions. The Committee will be responsible for determining:

1. A timetable for implementation, and

2. 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 KWWSB, 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 KWWSB 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 KWWSB 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.



"All wildlife watchers should make an annual pilgrimage to Cheyenne Bottoms." ~Bob Gress and George Potts Co-Authors of <u>Watching Kansas Wildlife</u> Photo: Leg Banded Whooping Crane

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. And, 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 Byways 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 Wetlands and Wildlife 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 SCENIC BYWAYS PROGRAM

The goal of the Kansas Scenic 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 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 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 CMP, which demonstrates how the group intends to conserve, enhance, and promote the Byway.

The Kansas Scenic Byway Committee (KSBC) serves a review and advisory role. This Committee consists of representatives from the Kansas Department of Transportation (KDOT), Kansas Department of Commerce Travel and Tourism Development Division (KDOC -TT), Kansas Department of Wildlife and Parks (KDWP), 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 public/private partnership between KDOT and Bucher, Willis and Ratliff Corporation (BWR).

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 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, 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, roadway safety, and a wetlands interpretive center 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 KWWSB 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.

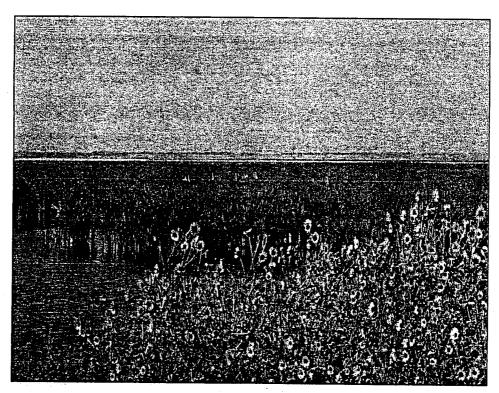


Photo: Sunflowers and Pelicans at Cheyenne Bottoms

1.6 A CORRIDOR MANAGEMENT PLAN FOR THE KWWSB

The Corridor Management Plan for the Kansas Wetlands and Wildlife 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 Kansas Wetlands and Wildlife 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 KWWSB Committee and existing organizations and representing all interested parties along the Kansas Wetlands and Wildlife Scenic Byway. These task forces will work to implement corridor goals at the local level.

1.7 THE KWWSB CMP IS DESIGNED TO:

- Develop a stronger sense of a Kansas Wetlands and Wildlife 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 Wetlands and Wildlife 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 lobbying block 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 KWWSB 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 right to pursue funding for local projects.
- Require participation in corridor-wide projects or programs.

1.9 REGIONAL NATURE-BASED STRATEGIC PLAN

This region is on the brink of exciting change. A nationally recognized consultant specializing in experiential tourism, Fermata, Inc., has developed a regional nature-based strategic plan. The Kansas Department of Commerce-Division of Travel and Tourism, and the Kansas Governor's Council on Tourism have adopted this plan. Briefly, the regional nature-based strategic plan calls for:

- 1. Developing a theme regarding motion and change.
- 2. Developing a portal site for Cheyenne Bottoms that provides tourism information.
- 3. Partnering with other Kansas natural resource venues such as Tallgrass Prairie National Preserve on the Flint Hills Scenic Byway, Audubon Birding Trails, etc.
- 4. Developing marketable focused itineraries.
- 5. Developing a web-based marketing approach.

Implementing this plan can position this region as the launch point for nature-based tourism throughout Kansas. The potential benefits to the corridor communities are real and eagerly anticipated. The potential losses and negative impacts through reckless growth and congestion are also real. The involved counties realize this potential exists and have taken measures to provide for responsible growth, maintaining the careful balance. To prevent irresponsible growth, the Byway counties have each adopted resolutions enforcing their commitment to conservation of the Byway corridor. These resolutions include maintaining the roads, limiting signage and commercialization along the route and enforcing and upgrading land use policies to ensure the aesthetic value of the corridor is sustained for generations to come.

This Corridor Management Plan provides the framework for community leaders to maintain an active role in the conservation enhancement and promotion of the corridor. The commitments made in and because of the Byway designation will ensure the benefits outlined and ensure positive change and assurance of conservation of the ecosystem, the historic value and the enhancement of the local quality of life.

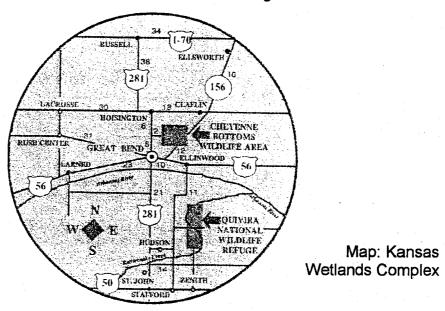
2 The Corridor Defined

2.1 THE KANSAS WETLANDS AND WILDLIFE SCENIC BYWAY

The Wetlands and Wildlife Scenic Byway is a 76.7-mile corridor, connecting human and bird migratory paths. It is anchored by two jewels of the prairie: Cheyenne Bottoms Wildlife Area and Quivira National Wildlife Refuge. These two wetlands are of international importance (See Section 2.5). The Byway is the human gateway to the central flyway for migratory birds. On the north and west, the Byway skirts the edge of the Smokey Hills physiographic region along the Cheyenne Bottoms and then drops south into the Arkansas (pronounced Ar-Kansas by Kansans) River Lowland physiographic region. The Byway crosses the Santa Fe Trail (the human migratory path to/from the west) and then crosses the Arkansas River, once a major waterway, as the Byway winds its way to the salt marshes of the Quivira National Wildlife Refuge.

The area is characterized by irregular hills and sand dunes created by the Arkansas River as it crosses the central plains. The Byway provides an incredible birding and wildlife experience. It also provides the visitor a glimpse of the agricultural life on the Arkansas River Lowlands.

Each spring amazing birding and wildlife watching opportunities are showcased at the Wings and Wetland Weekend. This festival invites visitors for a "natural" weekend of birding, education, networking, fabulous sunsets and fun. Bird watchers of every experience level discover something wonderful when the area welcomes birders to two of the hottest birding sites in the world — Cheyenne Bottoms Wildlife Area and Quivira National Wildlife Refuge.



2.2 VISION STATEMENT

The people of the communities involved with this Byway wrote the Vision Statement, for the Kansas Wetlands and Wildlife Scenic Byway in Kansas. The vision:

The Kansas Wetlands and Wildlife Scenic Byway program includes conservation and promotion of the resources along the designated route and provides management of the route by local jurisdictions for immediate economic development and long-term resource protection.

2.3 GOALS

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

The Program satisfies five goals:

- 1. Identifies and protects natural, scenic, and historic resources.
- 2. Enhances Byway resources and encourages compatible development.
- 3. Involves the community.
- 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 KWWSB Committee Chair to address. Mr. Boyd King, serving as the Chair, is working with a number of committees and organizations to fulfill this responsibility. The Chair 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. Mr. King is committed to meet with the KWSSB Committee and coordinate efforts as needed to conserve, maintain and enhance the Byway once the designation has been given. He will also take responsibility for coordinating the annual requirements to maintain the designation. Each of these goals is addressed in different ways in the balance of this application.

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. While the Kansas Scenic Byways Program focuses primarily on the scenic 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 Kansas Wetlands and Wildlife 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 Wetlands and Wildlife 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 **natural** and **scenic** qualities; although there is enough **historic** information about the area that some of that information has also been included. The Kansas Wetlands and Wildlife Scenic Byway Committee felt that the following types of resources made the strongest contribution to the unique appeal of the Byway.

Natural Resources

- Cheyenne Bottoms Wildlife Area
- Quivira National Wildlife Refuge
- The Nature Conservancy Preserve
- Hiking trails
- Wildlife
- Campgrounds
- Arkansas River
- Rattlesnake Creek

Scenic Resources

- Cheyenne Bottoms Wildlife Area
- Quivira National Wildlife Refuge
- The Nature Conservancy Preserve
- Agricultural Countryside
- Views and Vistas
- Rolling Sand Hills

1

- Spring and Fall Foliage
- Panoramic Views
- Big Sky Country
- Prairie Grass and Wildflowers
- Windmills and Farmsteads

Cultural Resources

- Hudson Cream Flour
- Ellinwood underground tunnels
- St. John courthouse square and fountain
- Stafford County museum and bed and breakfasts
- Odin Prairie Church
- Claflin Main Street
- Hoisington WPA projects and Depression art
- Great Bend museums, art galleries, and courthouse square

Historic Resources

- Santa Fe Trail
- Ellinwood Tunnels
- Hudson Flour Mill
- Barton County Historical Society
- Pawnee Rock State Historic Site

For a comprehensive look at the KWWSB Intrinsic Qualities List and more detailed information, please see Appendix B – *List of Intrinsic Qualities*, in Appendix B.

2.5 SIGNIFICANCE OF INTRINSIC QUALITIES

The Kansas Wetlands and Wildlife Scenic Byway provides a relaxing experience where nature is predominating. Along the route extending through Barton, Reno and Stafford 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 Cheyenne Bottoms Wildlife Area and Quivira National Wildlife Refuge.

Natural Resources

Cheyenne Bottoms Wildlife Area and Quivira National Wildlife Refuge are the natural jewels of this Byway. They anchor the drive with great natural beauty and amazing possibilities for exploring nature. These giant marshes shape the landscape of this area in a unique way and provide outstanding opportunities for bird and wildlife watching, hiking, and many other natural activities.

Cheyenne Bottoms Wildlife Area

The words of a local naturalist underscore the attractions of Cheyenne Bottoms Wildlife Area and the adjoining Natural Conservancy Cheyenne Bottoms Preserve. "There are 650 bird species in the United States, 417 in Kansas and 320 in Cheyenne Bottoms just seven miles from Great Bend! Besides birds, there are 23 species of mammals, 19 species of reptiles, and 9 species of amphibians."

Cheyenne Bottoms is a huge basin consisting of 41,000 acres. It is an important ecosystem in Kansas and an important migration point for shorebirds in North America. Over 100 species nest in the area and 63 species are permanent residents. It is considered the largest marsh in the interior United States. More than 12,000 of those acres are generally covered with shallow water making for stunning vistas and the perfect resting and eating place for migrating birds. It has been designated a Ramsar "Wetland of International Importance" by international treaty.

Ramsar is the short term for the Convention on Wetlands of International Importance especially as Waterfowl Habitat. The Convention promotes wetland conservation worldwide. Contrary to popular belief, Ramsar is not an acronym. The Convention treaty was originally signed in 1971, in the town of Ramsar, Iran. Because the official name of the Conventions is so long, people often refer to it simply as "Ramsar." Once accepted on the list, a Ramsar site receives global recognition and protection for its value as an important habitat.

Migratory species benefit because Ramsar conserves wetlands at an international level, with the possibility of connecting the entire pathway of a migratory bird and linking participating countries in a coordinated conservation effort. At the local level, communities enjoy enhanced tourist visitation to wellpublicized sites and property values have increased due to their proximity to a Ramsar site. In addition, small grant funds are available for Ramsar sites. The Ramsar Secretariat, located in Gland, Switzerland, recognizes the sovereign rights of all participating nations. The Secretariat serves to assist rather than Nations may call upon the Secretariat for advice on wetland management and for help in solving difficult problems concerning the listed sites, national level policies, and other aspects of wetland conservation. Wetlands have a broad definition under the Convention, encompassing all aquatic habitats from shallow marine systems (including coral reefs) to inland waterways. A site qualifies if it meets at least one of four criteria: (1) Representative or unique habitat, (2) Value for rare or endangered species, (3) Presence of 20,000 or more waterbirds (loons, grebes, heron, bittern, storks, swans, geese, ducks, shorebirds, terns, gulls, etc.) or 1% of the population of a waterbird species, and (4) Importance for indigenous fish species.

In addition to meeting one or more of these biological criteria, a site nomination needs to include: a completed "Information Sheet on Ramsar Wetlands" (www.ramsar.org) and letters of support from all landowners, the state wildlife or natural resource agency, and a member of Congress for the State in which the site is located. There is no minimum size. The current list has sites ranging from 0.8 to 16,960,944 acres.

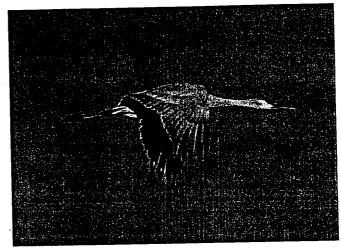
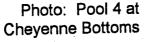
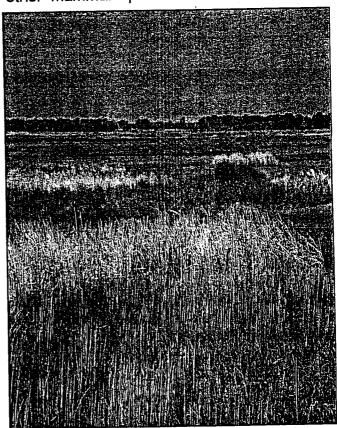


Photo: Sandhill Crane

The Kansas Department of Wildlife and Parks operates 19,857 acres of the Bottoms as a wildlife management area. Nature enthusiasts, hikers, birdwatchers and photographers marvel at the wildlife and flora, which depend on the marshland. Cheyenne Bottoms provides critical habitat for threatened and endangered birds including the whooping crane, peregrine falcon, bald eagle, piping plover, and least tern. Coyote, red fox, raccoon, mule deer, white-tailed deer, opossum, bobcat, and 17 other mammal species inhabit the Bottoms.

Cheyenne Bottoms is the most important migration point for shorebirds in North America. Each year, the area attracts 45 to 90% of North America's shorebirds, huge flocks of ducks and thousands of Sandhill Cheyenne Bottoms Cranes. Wildlife Refuge is a perfect spot for a nature walk or drive. Birds feed along the roadway and hiking is allowed along the dikes. In addition to outstanding watching, bird and animal find wheelchair visitors will restrooms, accessible public picnic tables and a primitive campground. See the map on page 30, for additional details.





The Nature Conservancy

The Nature Conservancy owns and manages more than 7,200 acres at Cheyenne Bottoms. The Conservancy is a private, nonprofit, conservation organization with over 900,000 members. The public is welcome at the Conservancy's preserve at Cheyenne Bottoms. Two kiosks provide information about the Bottoms driving directions and the location of the public observation area (the kiosks are located at the corner of Highway 281 and NE80 Road and two miles east of Hoisington on Kansas Highway 4). For more details, see the map on page 32.

Quivira National Wildlife Refuge

Quivira National Wildlife Refuge is 22,135 acres of prairie grasses, salt ma4rshes, sand dunes, canals, dikes, and timberland. A system of 21 miles of canals and 25 miles of dikes provides nearly 7,000 acres of managed wetland and marshes. Little Salt Marsh and Big Salt Marsh are ancient basins that have seen hundreds of thousands of waterfowl arrive for food, cover, and a place to rest on migration trips. During spring migration, Quivira is a staging area for over 500,000 birds.

Mammals prosper here, and reptiles and amphibians abound, along with resident bird species and birds passing through to complete their cycles of life. In 2002, Quivira was officially recognized as a Wetland of International Importance by the International Ramsar Committee. With this honor, Kansas became the second state in the U.S. (Florida being the other locale) to have more than one designated area of this type.

Quivira is naturally blessed with original prairie, stabilized sand dunes, and 15 acres of century-old cottonwood trees. Hiking is one of the best ways to enjoy the Refuge. Hiking trails include the wheelchair accessible Migrant's Mile Nature

Trail and the easy, and scenic, Birdhouse Boulevard. The Refuge also tempts nature lovers with an educational Visitor's Center.

But as beautiful as the wetlands are, it is the wildlife that takes your breath away. Clouds of sandhill cranes descend on the wetlands every year and pelicans, bald and golden eagles, shorebirds, ducks, geese, and rare whooping cranes gracefully rest here.



Photo: Black-necked Stilt



Photo: Snowy Plover

In April, tens of thousands of sandpipers, plovers, phalaropes, avocet, godwits, and dowitchers cover the wetland with color and motion and sound. Snowy plover and killdeer build hundreds of nests in the banks along Quivira's Wildlife Drive every summer. Marsh water teams with crab, crayfish, and frogs. Mammals abound here too. Dapper little rodents stand alert at prairie dog colonies and life and death dramas play out every minute as raptors, coyotes, and red foxed vie with bobcats, skunks, and badgers for their evening Cheyenne Bottoms and Quivira are meal. alive.

Other Waterways

Of course, the Byway also crosses other waterways that provide their own unique riparian ecosystems. The Arkansas River was once a major waterway slicing through the middle of Kansas. Today, it is usually a small, slow-moving river dotted with sand dunes and providing a home for small mammals and a huge variety of water-loving trees, bushes, flowers, and grasses. There is also the aptly named, Rattlesnake Creek, which curves through the sand dunes and prairie and hosts reptiles, amphibians and small mammals along its tree-lined banks.

The centerpieces of scenic beauty for the Kansas Wetlands and Wildlife Scenic Byway are the wetlands —Cheyenne Bottoms and Quivira. Acres of radiant water stretch to the horizon and beyond. Cheyenne Bottoms is a huge dish in the Earth's surface with one hundred foot rock bluffs rising on its northern and southern edges. Quivira is overflowing with hundred-year-old trees, ancient sand dunes, and fresh and salt-water marshes.

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. Great Bend has a well-respected zoo where species conservation and education are priorities, a paved nature walk beside the Arkansas River, and a system of parks and lakes throughout the city.

Scenic Resources

The Kansas Wetlands and Wildlife Scenic Byway is a visual surprise in the middle of Kansas. The flat prairie vistas are certainly here, but there are also lovely, softly rolling sand hills covered with grass and gnarled trees. There are large shelterbelts of evergreens and deciduous trees saluting the prairie and

revealing glimpses of homesteads and farmhouses. Cattle graze on land punctuated with deep gullies and shallow natural marshes. Rivers and creeks run quietly under bridges, their banks sheltered in trees of every type and their mysteries barely glimpsed as travelers pass over them. Windmills and oil wells pump necessities and treasurers from the fertile ground of Kansas.

It's easy to see why Native Americans and settlers put down roots here on the prairie. There are hills on this Byway that dissolve when you reach the top and suddenly the grandeur of the prairie sky is overwhelming. There's so much sky here you can feel the curve of the Earth and the vastness of the space above the rolling prairie.

This Byway also brings you back to Earth beautifully. Fields of cultivated sunflowers are striking and opulent, acres of golden, rustling wheat and rich rolling pasture land dotted with cattle remind you that you're in America's breadbasket. Here areas of agriculture provide scenic beauty of an unusual kind. There are whimsical (and practical) windmills, small farm ponds, and picturesque and prosperous farms along the route.

Cultural Resources

As lovely as the countryside is, the small towns along the Byway have a rural charm and an open beauty of their own. **Hudson** is tiny, quaint, and home of a successful flourmill where Hudson Cream Flour is produced to the delight of bakers everywhere and where tours of the mill are available. **Ellinwood** boasts brick streets; a charming downtown, and many Victorian homes and businesses are as beautiful today as they were 100 years ago. **Ellinwood** is also home to an "underground economy." Under its streets, the original builders of the town placed tunnels connecting the basement business, which thrived below ground. Tours of the **Ellinwood** tunnels are also available.

St. John is another example of a small gem of a town. Restored vintage homes and thriving small businesses gather around a traditional courthouse square complete with a carved Courthouse and a three —tiered flowing fountain. Not far from St. John, **Stafford** is home to the Stafford County Museum and three bed and breakfasts.

In **Odin,** the Prairie Church is a monument to the faithful who quarried the native stone and hauled it to the site to build their church in 1899.

Claffin has one of the most unusual main streets in Kansas. A local furniture business, which has prospered for over 100 years, has taken over the downtown and replicated storefronts from the 1900's all along Main Street.

The Byway's terminal communities of **Great Bend** and **Hoisington** are larger but their rural charm still shines through for visitors seeking a relaxed visit. Barton County is home to an excellent historical museum and village as well as several

art galleries and an outstanding group of murals, a quilt walk, and one of the most gracious Courthouse Square's in the State. Ringed by thriving shops and restaurants, the square has a fountain, a band shell, a historical marker, comfortable benches, and a stately courthouse building.

Visitors to **Hoisington** will appreciate its efforts to conserve the work of the Depression artists of Works Progress Administration (WPA). In 1935, President Franklin D. Roosevelt created the WPA. This revolutionary act used public monies to put writers and artists to work. The **Hoisington** Post Office has an outstanding example of WPA muralists work depicting wheat threshing and the City Auditorium is another WPA project complete with a sundial on the façade.

Historic Resources

The history of this area is a panorama. The wetlands are ancient. Their abundance of food and water eventually drew people to them as they had always drawn wildlife. But the life and history of the wetlands is the story of nature, not man. Eighty to one-hundred million years ago, a structural movement in the earth's surface created the huge 64-square-mile basin now known as Cheyenne Bottoms. The first written account of the basin was an 1806 journal entry by explorer Zebulon Pike when he crossed the basin. Long before Pike visited, the area was haven for Native Americans including the Cheyenne tribes whose name adorns the northern wetland on the Byway's route.

Of course, the natural abundance created by fertile soil, enormous wetlands and many rivers and creeks eventually drew frontiersmen to the area. Native Americans lingered at Cheyenne Bottoms and in the Quivira area and settled briefly at the big bend in the Arkansas River. Today, little remains of the Native Americans who thrived on the wildlife and natural resources here. They left when settlers and homesteaders began to settle in this area drawn by the same resources the Native Americans found so attractive.

The Santa Fe Trail opened in the 1820's and brought traders and their goods through what is now the Barton County Courthouse Square. The rich history of the greatest trade route in the Americas is present throughout this corridor. The Byway crosses the Santa Fe Trail route near the intersection with US-56 (See map on page 29). The Barton County Historic Village and Museum located on the banks of the Arkansas River, just outside **Great Bend** is a rich resource for the history of the Santa Fe Trail and the Great Bend area. Many of the small communities along the corridor also have historical museums to round out a visitor's enjoyment of the rich history of the area.

The Great Bend Town Company was organized in 1871 and the railroads and settlers soon followed. Barton County's Courthouse Square was home to its first courthouse and to the current courthouse, built in 1918. Its early planners called the area Lafayette Square and the Santa Fe Trail actually passed directly through this Square. Ellinwood's underground tunnels show an aspect of the

rapid growth of the rural towns along the corridor. Although small by today's standards, **Great Bend**, **Hoisington** and **Ellinwood** were bustling business centers when they were founded in the late 1800's. Businesses craving a spot in these thriving downtowns found space under the streets and buildings and a true "underground economy" made these little cities dense with commerce.

The entrepreneurial spirit and artistic sensibilities of the Victorian and Arts and Crafts homes and businesses and original brick streets are not an uncommon sight in any of the towns along the corridor.

2.6 ROUTE DESCRIPTION

Byway Name

The Wetlands and Wildlife Scenic Byway (WWSB).

The Kansas Wetlands and Wildlife Scenic Byway is a 76.7 mile long corridor running through Central Kansas. Along the way, the route passes through three counties and one town. Travelers will encounter a variety of rural experiences including agricultural enterprises, rolling hills and pasture ground, historic homesteads, and an abundance of wildlife including several species of endangered shorebirds.

The KWWSB is predominantly a two-lane paved roadway managed by State and County road departments. The route is divided among the Counties with:

- 45% being located in Barton County
- 43% in Stafford County and
- 12 % in Reno County.

Additionally, management for the route falls to:

- 26% to the Kansas Department of Transportation (KDOT)
- 19% to Barton County
- 43% to Stafford County and
- 12% to Reno County.

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 U.S. Highway 281 (US-281) and Kansas State Highway 4 (K-4). The first 14.7 miles (19.2% of the route) are found on Kansas State Highway 4 (K-4) under the jurisdiction of the Kansas Department of Transportation (KDOT). The next stretch of highway is on County Road 2-30

(CR 2-30) and is managed by the Barton County Road and Bridge Department, extending 4.4 miles (5.7% of the route). On the southeast side of Cheyenne Bottoms, CR 2-30 meets Kansas Highway 156 (K-156), which is maintained by KDOT and continues south 5.4 miles (7% of the route). The KWWSB route carries on south on Rural Secondary Road 980 (RS 980) across U.S. Highway 56 (US-56) and into Stafford County, stretching 17.4 miles (22.7% of the route). Respectively, Barton and Stafford County Road and Bridge Departments maintain this section of roadway. From there, the route connects with RS 554 and travels east for 12 miles (15.7% of the route). This section is maintained by Stafford County with one mile under the jurisdiction of the Reno County Road and Bridge Department. The KWWSB turns south again for 6.9 miles (9% of the route) on RS 506 and is maintained by Reno County, along with one additional mile west on RS 626 where the route travels back into Stafford County. The route travels 15.9 miles (20.7% of the route) and ends at the junction of RS 626 and US Highway 281 (US-281).

TOTAL WETLANDS AND WILDLIFE BYWAY IS 76.7 MILES.

2.7 PROJECT AREA

The KWWSB committee has identified the Kansas Wetlands and Wildlife Scenic Byway corridor in the following manner:

Length: 76.7 miles

Northern terminus: U.S. 281 and K-4 Junction

Southern terminus: Rural Secondary—626 and U.S. 281 Junction

Width: The corridor width is defined as the viewshed extending up to six miles on either side of the designated roadway. In general, the viewshed 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 KWWSB 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.

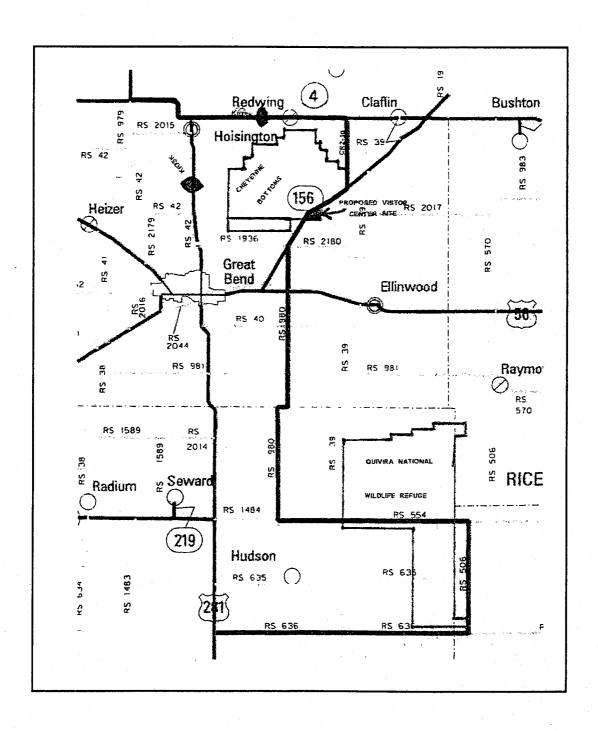
Segment	Miles	Classification	
1 - From the junction of US 281 and K-4 to Hoisington	5	US Numbered Route	
2 - From Hoisington to the junction of K-4 and CR-2-30	9.7	State Numbered Route	
3 - From CR 2-30 to K-156 (NE 100)	4.4	Paved County Road	
4 – From K-156 to RS-980	5.4	State Numbered Route	
5 - From RS-980 to RS-1484	17.4	Rural Secondary Route	
6 - From RS-1484/554 to RS-506	12	Rural Secondary Route	
7 – From RS-506 to RS-636	6.9	Rural Secondary Route	
8 - From RS-636 to the junction of RS-636 and US 281	15.9	Rural Secondary Route	
Total KWWSB	76.7		

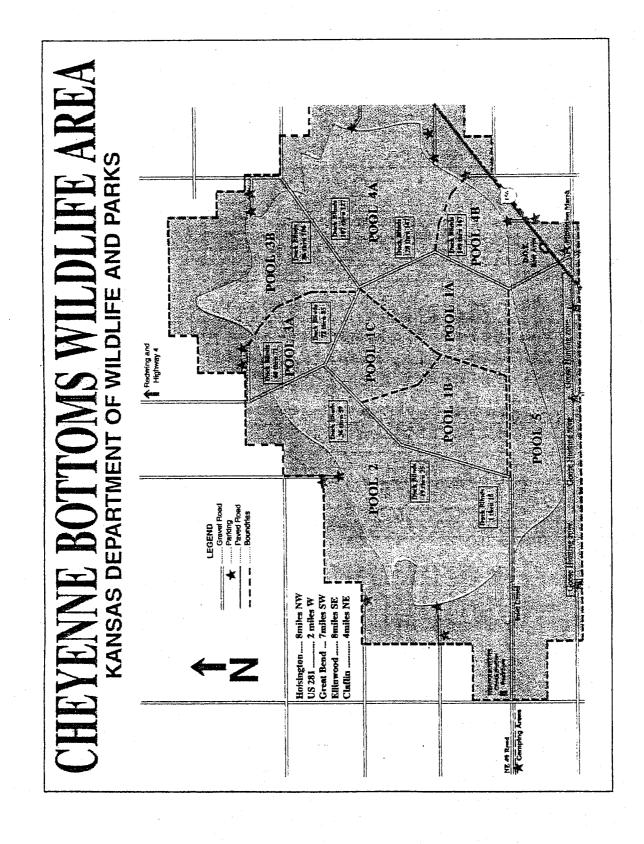
	Miles on Route	Percent of Route		
Barton	34.5	45%		
Stafford	33.3	43%		
Reno	8.9	12%		
Total	76.7 Miles	100%		

Maintained by	Miles on Route	Percent of Route		
USDOT	0	0%		
KDOT	20.1	26%		
Barton County	14.6	19%		
Stafford County	33.3	43%		
Reno County	8.9	12%		
Total	76.7 Miles	100%		

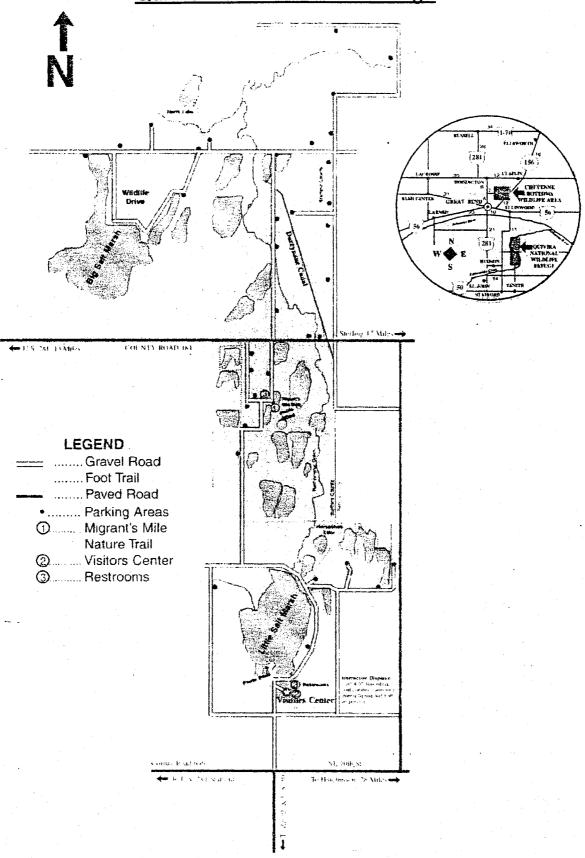
2.8 MAPS

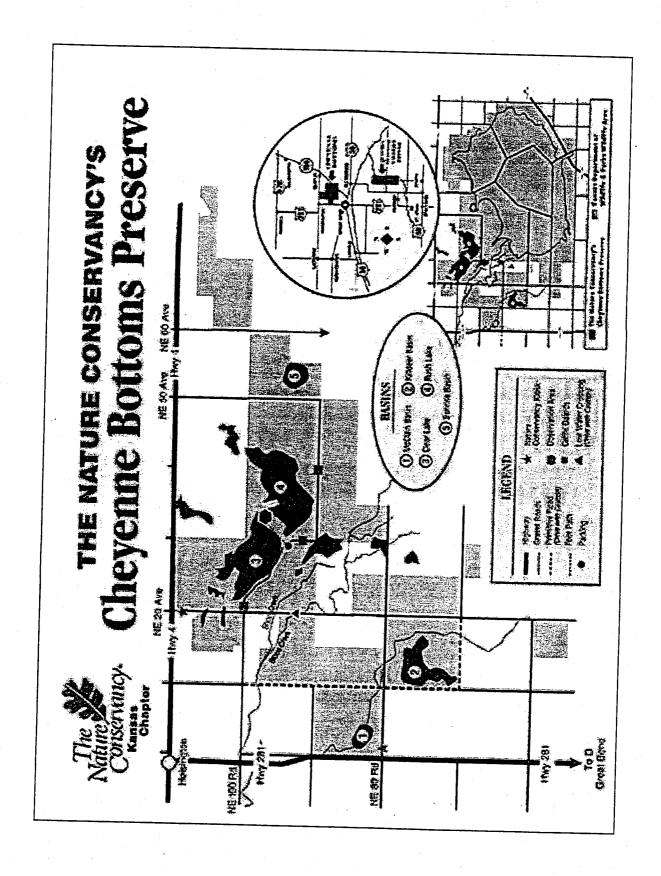
Primary features and characteristics of the Kansas Wetlands and Wildlife Scenic Byway (KWWSB) are indicated on the following maps. These maps summarize the KWWSB committee's comprehensive intrinsic quality and land use inventory completed for each of the three counties along the corridor.





Quivira National Wildlife Refuge





2.9 ROAD SAFETY AND ACCIDENT RECORDS

1999-2003 Motor Vehicle Accident Summary

[Accidents			People		Deer	
Route	Total	Fatal	Injury	PDO*	Deaths	Injury	Accidents
K-4	43	0	5	38	0	8	29
NE100	28	0	0	28	0	0	24
K-156	32	0	13	19	0	23	13
RS-980	20	0	2	18	0	4	14
RS-1484	6	0	0	6	0	0	5
RS-554	20	1	2	17	1	3	14
RS-506	7	0	1	6	0	1	6
RS-636	36	0	1	35	0	2	26
Total:	192	1	24	167	1	41	131

*PDO-Property Damage Only

Note: 68% of all accidents involved collision with a

deer.

The entire route of the Wetlands and Wildlife Scenic Byway 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 KDOT Accident Data Manager. This is where the committee got the information above. Any identified high accident locations along the K-4 and K-156 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 (Barton, Stafford or Reno) is responsible for maintenance.

3 History of the Corridor

The history of this corridor begins over eighty million years ago when structural movement in the earth's surface created a 41,000-acre elliptical basin. The northwest and south sides of the basin are cretaceous rocks, which rise more than 100 feet above the basin floor. On the northeast side, sand dunes rise and alluvial deposits rise thirty to forty feet above the basin on the east and southeast sides. Geological formation indicate during the Pleistocene Period, two ancient streams joined in the basin, eventually slowing, and the stream channels began to fill, forming a huge marsh.

When man began to populate and name this region, the great, marshy basin became known as Cheyenne Bottoms. The naming followed an 1825 battle between Native American tribes in which the Cheyenne defeated the Kiowa in a ferocious clash over the rich hunting ground. Following the battle, one of the little creeks flowing through the Bottoms ran red with blood and has been known since as Blood Creek. The other evocatively named creek running through the Bottoms is appropriately named Deception Creek.

No history of this corridor could be complete without considering one of America's great trade routes. The Santa Fe Trail ran right through Great Bend's present-day Courthouse Square (there is a commemorative marker). The Trail opened in 1821 and for more than 60 years, it was an important two-way avenue for commerce and cultural exchange. The traders who traveled the Trail were taking goods to the southwest. The settlers in that part of the country needed manufactured items of all types — hardware, cutlery, silks, velvets, calico, and woolen goods. The traders provided what was needed and wanted and returned on wagons loaded with furs, copper, tobacco, gold, and silver. The mules and sheep that followed the wagons were also currency since they were as plentiful as gold and silver in the Santa Fe trade area.

The Trail's traders became rich and began to find large companies to move their freight along the Trail. It was estimated that by 1859, trade on the Santa Fe Trail was worth around ten million dollars annually. As the Trail grew in importance, conflicts with Native people increased and Army outposts such as Fort Larned, Fort Zarah, Fort Harker, Fort Hays, Fort Dodge and Fort Wallace were founded near the route to protect the traders.

The Trail also brought famous frontiersmen through what would one day be Great Bend – Kit Carson, George Custer, Buffalo Bill Cody, Wild Bill Hickock, Bat Masterson, and Wyatt Earp among others. Legendary Native American leaders such as Satanta, Roman Nose, and Satank also came to the big bend in the river where Great Bend was eventually founded.

In 1839, an early naturalist, Dr. Frederick Wislizenus, became lost in foggy weather while exploring the Great Plains and found himself in a great swamp. All sorts of water birds swarmed around from all sides. "Never have I seen together such quantities of swans, cranes, pelicans, geese and ducks as here." He made his way across the vast Cheyenne Bottoms marsh with waters sometimes reaching his chest. The sun was sinking below the horizon when he reached the far shore of the basin.

In 1867, the Kiowa made their camp at Cheyenne Bottoms after their Chief, Satank, abandoned the tribe's women and children there. The tribe deposed Satank and the legendary Satanta took over leadership of the tribe as they camped near the abundant marshland. Also in 1867, Kansas's historical writings tell of a government food and buggy program for the Native Americans camped at Cheyenne Bottoms. But the Native Americans were soon forced to move away from the area by the arrival of the railroad and settlers who followed.

In 1896, when most of the small towns along the corridor were already well established, an irrigation congress was called to meet in Great Bend. The Grand Lake Reservoir Company was formed to divert water from the Arkansas River into Cheyenne Bottoms to form a great recreation and resort area as well as provide for extensive agricultural irrigation. The Koehn Ditch was completed in 1898 and water ran into the Bottoms spilling down a 30-foot waterfall at the southwest corner. An entrepreneurial spirit among the early settlers who saw the Bottoms as a financial boom fueled this scheme. Their plan was to use the waterfall to drive water wheels, which in turn would drive generators. The electricity would then be used to propel great pumps to keep the Grand Lake full even during dry weather. The company went broke and was disbanded in 1903.

Human uses and attention to the area have taken many forms from coursing (house racing) in the late 1880's, to farming and oil drilling. The area was leased to the United States Army Air Force from 1945-1946 for use as a bombing and target range. This activity was devastating to the wildlife, but soon ceased and the marshes once again filled with birds, mammals and amphibians.

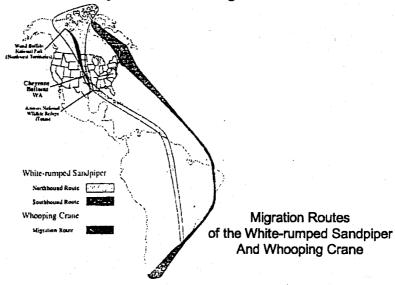
Not all human activity was detrimental to the Bottoms. Frank Robl, an Ellinwood native began banding waterfowl at Cheyenne Bottoms in 1923. Data from the return of his banded birds over the years helped to chart the migration patterns of ducks and geese, which eventually established the Central Flyway as one of the Nation's four major waterfowl corridors.

Throughout the vast history of the corridor, it has been the wildlife and natural resources which have remained constant. Between 1950 and 1970, one half million acres of marshland were lost each year in the United States. In 1955, the Migratory Bird Commission approved the purchase of land to create the Quivira National Refuge. Marshland habitat is one of the least abundant and most

important habitats. A marsh supports a tremendous variety of wildlife as well as the greatest concentration of wildlife in any known type of habitat. An employee of the Kansas Forestry, Fish and Game Commission wrote this in 1927: "There are probably more migratory birds in the Cheyenne Bottoms this year than in any equal area in the United States. The shallow shorelines are alive with waders, including practically all the snipe, plover, avocets, and sandpipers. Stilts are flocking to the Bottoms because there is so much shallow area. Gulls by the hundreds rest on the water or feed on grasshoppers, bugs, and worms. And ducks! Not since 1904 has Kansas seen as many ducks as this year. Where they come from, we do not know. They were not here last year nor any place in states west of the Mississippi and east of the Rockies. They must have come from other flyways."

The southern anchor of this corridor is Quivira National Wildlife Refuge. For untold years, the Big and Little Salt Marshes have attracted thousands of migratory waterfowl, providing them with food, cover, and a place to rest during exhausting flights between breeding and wintering areas. The name "Quivira" comes from a Native American tribe living in the area when Spanish explorer, Coronado, visited in 1541. In his quest for gold, treasures and the fabled "Seven Cities of Cibola," Coronado found instead, fertile grasslands, abundant wildlife, and small, Native American agricultural villages. Native Americans and early settlers hunted the waterfowl in these marshes and shortly after the turn of the century, commercial hunting provided wagonloads of waterfowl to Kansas City restaurants and other eastern points.

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. From the respected Native American leader Satanta to the raucous cowboys and oilmen who made the region wild and wooly, 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. This is further proof that the world is shaped by both nature and man as they thrive and change.



4 Conservation Goal: Identify and Protect Resources

4.1 OVERVIEW

Preservation of the scenic, natural, historic, and cultural resources of the KWWSB is an important component for the long-term well being of the Byway. The scenic and natural resources along the Byway are largely under the control of state and national entities. With two exceptions (the Santa Fe Trail and a State Historic Site) historic and cultural resources are largely the purview of local entities.

Management of the intrinsic qualities along the Kansas Wetlands and Wildlife 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 KWWSB Committee.

Many of the existing programs noted here share similar conservation objectives to those of the KWWSB 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 protect the intrinsic qualities along the Kansas Wetlands and Wildlife 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 Scenic Byways Program are protected over time. The protected sites and management efforts include:

The Nature Conservancy Preserve

The management goal for the Cheyenne Bottoms Preserve is to manage the vegetation and surface water in such a way as to benefit shorebirds, grassland birds, and waterfowl. Some of the wetland restoration techniques include: plugging drainage ditches, recreating shallow depressions, removal of old fences and berms, and recontouring shorelines. Some of the grassland management techniques include: rotational grazing, invasive plant control, and prescribed burning. Overall, it is hoped that the preserve can be restored back to the broad open expanses that provide a sense of vastness that was characteristic of presettlement prairie conditions.

Cheyenne Bottoms Wildlife Area

The basic annual management plan is to store spring runoff water in Pool One (see the map on page 30) through the summer. This is supplemented by water available through the inlet system as it is available (sometimes year round). In the spring one to three perimeter pools are drained to:

- (1) Encourage establishment of moist-soil plants:
- (2) Allow for the work to control undesirable vegetation;
- (3) Perform maintenance on infrastructure as needed; and
- (4) Provide shallow water/mud flat habitat for spring migrating shorebirds.

Sometimes one or two of these pools are kept dry for a year or two, depending on the length of time needed to perform management activities. When possible these pools are flooded in preparation for the fall migration.

Quivira National Wildlife Refuge

Wetlands on Quivira National Wildlife Refuge are managed to provide food, water and cover for the thousands of migratory ducks, geese, sandhill cranes, shorebirds, and other marsh species that use the area. The desired mix of open water and vegetated marshes are maintained by water manipulations through over 21 miles of canals and 103 water control structures. To help control vegetation (such as cattail and bulrush) to the desired mixture, mechanical methods such as mowing and disking are used, along with prescribed burns and selective grazing by livestock. Invading trees, such as Russian olive and salt cedar, are removed with a heavy duty brush cutter and tree saw, followed by chemical treatment of any re-sprouting. The objective is to provide a mixture of water depths and vegetative covers to benefit a wide variety of wildlife species, using the Refuge wetlands.

Santa Fe Trail Association

The Santa Fe Trail Association is a non-profit organization whose purpose is "to preserve, protect, educate and promote the public awareness of the Santa Fe Trail." The Santa Fe Trail is a National Historical Trail. In cooperation with the National Park Service, the Association has recently completed a strategic plan to further their purposes. The recommended priorities parallel those of the Wetlands and Wildlife Scenic Byway corridor management plan for preserving the trail, marketing, developing informational kiosks, providing interpretive materials, and mapping.

Kansas Historical Society

The Kansas State Historical Society maintains state historic sites throughout Kansas. One such site is Pawnee Rock, approximately fifteen miles west of the Wetlands and Wildlife Scenic Byway on U.S. 56. This site marks one of the most prominent landmarks along the Santa Fe Trail. Visitors have a commanding view of the Arkansas River Valley including portions of the Wetlands and Wildlife Scenic Byway from this sandstone outcropping. The Wetlands and Wildlife Scenic Byway will work with the Kansas State Historical Society.

Existing Technical Assistance

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

The Kansas Department of Wildlife and Parks (KDWP)

As a cabinet-level agency, the Kansas Department of Wildlife and Parks is administered by a Secretary of Wildlife and Parks and is advised by a seven member Wildlife and Parks 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 force behind the Commission's actions are the goals and objectives of managing and promoting the wildlife and natural resources of the state of Kansas. KDWP manages Cheyenne Bottoms.

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 Scenic Byway Program itself, and the Transportation Enhancement Program; a source of funds for historic, bicycle/pedestrian, scenic, and environmental projects.

Kansas Scenic Byways Program (KSBP)

The Kansas Scenic 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 Scenic Byway designation has been established.

US Fish and Wildlife (USFW)

The U.S. Fish and Wildlife Service mission is to work with others to conserve, protect and enhance fish, wildlife and plants, and their habitats for the continuing benefit of the American people. They manage Quivira National Wildlife Refuge.

Audubon of Kansas

The Audubon of Kansas promotes the enjoyment, understanding, protection, and restoration of natural ecosystems. They seek to establish a culture of conservation and an environmental ethic. They are developing birding trails in Kansas. Collaboration is possible.

Ducks Unlimited (DU)

This organization conserves, restores, and manages wetlands and associated habitats for North America's waterfowl. These habitats also benefit other wildlife and people. They support conservation projects in the Byway corridor.

Quail Unlimited (QU)

Quail Unlimited was established in 1981 to battle the problem of dwindling quail and wildlife habitat. It is the only national, non-profit conservation organization dedicated to the wise management of America's wild quail as a valuable and renewable resource. They support projects in the Byway corridor.

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 Cheyenne Bottoms and Quivira National Wildlife Refuge on the Byway corridor.

Kansas Department of Commerce, Travel and Tourism Development Division (KDOC-TTDD)

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, motorcoach 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
- Kansas Film Commission
- travelKS.com (website)
- Travel planning assistance is available by calling 1 (800) 2-KANSAS
- filmKansas.com (website)
- KANSAS! Magazine

These offerings will be used by the KWWSB Committee.

The Nature Conservancy (TNC)

The Nature Conservancy is a private, non-profit conservation organization with over 900,000 members. Their mission is, "To preserve the plants, animals, and natural communities that represent the diversity of life on Earth by protecting the

lands and waters they need to survive." TNC manages a preserve at Cheyenne Bottoms.

Central Prairie RC & D

The Central Prairie Resource Conservation and Development, Inc (RC&D) assists citizens, private businesses, and local governments with all worthwhile projects that will protect the environment while developing the economy. In meeting the mission, the RC&D enhances the quality of life for present and future generations through the promotion of sound economic growth in harmony with natural resource conservation. Their expertise and national network can be of assistance for Byway projects.

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.

Kansas League of Municipalities (KLM)

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 Department of Commerce, Enterprise Zone (KDOC-EZ)

The Kansas Department of Commerce has designated an Enterprise Zone within Barton County limits. The Enterprise Zone designation allows Kansas counties an opportunity to receive additional technical assistance in applying for other designations and funding for businesses that promote expansion or that create or retain jobs. It provides opportunities for area businesses to receive special rates on loans and other State funding programs. The various tax credit programs will become additional means of funding for related projects and benefits for new employers resulting from the increased traffic and demand for amenities the route will create.

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.

Barton County Champion Community Tourism Committee (CCTC)

Champion Community is a USDA designation providing technical assistance and bonus points for area organizations seeking USDA grants and funding. It is comprised of a number of grassroots committees that work to address area issues that affect the quality of life and area economic development. Locally, the Champion Community has a number of committees that meet regularly to enact the strategic plan, which is a grassroots effort that takes place on an annual basis. The goals developed during the strategic planning event are consistent with enhancing the overall quality of life for area residents. Several of the committees reflect the needs and interests of the Scenic Byway. These include the Transportation, Tourism, and Recreation Committees. Annually, each committee sets goals to make our area a better place to live, work and play. Last year, the Tourism Committee took on the Scenic Byway initiative midyear and continues to support the project through the application and development of the corridor management plan. Tourism Committee members completed the initial driving inventory and individuals from the Committee have volunteered to write the Corridor Management Plan. Additionally, the Committee, which is comprised of individuals from all areas of the County and includes people representing tourism related organizations in the greater Barton County area, has acted as a public sounding board; fielding questions and relating concerns about what a Byway designation will mean for the area and those individuals living along the The Champion Community Tourism Committee has provided both leadership and legwork for the Scenic Byway application.

Prairie Enterprise Project (PEP)

Funded through a Kansas Department of Commerce grant, the PEP focuses on grassroots entrepreneurial efforts within a five county area. The focus of this new program is to match local entrepreneurs with experienced businesspeople within the community. Entrepreneurial ventures that support Byway goals will be encouraged to utilize this organization's expertise and services.

4.2 KWWSB 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 KWWSB are:

- The Nature Conservancy
- Audubon of Kansas
- Ducks Unlimited
- Pheasants Forever
- Sierra Club
- Kansas Wildscape
- Boy Scouts
- Girl Scouts
- 4-H
- Kansas Scenic Byway Committee
- Future Farmers of America
- Barton County Planning Commission
- Stafford County Planning Commission
- Friends of Quivira
- Friends of Chevenne Bottoms
- Kansas Department of Health and Environment
- US Army Corps of Engineers
- Environmental Protection Agency
- Kansas Wetlands Interpretive Center
- International Ramsar Committee

[To be determined]

Many of the KWWSB Committee members are also members of these organizations. Where relationships do not already exist, the KWWSB 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 KWWSB will develop an outreach presentation to present to these and other organizations. (see also Section 7.8 Marketing).

4.2b Habitat Restoration

Ducks Unlimited is a non-profit organization with over 8,000 members in Kansas and almost 600,000 nation-wide. They believe that "Wetlands are the single most important habitat type in Kansas . . . With Cheyenne Bottoms being the singularly most important water migration stop in the State". Toward that end, they have already invested over \$450,000.00 in restoration work at Cheyenne Bottoms. The Committee will continue to develop a partnership with this organization for various projects.

[To be determined]

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

Surface water and land cover conditions at Cheyenne Bottoms have changed during the last quarter century—a result of climatic variations and human impact. Emporia State University earth scientists are conducting research at Cheyenne Bottoms using the full spectrum of satellite, Kite Aerial Photography, and ground-based techniques to document and analyze these changes since Cheyenne Bottoms is considered by many to be the single most important wetland for migrating shorebirds in North America. In addition to providing the Kite Aerial Photos of Cheyenne Bottoms, the scientists plan to provide satellite imagery, soil surveys, and infrared photography to help with management planning for the preserve. The Nature Conservancy, Kansas Wildlife and Parks, and U.S. Game and Fish each study the plants, wildlife, and environment in an effort to conserve the resources at Cheyenne Bottoms and Quivira National Wildlife Refuge.

[In process]

4.2e Land Trust Programs

The Committee will investigate the use of land trust programs as a voluntary method for protecting significant intrinsic qualities. Existing state land trust programs and national land trust programs currently operating in Kansas will be investigated.

The Nature Conservancy is the only land trust currently operating in the KWWSB corridor. The Nature Conservancy's Cheyenne Bottoms Preserve recently grew with the addition of 80 acres of wetlands. With the additional acreage, the Conservancy now owns 7,349 acres at Cheyenne Bottoms. The newly added land will help further the organization's goal of protecting waterfowl, shorebirds, and other wildlife by preserving their wetland habitat.

[Ongoing]

4.2f Historic and Cultural Preservation

The KWWSB will work with existing organizations such as the Santa Fe Trail Association, the Barton County Historical Society, and the Kansas State Historical Society to identify and inventory the historic and cultural resources along the KWWSB. 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]

5 Enhancement Goal: Develop Corridor Enhancements

5.1 OVERVIEW

The Byway experience will be enhanced by projects proposed during the Fermata, Inc., planning process and in the corridor management planning process. A number of improvements along the route are being pursued at the same time as this plan is being formed. These initiatives include a Kansas Wetland Interpretive Center at Cheyenne Bottoms, a \$1.4 million bridge improvement on Rural Secondary Road 980, two informational kiosks, and a number of other improvements. The Cheyenne Bottoms Wildlife area improvements are estimated to cost \$10.4 million.

The local members of the community see the potential benefits a state and national designation as a scenic 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.



Photo: 2002 Wings N Wetlands Birding Festival Participants Attending Quivira Ramsar Dedication

5.2 ENHANCEMENTS

5.2a Experiential Tourism Strategic Plan

The Great Bend Chamber of Commerce partnered with the Great Bend Convention and Visitors Bureau to hire Fermata, Inc. to develop a strategic plan for experiential tourism for the Kansas Wetlands Complex. These are the areas surrounding Cheyenne Bottoms and Quivira and may also include another wetlands in McPherson County in the future. 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 strategic plan:

Develop a theme

Develop a portal site for the Bottoms

Partner with other Kansas resource venues

Develop marketable itineraries

• Develop a regional web-based marketing approach

The idea of applying for a Scenic Byway designation was discussed with the consultant prior to making the application. Fermata, Inc. encouraged the Barton County Champion Community Tourism Committee to seek the designation although no mention of it is made in the strategic plan. They did recommend the community look for ways to package Cheyenne Bottoms and Quivira as the Kansas Wetlands Complex and the Tourism Committee believed a Scenic Byway was a good way to connect the two.

[In Progress]

5.2b Tourism Attraction Development Grant

The Great Bend Convention and Visitors Bureau received a state tourism attraction development grant to assist in the development of nature-based tourism for the Kansas Wetlands Complex. The grant will fund the initial implementation of recommendations from the Fermata Strategic Plan. Partnering with the Convention and Visitors Bureau in this grant application were the City of Great Bend, Great Bend Chamber of Commerce/Economic Development Division, and Friends of Cheyenne Bottoms. One of the key areas addressed with the grant was the development of an interactive education web site around natural attractions. Once designated, Byway information will be added to the Website.

[Complete except for ongoing website maintenance]

5.2c Kansas Wetlands Interpretive Center (KWIC)

The City of Great Bend, in cooperation with Kansas Department of Wildlife and Parks, has taken the lead in the development of a portal site at the Cheyenne Bottoms Wildlife Area to channel tourists to the venue and give travelers information about the wetlands. The gateway/wildlife watching function of a portal, based on the review of a number of sites, would best be served by

positioning the portal on the Byway across from the current KDOT rest area on Highway 156 directly across from the entrance to Cheyenne Bottoms.

The central function of the portal site is to provide general information about destinations within the region; interface closely with other destinations sites in Kansas; provide video links to Bottoms viewing sites; have real-time goods and services provider information; provide itineraries; have touch screen technology for learning; and explore the methods for linking with information resources on I-70 and I-35.

[To be determined]

5.2d Hike and Bike Trail

Biking and hiking opportunities exist in Great Bend. Portions of the Scenic Byway are suitable for biking, but much of the Byway has no shoulders and is only marginally suitable for biking.

Hiking trails (some handicap accessible) exist at Quivira National Wildlife Refuge and a marsh nature trail is planned at the Cheyenne Bottoms Interpretive Center. The City of Great Bend has contracted with Fermata, Inc. to raise the necessary funds for the marsh nature trail. In addition, visitors can drive on the dikes at Cheyenne Bottoms and into the Quivira National Wildlife Refuge and walk to observe birds and wildlife.

[To be determined]

5.2e Scenic Overlook

As part of a hike and bike grant being pursued by Barton County, a Scenic Overlook on the Byway is also being submitted. This overlook would provide the only elevated panoramic view of the Cheyenne Bottoms Wildlife Area. This roadside station will have an information kiosk and a picnic area. An observation tower with location layout is also being considered for this site.

[To be determined]

5.2f Natural Resources

While the primary goal of the agencies in charge of Cheyenne Bottoms and Quivira National Wildlife Refuge 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, U.S. Fish and Wildlife Service, The Nature Conservancy, and other key organizations to coordinate with and enhance existing amenities and programs.

[To be determined]

5.2g Beautification Programs/Adopt-A-Highway Programs

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

[To be determined]

5.2h Education Programs

Recognizing that the successful management of the KWWSB 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 Fish and Wildlife Service, State and regional programs such as Kansas Department of Wildlife and Parks, The Nature Conservancy, Kansas Department of Commerce Travel and Tourism Division, and the Kansas Scenic Byways Program. Additionally, the Committee will look inward for local experiences of the communities of the KWWSB Community and area leaders will be invited to share successful and innovative projects with the other KWWSB communities.

[To be determined]

5.2i Wings 'N Wetlands Birding Festival

A collaborative effort began in 1999 between Cheyenne Bottoms staff, Kansas Department of Wildlife and Parks (non game division), Great Bend City Park Division, and Great Bend Convention and Visitors Bureau to plan and institute the first birding festival in Kansas. The supporters grew to include the Audubon Society of Kansas, Quivira National Wildlife Refuge, the Nature Conservancy, Ramsar commission, Great Bend Chamber of Commerce, and the Great Bend Recreation Commission. These organizations are currently working to sponsor the fourth Wings N Wetland Birding Festival, scheduled for 2004.

The birding festival consists of guided sunrise and sunset tours of Cheyenne Bottoms Wildlife Management Area, the Nature Conservancy Preserve, and Quivira National Wildlife Refuge. It also includes educational programs, fun events for kids, bird calling competitions, etc. Over 75 volunteers from across the state make central Kansas' only birding festival a huge success.

[Ongoing]

5.2j Route Markers, Information and Wayfinding Signs

The Kansas Department of Transportation will provide a Scenic Byway Sign Plan and route markers for the Wetlands and Wildlife Scenic Byway. Local artists will be used, if possible, to develop the Wetlands and Wildlife 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 wetlands, Santa Fe Trail, Arkansas River Valley, farming, and ranching in the river valley. The KWWSB Committee will work with the Kansas Scenic Byways Program on sign plans. The Kansas Scenic Byway Committee, prior to installation, will approve all signs.

The KWWSB 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. The main areas for waypoints will be the visitors center at Cheyenne Bottoms and the visitors center at Quivira National Wildlife Refuge.

[Ongoing]

5.2k Visitor Itineraries

The Strategic Plan for Great Bend, developed by Fermata, Inc., recommends Great Bend develop strategic itineraries for visitors. According to the plan, a strategic itinerary "forsakes direct promotion of local businesses and focuses instead on what makes a destination unique and worthy of visitation." The recommended theme for the Wetlands community is "motion and change" divided into the following components: geological change, wildfire, weather, wildlife, and human movement. The Wetlands and Wildlife Scenic Byway will benefit from the development of itineraries around these themes. In fact, the Byway will serve as an "avenue" for these themes.

One important thematic itinerary grouping to be developed is for seasonal viewing itineraries for birders. Appendix D provides details from the Strategic Plan for specific viewing periods. Spring migration, for example, brings large numbers of migrating shorebirds and waterfowl to the area on their way to the northern breeding grounds. Fall migration has lesser concentrations of birds but extends over a longer time span. At lease 100 bird species have been identified during the breeding season in the wetlands themselves, including rare and endangered species such as the Snowy Plover and Piping Plover. Winter residents include Golden and Bald Eagles from November to March. Year-round species include Wild Turkey, Red-bellied Woodpecker. Sandhill and Whooping Cranes drop by the wetlands during both spring and fall migrations. The KWWSB Tourism Committee will oversee development of these itineraries.

[Planned]

5.21 Oil Storage Tank Screening

Oil drilling fields are also part of the KWWSB experience. Storage tanks are visible throughout the central portion of the Byway. While most residents are accustomed to them as part of the landscape, visitors may not appreciate their visual aesthetic. The KWWSB Committee will consider native vegetation plantings along the right-of-way edge for screening some of the less attractive tanks. The screenings will not interfere with storage tank operations. In addition, the story of oil and gas production in the area will also be told in interpretive materials.

[Ongoing]

5.2m Access to The Nature Conservancy

At the present time, The Nature Conservancy lands are open to the public for wildlife viewing. However, this is not readily apparent to the visitor. The KWWSB Committee will work with The Nature Conservancy to inform visitors with additional signs and/or other materials to invite visitors to experience the wetlands.

[Planned]

6 Enhancement Goal: Compatible Development

6.1 QUALITY OF LIFE

Community Background

A consistent comment made by the people of the Kansas Wetlands and Wildlife 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 KWWSB. 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 KWWSB determined they will attempt to follow the recommended model guidelines for the development of experiential tourism in the KWWSB corridor as outlined in the strategic plan for Great Bend and the Kansas Wetlands Complex developed by Fermata, Inc. In staying consistent with the recommendations made by Fermata Inc., the KWWSB Committee supports the following five recommendations:

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

The Strategic 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. The guidelines already in place are listed by County below. All plans are available, respectively, from the Environmental Manager's Office in Barton County, the Zoning and Utility Office in Reno County, and the Appraiser's Office in Stafford County. Each County has staff available to discuss particular concerns and the application of regulations.

Barton County

Barton County maintains zoning regulations to protect the integrity of the corridor. Barton County's Comprehensive Plan, Zoning and Subdivision Regulations, and inspections through their Environmental Manager ensure maintenance of water quality and conservation of the area, most of which is zoned for agriculture in Barton County.

Stafford County

Stafford County maintains zoning regulations to protect the integrity of the corridor. Staff at the Quivira National Refuge have done extensive work to ensure they maintain a top-rate visitors center. In the future, they hope to pursue funding to pave the road connecting the main highway to the Visitors Center. Staff believes this will assist travelers in finding the Center and improve winter tourism at the Center.

Reno County

Reno County has a Comprehensive Plan for general land use and Land Development Regulations in certain parts of the County. There are no current plans for improvement along the eight miles of roads that exist in Reno County's portion of the Byway.

Each County has offices that promote and maintain the area's environmental and natural resources. These offices include Nature Resource and Conservation Service (NRCS), Central Kansas Local Environmental Planning Group

(CKLEPG), and the Central Prairie Resource Conservation and Development (RC&D) Office.

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 KWWSB ACTIONS

At the present time, annual visitation to the Wetlands Complex averages 135,000 visitors (75,000 at Quivira National Wildlife Refuge and 60,000 at Cheyenne Bottoms). Based on national experience, Byway designation and its accompanying marketing exposure will increase visitation roughly 25%. 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 KWWSB 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]

In the construction of an interpretive center at Cheyenne Bottoms, consideration has been given to the need for water and waste water treatment. Water is available at the site and a constructed wetland is being considered for wastewater treatment as an alternative to traditional methods.

[In Progress]

6.2d Maintenance

The Committee will notify KDOT 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. In addition, a bridge was recently replaced over the Arkansas River on Rural Secondary Road 980.

[Ongoing]

6.2e 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 KWWSB 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 B.

[Ongoing]

6.3 OUTDOOR ADVERTISING

The KWWSB 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.

Realizing the wetland areas will be visited by avid bird watchers as well as avid bird hunters, the KWWSB Committee discussed safety issues with the Cheyenne Bottoms Refuge manager. He said, "Once the visitor leaves the Byway and

enters Cheyenne Bottoms Wildlife Area, they enter the peruse of the Cheyenne Bottoms management. Bird watching and hunting activities have been occurring concurrently there for 45 years with no conflict. Cheyenne Bottoms has attracted hunters and birdwatchers since humans first visited the central plains. Reported hunting accident records go back to the early 1870's. There have been no accidents reported for CBWA. Should this area need to be addressed further in the future, it will be a Kansas Department of Wildlife and Parks management issue which the KWWSB Committee will work with to meet the needs of any problems, should they arise.

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 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 76.7 mile long Kansas Wetlands & Wildlife 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 KWWSB. The road surface is generally good, the roads are signed, and maintenance is adequate.

6.5 AGENCY COORDINATION AT VISITORS CENTER

The Kansas Department of Wildlife and Parks (KDWP) recently received a grant for \$2,000,000 through a Transportation Enhancement grant from the Kansas Department of Transportation (KDOT) for the construction of the Interpretive Center at Cheyenne Bottoms. The additional funds discussed in this application, for this project will be used to do other necessary work and to provide top quality exhibits for visitors. As with similar nature-based centers, it is foreseeable that a partnership between the Kansas Department of Wildlife and Parks, US Fish and

Wildlife, local municipalities, and special interest groups will all work together to operate the Interpretive Center. Since Kansas Department of Wildlife and Parks owns the property, and since they received the grant for the structure, and best understand the preservation and conservation needs, it can be reasonably assumed they will have the leadership of the project. To see the proposed location and conceptual drawings, see Appendix C.

7 Visitor Experience Goals: Enhance and Promote

7.1 OVERVIEW

The Kansas Wetlands and Wildlife Scenic Byway will attract both individual automobile travelers and groups traveling in vans or buses. The location in the "heart of the prairie" 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 KWWSB is a premium 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). The route has the potential to become a popular destination on a national and international level. As a long weekend destination, the route offers scenic vistas, natural areas such as state and federal preserves, and historic attractions-all at an affordable cost for budget travelers.

The growing interest in travel to rural and natural destinations promises even greater popularity for the KWWSB 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 Wetlands and Wildlife Scenic Byway has for visitors, the KWWSB Committee will consider 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.

Nature sites will include a scenic overlook located on K-4 Highway, Hike and Bike Trails, and Wetlands Interpretive Center with boardwalks into the marsh. For more information, see section 5.2k-Visitor Itineraries.

Existing Routing of the Scenic Byway

The Committee has already undertaken an evaluation of the visitor experience along the Kansas Wetlands and Wildlife Scenic Byway. In addition to the Cheyenne Bottoms and Quivira National Wildlife Refuge, drivers along the route will experience panoramic views of limestone buildings, farmsteads and old barns, farmland and circle irrigation, pastures and grassland with native grasses, flowers and plum thickets, grazing cattle and other livestock, trees, woodlands and windbreaks, rivers and creeks, farm ponds, beaver dams, rolling sandhills, windmills, farm ponds, a grain elevator, and an artisian well.

Of course along the route there are things that detract from the view. Those include oil and gas wells and oil storage tanks, railroad track bed obscuring the view, abandoned and dilapidated buildings, concrete and junk, utility lines, a sandpit, and radio tower. Nothing can be done about some of these detractors, but the committee has discussed ways to hide the oil tanks or improve their looks along the route, and the formation of a cleanup committee to work with landowners to remove concrete and junk.

Educational Nature Trail

As part of a Tourism Development Grant, the Friends of Cheyenne Bottoms have partnered with the City of Great Bend's Public Lands Department to develop an education nature trail in a wooded area just south of the site for the proposed Kansas Wetlands Interpretive Center. The trail travels through a wooded area with two bird feeding stations and interpretive signage. The nature trail will be expanded with the building of the Wetlands Interpretive Center as it ties into a boardwalk through the marsh.

7.3 KWWSB 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. Current pull-offs include a kiosk owned and maintained by The Nature Conservancy. The kiosk, located at the junction of Kansas Highway 4 and North East 20 Avenue, includes information about area wildlife and provides road safety tips for travelers.

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 through the www.bartoninfo.org site. This site will also have a page dedicated to the KWWSB. 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.

7.3d Scenic Overlook

An additional point is planned for one mile west of CR2-30, which will incorporate an interpretive kiosk, roadside tables, and a scenic overlook of the Cheyenne Bottoms (see map, Appendix C). This project is currently being planned in cooperation with private organizations, local and state officials. Local officials have received the necessary local matching requirements and are currently seeking grant funding to proceed with this project.

7.3e KWIC

The Kansas Wetlands Interpretive Center, a \$9.5 million project, will be located directly on the route. The Center will be the premiere nature-based tourism point of interest in the State of Kansas catering to travelers interested in experiencing the wildlife traveling through the Central Flyway and the Kansas Wetlands Complex.

Educational information on the international ecological significance of the wetlands as well as skilled interpretation about its significance will be available at the center. A wetlands interpretive publication has been developed through a grant from the RAMSAR Committee. The "motion and Change" theme that will be used at the KWIC has been the center of this educational publication. When the byway receives official designation, it will be wrapped into the "motion and change" educational brochure that will be available at the visitor center.

7.3f Quivira National Refuge Visitors Center

Quivira National Refuge has a Visitors Center located within the boundaries of the Refuge. Located in the Refuge Headquarters building, the Visitor Center is filled with hands-on displays for children and adults. The interpretive exhibits focus on the wildlife and habitats of the Refuge. A variety of wildlife mounts are also on display. It is also the office for the Refuge and has top rate facilities with

the ability to host functions and a variety of other amenities. The visitors center houses one meeting room which accommodates approximately 45 people. Handicapped accessible restrooms are available. Long range plans for the center include the addition of a gift shop in the future.

7.4 INTERPRETATION PLAN

Preserving the 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 area wetlands. 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 KWWSB will be placed in context to the theme developed by the nature-based strategic plan the community put together to capitalize on the benefits of the area's natural wealth. The theme is motion and change. 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 geological change, wildfire, weather, wildlife, and human movement. 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 natural wealth.

Existing Programs

Interpreters Training Workshops

Through a new center called "The Front Door" certified interpreters will be available for education and interpretation. Individuals with an interest in helping communicate the available information to the public in a variety of languages with a predominant capacity for Spanish, will be utilized. Special training is also available for area guides who provide community information during the Wings and Wetlands Birding Festival. This will be expanded for year-around guides.

Hospitality Training

Recognizing the importance of hospitality to the visitor experience, the need for training front-line employees along the corridor has been identified. The City of Great Bend and the Great Bend Convention and Visitors Bureau has existing hospitality training programs and will make the curriculum available to other communities along the corridor. This program is geared to train front-line employees about visitor services and area attractions.

7.5 KWWSB ACTIONS INTERPRETATION PLAN

7.5a Interpretive Plan

To ensure that the story of the Kansas Wetlands unfolds for the visitor in a logical sequence, an interpretive plan will be developed to identify the locations where visitors can receive information.

7.5b Panels and Kiosks

Panels and kiosks will be located along the entire length of the KWWSB. 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. Please see the map showing kiosks and information areas for Barton County on page 32. Additional areas will be chosen by the KWWSB Committee in Stafford County when additional input is available.

7.5c Thematic Tours

Thematic tours will be developed that can be used as self-guided auto tours or motor coach tours with guidebooks, audio tapes, and interpretive brochures as collateral materials.

7.5d Bird Viewing Itineraries

The Regional Nature-based Strategic Plan includes bird viewing itineraries that will be incorporated into byway interpretive activities. Appendix D is an excerpt from the Strategic Plan.

7.6 CHILDREN'S EDUCATION AND INTERPRETATION PROGRAM

Recognizing the appeal of the Kansas Wetlands and Wildlife 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 and Parks as well as U.S. Fish and Wildlife Service have existing classroom programs, on-site conservation and educational youth activities.

Work Day

Currently Quivira National Wildlife Refuge has a children's "work day" which allows youth to participate in volunteer conservation activities as well as explore their interest in possible conservation related employment. KWWSB will collaborate with the U.S. Fish and Wildlife Service to inform visitors of this activity.

Field Trips

Taking advantage of the rich natural and historic 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 KWWSB appreciate the transitions and distinctive areas in a manner that is organized and logical. The Great Bend Convention & Visitors Bureau is currently working with Oak Hammock Marsh Interpretive Centre in Canada. Oak Hammock will assist in the development of a marketing and interpretive plan for the entire wetlands complex (Cheyenne Bottoms and Quivira). Since the byway would be a significant link in attaching these two wetlands, all marketing and interpretive plans will include the byway once it has received designation. The overall plan will be approved by Fort Hays State University, Kansas Department of Commerce Travel & Tourism Division, Kansas Wildlife and Parks, City of Great Bend, Great Bend Chamber of Commerce, Great Bend Convention & Visitors Bureau.

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 Great Bend Convention and Visitor's Bureau will become the point of contact for coordination of marketing information about the Scenic By-way.

7.8 KWWSB MARKETING ACTIONS

Regional/National Marketing

These major wetlands are included in tourism marketing materials distributed by the Kansas Division of Travel and Tourism. The Committee will also work closely with organizations currently marketing the wetlands and nature based tourism in Kansas including the Kansas Nature Based Tourism Alliance, The Nature Conservancy, Kansas Audubon Society, Kansas Department of Wildlife and Parks, U.S. Fish and Wildlife Service, the Kansas Scenic Byways Program, Barton County Champion Community Tourism Committee, and Great Bend Convention and Visitors Bureau (CVB).

The Byway will be showcased in a driving tour booklet called "Tours on a

Tankful" published by the Great Bend CVB. Reference to the Byway will be included in all promotional pieces developed for area tourism. Since most of the communities do not have a paid Chamber of Commerce or Convention and Visitors Bureau, the Great Bend CVB will be the primary point of contact on the Wetlands and Wildlife Byway marketing plan for the three county region.

7.8a Marketing Plan

The Barton County Tourism Development Task Force and KWWSB will work with the Great Bend CVB 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 KWWSB Committee is looking forward to the assistance of the Kansas Scenic Byways Program to identify markets and get quality material about the Byway into those markets.

7.8b Driving Tour Brochure

The KWWSB Committee partnering with the Great Bend CVB, 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 local Convention and Visitors Bureau and the Chamber of Commerce will launch a national media campaign when the scenic Byways designation is achieved. 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 Kanss Travel and Tourism Division of the Kansas Scenic Byways Program and National Scenic 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 KWWSB.

7.8g Web Based Initiative

The Great Bend Convention and Visitors Bureau is currently providing a Web site domain for the Cheyenne Bottoms Wildlife Management Area with the permission and cooperation of Kansas Department of Wildlife and Parks. This website includes information on both Cheyenne Bottoms and Quivira National Wildlife Refuge and will have maps and routing information on the KWWSB. The website is currently being expanded as part of a Tourism Attraction Development Grant. Local websites also marketing the Byway will include: www.visitgreatbend.com www.bartoninfo.com www.bartoncounty.org and www.bartoninfo.com www.bartoncounty.org and www.bartoncounty.org and www.cheyennebottoms.net. All information on the Byway will be included on all sites.

7.8h Outreach/Speakers Bureau

In addition to informing the state, region and nation about the Wetlands and Wildlife Scenic Byway, local communities will need to be informed. The KWWSB 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 Wetlands and Wildlife 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 Wetlands and Wildlife 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 Kansas prairie a unique experience.

8.1 COMMITTEE STRUCTURE

The Kansas Wetlands and Wildlife Scenic Byway Committee has been established to promote the development of the Kansas Wetlands and Wildlife Scenic Byway, secure its designation as a state and National Scenic 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 Committee will also assist in coordinating transportation enhancement requests for corridor projects and conduct a five-year review of the CMP.

The KWWSB Committee currently includes:

Boyd King, 515 N. Maple, Hoisington, KS 67544 - KWWSB Steering Committee Chair and member of the Barton County Champion Community Tourism Committee

Cris Collier, 2520 Shawnee, Great Bend, KS 67530 - Executive Director, Great Bend Convention and Visitors Bureau

Richard A. Boeckman, 3712 17th St., Great Bend, KS 67530 – Acting Barton County Administrator

Laurn Chiles, 430 Camden St., Stafford, KS 67578 - Stafford County Commissioner

Karl Grover, 56 NE 40 Rd., Great Bend, KS 67530 - Department of Wildlife and Parks (Ex Officio)

Dave Hilley, RR # 3, Box 48A, Stafford, KS 67578 - Department of U.S. Fish and Wildlife Service (Ex Officio)

Larry Sharp, 206 W. 1st Ave., Hutchinson, KS 67501 - Reno County Commissioner

Rob Penner, 503 Camille Ave., Ellinwood, KS 67526 - The Nature Conservancy **Marilyn Hitz**, 404 S. Main, Hudson, KS - Friends of Quivira

Paul Tschopp, 621 Isern St., Ellinwood, KS 67526 – Barton County Tourism Development Task Force Chairman

The Committee meets on an "as-needed" basis, meeting as infrequently as monthly and as often as bi-weekly depending on the needs of the KWWSB. The Committee has been in existence for two years and will continue to meet to serve the needs of the corridor as they arise.

The KWWSB 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 KWWSB.

Task Force Chair

Task Force Chairs will coordinate regional efforts of the various task force areas.

County Representatives

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

Resource Representatives

Resource Representatives will serve as technical and resource experts providing specialized assistance and administrative support.

Executive Committee

The Executive committee will be composed of the Task Force Chairs and the Committee Chair. The Committee has established the following short-term goals:

- Form county coalitions for local-level projects.
- Build committee structure and create a long-term management structure.
- Implement two or three short-term, visible projects.
- Continue to seek public endorsement of the project.
- Conduct regular reviews of the status of the plan implementation.

The goal of the KWWSB Committee is, above all, to ensure that the Corridor Management Plan outlining the KWWSB vision is implemented in the most effective and efficient manner providing the greatest benefits to the people of central Kansas. 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 Committee Chair, the County Representatives, Task Force Chairs, and Resource

Representatives to determine the direction of the KWWSB Committee and its leadership.

8.2 COMMITTEE TASK FORCES

The KWWSB Committee has identified the following task forces (subcommittees) to assist with the successful implementation of the KWWSB. Additional task force categories or subdivisions will be generated according to future need.

Tourism Development

The main focus of the Tourism Development subcommittee is:

- Marketing and Promotion (publish brochures, purchase ads, attract group tours, arrange magazine articles, conduct visitor/market research).
- Byway identification, signage.
- Route interpretation (development of interpretive guides, interpretative signage, kiosks and tours)
- Development/improvement of attractions and visitor services (develop roadside parks, bicycle trails, visitor centers, kiosks).

Resource Management

The main focus of the Resource Management subcommittee is:

- Protection and conservation of natural/scenic resources.
- Current and future land use (voluntary easements, planning, zoning).
- Design and Aesthetics (landscape development, design guidelines, outdoor advertising management).
- Government and liaison (roadway management issues, local government implementation of programs).

Economic Development

The main focus of the Economic Development subcommittee is:

- Identify economic development activities appropriate to the route and region (value-added industry, tourism-based industry, resource-based industries supportive of the corridor vision).
- Promote the positive aspects of locating along the route (quality of life).
- Provide examples of good corporate development "success stories."
- Distribute recommended guidelines for Corridor Development.
- Provide regular opportunities for public education and community programs.
- Enhance educational efforts (schools, communities, journals).
- Develop media relations (print, radio, and television coverage of events).

Note: KWWSB sub committees will carry out the actions identified in the CMP on a county-by-county basis or a corridor-wide basis, depending on the nature of the project. For each action, a primary committee will be responsible for coordinating necessary research, funding, communication, and implementation.

8.3 COMMITTEE ACTIVITIES

As a growing and evolving organization, the Kansas Wetlands and Wildlife 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 KWWSB 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.

Project Visibility

The Committee, working with the Public Education Task Force, 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. We have held the following public meetings during the development of this corridor management plan:

<u>Date</u>	<u>Place</u>	Meeting Type
01/16/02	Great Bend	Barton County Tourism Committee public meeting
02/05/02	Stafford	Friends of Quiviria public meeting
02/16/02	Stafford	Friends of Quivira annual meeting
06/18/02	Great Bend	Barton County Tourism Committee public meeting
06/28/02	Great Bend	Scenic Byway Committee public meeting
07/10/02	Great Bend	Scenic Byway Committee public meeting
07/16/02	Great Bend	Barton County Tourism Committee public meeting
08/05/02	Great Bend	Scenic Byway Committee public meeting
09/05/02	Great Bend	Scenic Byway Committee public meeting
09/30/02	Great Bend	Scenic Byway Committee public meeting
11/12/02	Stafford	Stafford County commissioners, public and media
		on byway for final approval and resolutions
11/12/02	Hoisington	Hoisington City Council, public and media on byway
		for final approval and resolutions
11/18/02	Great Bend	Barton County commissioners, public and media
		on byway for final approval and resolutions
12/18/02	Hutchinson	Reno County commissioners, public and media on
	•	byway for final approval and resolutions
11/26/03	Great Bend	Scenic Byway Committee public meeting to finalize
		presentation of CMP

Funding

The Committee will participate in identifying funding for corridor-wide projects.

9 Implementation Plan

Although a tremendous amount of work has already been done to conserve and promote this area, the KWWSB Committee realizes the success of the Byway rests with active participation and commitment to the motion and change theme described by Fermata, Inc. The KWWSB Committee has established a process to coordinate future actions and further the goals of the KWWSB 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 KWWSB 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. Use the sample copy of the worksheet (next page) and make a separate copy for each project. Fill in the requested information to the best of your ability. Under item one (1), add additional names on an attached sheet. Regarding the funding question, number five (5), do some basic research and make an educated guess. Be honest with funding needs—this is a reference document, it requires a clear sense of financial realities.

TIME TABLE

The preceding projects, programs, and initiatives should be identified on the following timetable. The purpose of this table is not to oblige the communities of the KWWSB 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.

KWWSB ACTION WORKSHEET								
1 Participation Information (for each, list the following information):								
l	Committee Contact							
	ail							
	Telephone							
2	Action to be Undertaken	• • • • • • • • • • • • • • • • • • • •						
	Action Name Action Number							
3	Committee Assignment(s), C	heck All That Apply	· · · · · · · · · · · · · · · · · · ·					
	Tourism Development		Resource Management					
	Economic Developmen	t .	Public Education					
	Note: If more than one Committee is	active, indicate the lead con	nmittee or lead individual					
4	onion organizationio that may require coordination with or courtes							
	communications, check all the							
	KDOT	KDOC	KDWP					
	KDOA	USDA	KHS					
	KDOR	EPA -	Local Gov					
•	Local Org.	Property Owners	Elected Official					
	Schools/Educators	Other						
5	Funding							
	Funding Required:	Yes	No					
•		Unsure	In Kind					
	Funding Amount (Budget):	-						
	Sources (Incl. potential):							
6	Effective Star	rt Date:						
7	Project Completion Date (Or	cycle):						

10 Conclusion

The Corridor Management Plan for the Kansas Wetlands and Wildlife 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 KWWSB 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 KWWSB 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 KWWSB 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 KWWSB 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 Wetlands and Wildlife 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 County Resolutions

RESOLUTION 2002-52

SUPPORT OF THE KANSAS WETLANDS AND WILDLIFE SCENIC BYWAY

- WHEREAS, the Congress of the United States enacted the Intermodel Surface Transportation Efficiency Act of 1991 (ISTEA); and
- WHEREAS, Section 1047 of that Act directed the United States 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 Committee, consisting of representatives from the Kansas Departments of Transportation, Commerce and Housing, Wildlife and Parks and the State Historical Society have 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 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 Committee has evaluated this route, reviewed the Corridor Management Plan, and recommends that the Kansas Wetlands and Wildlife Scenic Byway include the route described as follows, to wit:

The route begins at the junction of U.S. Highway 281 (US-281) and Kansas State Highway 4 (K-4). The first 14.7 miles (19.2% of the route) are found on Kansas State Highway 4 (K-4) and is under the jurisdiction of the Kansas Department of Transportation (KDOT). The next stretch of highway is on County Road 2-30 (CR 2-30) and is managed by the Barton County Road and Bridge Department, extending 4.4 miles (5.7% of the route). On the southeast side of Cheyenne Bottoms, CR 2-30 meets Kansas Highway 156 (K-156), which is maintained by KDOT and continues south 5.4 miles (7% of the route). The Kansas Wetlands and Wildlife Scenic Byway (KWWSB) route carries on south on Rural Secondary Road 980 (RS 980) across U.S. Highway 56 (US-56) and into Stafford County, stretching 17.4 miles (22.7% of the route). Respectively, Barton and Stafford County Road and Bridge Departments maintain this section of roadway. From there, the route connects with RS 554 and travels east for 12 miles (15.7% of the route). This section is maintained by Stafford County with one mile under the jurisdiction of the Reno County Road and Bridge Department. The KWWSB turns south again for 6.9 miles (9% of the route) on RS 506 and is maintained by Reno County, along with one additional mile west on RS 626 where the route travels back into Stafford County. The route travels 15.9 miles (20.7% of the route) and ends at the junction of RS 626 and US Highway 281 (US-281).

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Reno County, Kansas, that said route is hereby designated as the Kansas Wetlands and Wildlife Scenic Byway; and

- BEIT FURTHER RESOLVED, that Reno County shall prohibit the erection of any sign, display or device along any portion of the scenic byway found within Reno County boundaries on the Interstate System, National Highway System or Federal Aid primary system except signs in conformance with K.S.A. 68-2233(a)(b)(c); and
- BE IT FURTHER RESOLVED, that Reno County encourages the City of Hoisington and Stafford and Barton Counties in cooperating fully with the requirements of the scenic byway program and in prohibiting signage along the route within those respective Counties as required by program guidelines; and
- BE IT FURTHER RESOLVED, that this Resolution shall be forwarded to the Kansas Scenic Byways Committee as part of the Corridor Management Plan to preserve this scenic road.

Motion Moved, Seconded, and Adopted this 18th day of December 2002.

BOARD OF COUNTY COMMISSIONERS

Shari A. Laguetin

Shari Gagnebin, County Clerk

ATTEST:

Larry R Sharp, Chaliman

Frances J. García. Commissioner

APPROVED AS TO FORM:

Francis E. Schoepf, Commissioner

Jøseph O'Sullivan, County Counselor

RESOLUTION 2002-15

SUPPORT OF THE KANSAS WETLANDS AND WILDLIFE SCENIC BYWAY

- WHEREAS, the Congress of the United States enacted the Intermodel Surface Transportation Efficiency Act of 1991 (ISTEA); and
- WHEREAS, Section 1047 of that Act directed the United States 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 Committee, consisting of representatives from the Kansas Departments of Transportation, Commerce and Housing, Wildlife and Parks and the State Historical Society have 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 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 Committee has evaluated this route, reviewed the Corridor Management Plan, and recommends that the Kansas Wetlands and Wildlife Scenic Byway include the route described as follows, to wit:

The route begins at the junction of U.S. Highway 281 (US-281) and Kansas State Highway 4 (K-4). The first 14.7 miles (19.2% of the route) are found on Kansas State Highway 4 (K-4) and is under the jurisdiction of the Kansas Department of Transportation (KDOT). The next stretch of highway is on County Road 2-30 (CR 2-30) and is managed by the Barton County Road and Bridge Department, extending 4.4 miles (5.7% of the route). On the southeast side of Cheyenne Bottoms, CR 2-30 meets Kansas Highway 156 (K-156), which is maintained by KDOT and continues south 5.4 miles (7% of the route). The Kansas Wetlands and Wildlife Scenic Byway (KWWSB) route carries on south on Rural Secondary Road 980 (RS 980) across U.S. Highway 56 (US-56) and into Stafford County, stretching 17.4 miles (22.7% of the route). Respectively, Barton and Stafford County Road and Bridge Departments maintain this section of roadway. From there, the route connects with RS 554 and travels east for 12 miles (15.7% of the route). This section is maintained by Stafford County with one mile under the jurisdiction of the Reno County Road and Bridge Department. The KWWSB turns south again for 6.9 miles (9% of the route) on RS 506 and is maintained by Reno County, along with one additional mile west on RS 626 where the route travels back into Stafford County. The route travels 15.9 miles (20.7% of the route) and ends at the junction of RS 626 and US Highway 281 (US-281).

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Barton County, Kansas, that said route is hereby designated as the Kansas Wetlands and Wildlife Scenic Byway; and

- BE IT FURTHER RESOLVED, that Barton County shall prohibit the erection of any sign, display or device along any portion of the scenic byway found within Barton County boundaries on the Interstate System, National Highway System or Federal Aid primary system except signs in conformance with K.S.A. 68-2233(a)(b)(c); and
- BE IT FURTHER RESOLVED, that Barton County encourages the City of Hoisington and Stafford and Reno Counties in cooperating fully with the requirements of the scenic byway program and in prohibiting signage along the route within those respective Counties as required by program guidelines; and
- BE IT FURTHER RESOLVED, that this Resolution shall be forwarded to the Kansas Scenic Byways Committee as part of the Corridor Management Plan to preserve this scenic road.

Motion Moved, Seconded, and Adopted this 18th day of November, 2002.

Richard Boeckman, County Counselor

ATTEST:	BOARD OF COUNTY COMMISSIONERS Pat Keenan, Chairman
Donna Zimmerman, County Clerk	Kirby Krier, Commissioner
APPROVED AS TO FORM:	Patty Linsner-Hansen, Commissioner

RESOLUTION 2002-14

SUPPORT OF THE KANSAS WETLANDS AND WILDLIFE SCENIC BYWAY

- WHEREAS, the Congress of the United States enacted the Intermodel Surface Transportation Efficiency Act of 1991 (ISTEA); and
- WHEREAS, Section 1047 of that Act directed the United States 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 Committee, consisting of representatives from the Kansas Departments of Transportation, Commerce and Housing, Wildlife and Parks and the State Historical Society have 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 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 Committee has evaluated this route, reviewed the Corridor Management Plan, and recommends that the Kansas Wetlands and Wildlife Scenic Byway include the route described as follows, to wit:

The route begins at the junction of U.S. Highway 281 (US-281) and Kansas State Highway 4 (K-4). The first 14.7 miles (19.2% of the route) are found on Kansas State Highway 4 (K-4) and is under the jurisdiction of the Kansas Department of Transportation (KDOT). The next stretch of highway is on County Road 2-30 (CR 2-30) and is managed by the Barton County Road and Bridge Department, extending 4.4 miles (5.7% of the route). On the southeast side of Cheyenne Bottoms, CR 2-30 meets Kansas Highway 156 (K-156), which is maintained by KDOT and continues south 5.4 miles (7% of the route). The Kansas Wetlands and Wildlife Scenic Byway (KWWSB) route carries on south on Rural Secondary Road 980 (RS 980) across U.S. Highway 56 (US-56) and into Stafford County, stretching 17.4 miles (22.7% of the route). Respectively, Barton and Stafford County Road and Bridge Departments maintain this section of roadway. From there, the route connects with RS 554 and travels east for 12 miles (15.7% of the route). This section is maintained by Stafford County with one mile under the jurisdiction of the Reno County Road and Bridge Department. The KWWSB turns south again for 6.9 miles (9% of the route) on RS 506 and is maintained by Reno County, along with one additional mile west on RS 626 where the route travels back into Stafford County. The route travels 15.9 miles (20.7% of the route) and ends at the junction of RS 626 and US Highway 281 (US-281).

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Stafford County, Kansas, that said route is hereby designated as the Kansas Wetlands and Wildlife Scenic Byway, and

- BE IT FURTHER RESOLVED, that Stafford County shall prohibit the erection of any sign, display or device along any portion of the scenic byway found within Stafford County boundaries on the Interstate System, National Highway System or Federal Aid primary system except signs in conformance with K.S.A. 68-2233(a)(b)(c); and
- BE IT FURTHER RESOLVED, that Stafford County encourages the City of Hoisington and Barton and Reno Counties in cooperating fully with the requirements of the scenic byway program and in prohibiting signage along the route within those respective Counties as required by program guidelines; and
- BE IT FURTHER RESOLVED, that this Resolution shall be forwarded to the Kansas Scenic Byways Committee as part of the Corridor Management Plan to preserve this scenic road.

Motion Moved, Seconded, and Adopted this 35 day of Myumbue. 2052

BOARD OF COUNTY COMMISSIONERS

ATTEST:

Dorothy L. Stres,

County Clerk

APPROVED AS TO FORM:

Joel Jackson, County Counselor 7 406

D. Hager, Chairphan

Laurn H. Chiles, Commissioner

Lee Suiter, Commissioner



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Quivira National Wildlife Refuge R.R. 3 Box 48A Stafford, Kansas 67578

IN REPLI REPER 10.

December 18, 2003

Kansas Scenic Byways Program and Clearing house c/o Bucher, Willis & Ratliff Corporation 609 W. North Street Salina, Kansas 67401

Dear Sirs:

I am writing in support of the proposed "Wetlands and Wildlife Scenic Byway" that will run adjacent to the Quivira National Wildlife Refuge. Over 60,000 visitors come to Quivira NWR each year to view the wildlife and to enjoy the outdoor experience. The "Wetlands and Wildlife Scenic Byway" will be an asset to the local communities by combining the resources of Quivira NWR and Cheyenne Bottoms, a state wildlife management area. The Byway will allow visitors to experience the thousands of waterfowl, shorebirds, and other wildlife species that use these two wetland areas.

Both Cheyenne Bottoms WMA and Quivira NWR have been designated as "Wetlands of International Importance" by the Ramsar Convention on Wetlands, an international conservation organization. Only 18 sites are so designated within the United States and it is very fortunate that Kansas has two such areas. The Scenic Byway will showcase these two internationally recognized wetland areas and help the local communities promote themselves and the natural resources of Kansas.

Sincerely,

Dave Hilley

Refuge Manager

STATE OF KANSAS



DEPARTMENT OF WILDLIFE & PARKS



Karl Grover, Field Supervisor Cheyenne Bottoms Wildlife Area 56 N.E. 40th Road Great Bend, Kansas 67530-9277

5 December 2002

Cris Collier, Executive Director Great Bend Convention and Visitors Bureau P.O. Box 274 Great Bend, Kansas 67530-0274

Dear Cris:

Thank you for the opportunity to comment on the proposed Kansas Wetlands and Wildlife Scenic Byway project. A project of this nature is long overdue.

Central Kansas has offered to knowledgeable nature lovers the opportunity to witness some of the most spectacular sites in North America. The spring and fall migration of waterbirds through central Kansas has long been on the 'places to visit' list of birdwatchers and hunters. Only recently has the 'general public' become aware of the rare spectacle that is Cheyenne Bottoms and Quivira. This scenic byway project will not only serve as an enticement to attract additional visitors to central Kansas, it will also be a golden opportunity to educate these visitors on the value and benefits of wetlands and wildlife in general and Cheyenne Bottoms in particular. All educational opportunities such as this need to be utilized if we, as a nation, are to conserve our wildlife and wetland resources for future generations. All travelers of the proposed byway are potential voters that are asked to vote on many natural resource issues. I appreciate and applaud all efforts to make these visitors 'informed voters'.

Thank you again for your continuing support of Cheyenne Bottoms Wildlife Area.

Sincerely,

Karl Grover



KANSAS CHAPTER Saving the Last Great Places 700 S.W. Jackson Street Suite 804 Topeka, Kansas 66603-3758 TEL 785 233-4400 FAX 785 233-2022

nature.org/kansas

December 17, 2002

Barton County Tourism Committee % Cris Collier, Executive Director Great Bend Convention & Visitors Bureau P. O. Box 274 Great Bend, KS 67530-0274

To whom it may concern:

recycled nanct

On behalf of The Nature Conservancy Kansas Chapter, I am writing to confirm our endorsement of the proposed Kansas Wetlands and Wildlife Scenic Byway project.

Considered the most important ecosystem in Kansas, Cheyenne Bottoms and Quivira National Wildlife Refuge represent the state's largest system of wetlands. The many shallow marshes – averaging less than one foot deep – are ideal habitats for wading shorebirds. It has been estimated that 45% of the North American shorebird population stops at Cheyenne Bottoms during spring migration, including up to 90% of the individuals of several species.

The Nature Conservancy's goal at Cheyenne Bottoms is to protect waterfowl and shorebirds alike by restoring and protecting the natural marshes, ephemeral wetlands, mud flats, and adjoining grasslands. The Conservancy seeks to preserve and maintain these vital wetlands so that the multitudes of migrating birds, which have relied on this great marsh for thousands of years, may continue to find safe haven. Our Cheyenne Bottoms Preserve, covering 7,349 acres, and the adjoining state managed Cheyenne Bottoms Wildlife Area provide an ideal opportunity for thousands of dedicated birders to pursue their interests.

The Kansas Wetlands and Wildlife Scenic Byway will be an important means to educate visitors on the value and benefit of wetlands and will serve as an important vehicle to attract additional visitors to central Kansas.

The Nature Conservancy, Cheyenne Bottoms, Quivira NWR, the city of Great Bend and anyone who wants to conserve and appreciate the benefit of our natural world, will benefit from the proposed scenic byway project.

Sincerely,

Alan Pollom State Director

Appendix B List of Intrinsic Qualities

TOURIST AMENITIES

Claflin

In Route Community

Public Restrooms

Claflin City Park, 400 West Front, 3 Miles fromm State Road 4 & NE 100 Avenue Junction.

Gas Stations

Hardten Service Station, 200 West Front, Gerald Hardten Owner. Full Service and Light Auto Repair. 3 Miles from East State Road 4 & NE 100 Avenue Junction, (620) 587-3914 Hours: M-Sat 8AM-6PM

Cates Service & Supply, 200 East Front, Don Cates
Owner, Service and CARQUEST Auto Parts. 3 Miles
from East State Road 4 and NE 100 Avenue Junction,
(620) 587-3326 Hours: M-F 8AM-6PM Sat 8AM-12 Noon

COOP, 1097 NE Avenue, 1 Block South - 3 Miles from East State Road 4 and NE 100 Avenue Junction, 620) 587-3346 Hours: M-F 8AM-5PM Sat 8AM-12 Noon

Auto Assistance

Bob's Service Center, 1070 NE 130 Avenue, 1/4 Mile South - 3 Miles from East State Road 4 & NE 100 Avenue Junction, (620) 587-3792 Hours: 8AM-5PM

Banking & ATM's

1st Kansas Bank, 123 Main, 3 Miles from East State Road 4 & NE 100 Avenue Junction, Dan Bonine - President. Full Banking & ATM (620) 587-3411 Hours: 9AM-3PM

Personal Care

Mane Place Beauty Salon, 216 Main, Murine Prosser Owner. Hair Styling. 3 Miles from East State Road 4 & NE 100 Avenue Junction, (620) 587-3678 Hours: By Appointment

Shopping

Anne's Accents, 212 Main, Anne Beck Owner, Gift Shop and collectibles. 3 Miles from East State Road 4 & NE 100 Avenue Junction, (620) 587-3773 Hours: 9-12 and 1PM-5PM.

TOURIST AMENITIES

Claflin In Route Community

Shopping cont'd

Bailey's Food Bin, 101 Main, Troy & Angie Bailey Owners. Full Service Grocery. 3 Miles from East State Road 4 & NE 100 Avenue Junction, (620) 587-3496 Hours: M-Sat 8AM-8PM Sun 11AM-5PM

Miller's of Claflin, 200 North Main, Bill & Brad Miller Owners. 100 Year Old Business - Furniture Floor Covering. Kansas Largest furniture selection in 13 Storerooms. (800) 748-8314 Hours: 9AM-5:30 PM

Restaurant/Fast Food

PizzaToGoe, 221 Main, Diane Hanson & Marcie Leibl Owners. Meals/Pizza/Sandwiches & Carry Out. 3 Miles from East State Road 4 & NE 100 Avenue Junction, (620) 587-3837 Hours: M-Sat 6AM

Diane's Diner, 102 Main, Diane Morris Owner. Cooked Meals w/Daily Specials. 3 Miles from East State Road 4 & NE 100 Avenue Junction, (620) 587-9903 Hours:

CULTURAL/HISTORIC

Claflin

In Route Community

Claflin Museum, 110 West Hamilton, Charles Disque Contact. Local Memorabilia. 3 Miles from East State Road 4 & NE 100 Avenue Junction. (620) 587-3804 Hours: By Appointment

Independent Township Library, 108 Main, Judy Wondra Librarian. Internet Services and Kansas Collections, 3 Miles from East State Road 4 & NE 100 Avenue Junction, (620) 587-3488 Hours: Posted

Main Street Claflin- Replication of Store Fronts from Early 1900's. Unique Facade Reconstruction.

RECREATION

Claflin

In Route Community

Claflin City Park, 400 West Front, Swimming Pool,
Tennis Courts, Basketball Courts, Playground, Picnic Shelter, Horseshoe Pits, and Restrooms. 3 Miles from State Road 4 & NE 100 Avenue Junction.

Claflin Golf Course, 2 mi East of Claflin, 5 Miles from East State Route 4 & NE 100 Avenue Junction. Nine Hole Grass Greens. Hours: Daylight

TOURISM AMENITIES

Odin

In Route Community

Gas Stations/Quick Shops

Odin Store, NE 90 Avenue/140 Road, 3 Mile North of East State Road 4, Edgar Jacobs Owner. Gas/Sandwiches/ Beverages/Convenience Items. Public Rest Rooms. (620) 587-3370 Hours: 10AM - 12 Midnight

CULTURAL AND HISTORIC

Odin

In Route Community

Prairie Church, NE 90 Avenue, 3 Mile North of East State Road 4, Holy Family Catholic Church, Contact Parish Priest at Hoisington. Native Stone was quarried and hauled to site for construction of this Church in 1899. (620) 653-2963 Hours: Daylight

KORR National Dirt Days, Odin Raceway NE 90 Avenue, 2 1/2 Miles North of East State Road 4. Marlin Hitschmann Promoter. National Motorcycle Motorcross Racing. (620) 653-4967 Hours: August Event

Odin Rodeo, Prosser Arena NE 90 Avenue, 3 Mile North of East State Road 4, Odin Saddle Club. Annual Rodeo in Late July or Early August. (620) 587-3370 {Odin Store} Hours: Annual Event

TOURIST AMENITIES

Hoisington

Terminal Community

Public Restrooms

- City Building, 109 East First, 1 Block East of US Hwy 281, Hours: Daytime
- Bi-Centennial Park, West Hoisington, 3 Block from US Hwy 281, Hours: Daytime

Gas Stations/Quick Shop - National Credit Cards

- Lamb Service & Repair, 251 West Second, Owners Rick and Susan Lamb. 1 Block West of Hwy 281 in Downtown. Full Vehicle Service and Auto Repair. (620) 653-2375 Hours: 7AM 6/7PM
- Kaiser Total, 652 South Main on US Hwy 281, Owner
 Wayne Kaiser. Full Vehicle Serve and Auto Repair.
 (620) 653-9901 Hours: 5AM 6PM
- Stop 2 Shop, 302 North Main on US Hwy 281, Owner Donna Scott. Gas and Convenience Store. (620) 653-4479 Hours: 5AM 11PM
- Bird Express, 251 South Main on US Hwy 281, Tambra Estes Manager. Gas/ATM/Convenience Store. (620) 653-2395 Hours: 24/7
- Shaney's, 571 South Main on US Hwy 281, Owners Jim and Shelley Hejny. Gas/Food/Convenience (620) 653-2070 Hours: 5AM 9PM

Restaurants/Fast Food

- Shaney's, 571 South Main on US Hwy 281, Owners Jim and Shelley Hejny. Full Meals and Fast Food. Dine In or Out. (620) 653-2070 Hours: 5AM 9PM
- Dairy Queen Restaurant, 301 East Ninth on State Road 4 East, Owners Leon and Becky Steiner. Full Meals and Drive Up. (620) 653-2806 Hours: 10AM - 10PM
- Pizza Hut, 56 West State Road 4, Jodie Demel Manager. Full Meal and Drive Up. (620) 653-4976 Hours: 11AM 10/11PM

TOURIST AMENITIES

Hoisington Terminal Community

Public Restrooms

City Building, 109 East First, 1 Block East of US Hwy 281, Hours: Daytime

Bi-Centennial Park, West Hoisington, 3 Block from US Hwy 281, Hours: Daytime

Gas Stations/Quick Shop - National Credit Cards

Lamb Service & Repair, 251 West Second, Owners Rick and Susan Lamb. 1 Block West of Hwy 281 in Downtown. Full Vehicle Service and Auto Repair. (620) 653-2375 Hours: 7AM - 6/7PM

Kaiser Total, 652 South Main on US Hwy 281, Owner Wayne Kaiser. Full Vehicle Serve and Auto Repair. (620) 653-9901 Hours: 5AM - 6PM

Stop 2 Shop, 302 North Main on US Hwy 281, Owner Donna Scott. Gas and Convenience Store. (620) 653-4479 Hours: 5AM - 11PM

Bird Express, 251 South Main on US Hwy 281, Tambra Estes Manager. Gas/ATM/Convenience Store. (620) 653-2395 Hours: 24/7

Shaney's, 571 South Main on US Hwy 281, Owners Jim and Shelley Hejny. Gas/Food/Convenience (620) 653-2070 Hours: 5AM - 9PM

Restaurants/Fast Food

Shaney's, 571 South Main on US Hwy 281, Owners Jim and Shelley Hejny. Full Meals and Fast Food. Dine In or Out. (620) 653-2070 Hours: 5AM - 9PM

Dairy Queen Restaurant, 301 East Ninth on State Road 4
East, Owners Leon and Becky Steiner. Full Meals and
Drive Up. (620) 653-2806 Hours: 10AM - 10PM

Pizza Hut, 56 West State Road 4, Jodie Demel Manager. Full Meal and Drive Up. (620) 653-4976 Hours: 11AM - 10/11PM

TOURIST AMENITIES

Hoisington

Terminal Community

Restaurants/Fast Food cont'd

Gina's Creations, 250 South Main on US 281, Owner Gina Streetman. Sandwich/Soup/ and in House Bakery. (620) 653-7680 Hours: 7AM - 8PM

Daylight Donuts, 169 South Main on US Hwy 281, Owner Marge Lynch. Pastry for Dine In or Take Out. (620) 653-2130 Hours: 5AM - 1PM

Lodging

The Lodge, 250 South Main on US Hwy 281, Owner Rod Harms Individual and Group Rooms. Very Nice accommodations in a building that housed Railroad Crews for 80 Years. (800) 869-0332 Hours: 24/7

Shopping Food/Personal/Speciality

Prairie Lost Antiques, 160 South Main on US Hwy 281, Owners Mr/Mrs Jim Zink. Well Stocked Antique Items. (620) 653-4515 Hours: Normal Daytime Hours

Town and Country Super Market, 818 North Elm on East State Road 4, Owners Dolores and Randy Deutsch. Fully stocked Grocery Store with Deli and Bakery. (620) 653-2330 Hours: 8AM - 9PM

Duckwall's, 157 South Main on US Hwy 281, Rhonda Riedl Manager. Fully stocked Department Store. (620) 653-4047 Hours: 9AM - 6PM

Hoisington Dispatch Gift Shop, 104 North Main on US Hwy 281, Owner Luke Brown. Candles and Gift Items. Housed with the Local Newspaper. (620) 653-4154 Open 5 Days weekly and Normal Business Hours.

Hoisington Floral, 122 North Main on US Hwy 281, Owner Loretta Finger. Gift and Floral Arrangements. (620) 653-4668 Hours: 9AM - 5/6PM

Lynn's Leather Accesories, 252 South Main on US Hwy 281, Owner Lynn Smith. Road and Racing Leather apparel and accessories. (520) 653-4402 Normal Business Hours

TOURIST AMENITIES

Hoisington

Terminal Community

Shopping cont'd

- C & H Liquor, 269 South Green, 1 Block West of US Hwy 281, Owner Carol Hitschmann. Wines, Beer, & Spirits. (620) 653-2705 Hours: 9AM - 8PM
- Midwest Artisans/Wheatcraft, 172 West Fourth, 1 Block West of US Hwy 281, Owner Barbara Polzin. Kansas Original Craft Items and local Wheat weaving. (620) 653-2244 Hours: Appointment
- Schneweis Liquor, 168 West Second, 1 Block West of US Hwy 281, Owner Leo Schneweis. Wines, Beer & Spirits. (620) 653-2560 Hours: 9AM 8PM

Automobile Assistance

- Becker Tire & Treading, 259 South Main on US Hwy 281, Randy Kaiser Manager. Tire Repair and Sales. (620) 653-7512 Hours: 8AM - 6PM
- Manweiler Chevrolet, 271 South Main on US Hwy 281, Owner Gene Manweiler. Auto Repair, Service, Parts, Body Shop and Wrecker Calls. (620) 653-2121 Hours: 8AM -6PM
- Boxberger Auto Repair, 167 West First, 1 Block West of US Hwy 281, Owner Lavern Boxberger. Auto Repair & Body Shop. (620) 653-7753 Hours: Normal Daytime
- Rodies Auto Parts, 165 West Broadway, 1 Block West of US Hwy 281, Owner Bruce Rodie. Full Line Auto Parts. (620) 653-7521 Hours: Normal Daytime Hours
- Lamb Service & Repair, 251 West Second, 1 Block West of US Hwy 281, Owners Rick and Susan Lamb. Auto Repair (620) 653-2375 Hours: 7AM 6/7PM
- Kaiser Total, 652 South Main on US Hwy 281, Owner Wayne Kaiser. Auto Repair. (620) 653-2901 Hours: 5AM-6PM
- Steve's Car Wash, 151 South Main on US Hwy 281, Steve Ritter Owner. Full Self Service Car Wash. (620) 653- 2177 Hours: 24/7 (except Freezing Weather)

TOURIST AMENITIES

Hoisington

Terminal Community

Medical Assistance

- Clara Barton Hospital, 250 West Ninth at Junction of US Hwy 281 and State Road 4, Jim Turnbull Administrator. Long Term and Emergency Care w/on Duty Doctor's. (620) 653-2114 Hours: 24/7
- Clara Barton Clinic, 250 West Ninth at Junction of US Hwy 281 and State Road 4, Dr Pandian. Appointment and Emergency through Clara Barton Hospital. (620) 653-2386 Hours: 9AM 5PM
- Hoisington Medical Clinic, 250 West Ninth at Junction of US Hwy 281 and State Road 4, Dr Frayser.

 Appointment and Emergency through Clara Barton Hospital. (620) 653-4104 Hours: 9AM 5PM
- Dr Blake Herres DDS, 568 West Seventh, 1 Block South of US Hwy 281 and West State Road 4. Appointment and Emergency if available. Hours: By Appointment
- Dr Keith Ritter DDS, 165 West Seventh, at US Hwy 281 & West Seventh. Appointment and Emergency if available. Hours: By Appointment
- Central Kansas Surgical Services, 353 West Tenth, Dr Robin Durrett, 1 Block North of US Hwy 281 & West State Road 4. Surgery Specialist and Emergency through Clara Barton Hospital. Hours: Appointment
- Central Kansas Urology Services, 353 West Tenth, Dr Dan Witt, 1 Block North of US Hwy 281 and West State Road 4. Surgery Specialist and Emergency through Clara Barton Hospital. Hours: By Appointment
- Tyler Schremmer OD, 801 North Pine, 1/2 Block South of East State Road 4. Optical Services and Fittings. (620) 653-4001 Hours: By Appointment
- Chiropratic Arts, 254 West Second, Dr Julia Flagor, 1 Block West of US Hwy 281. Chiropractor Services (620) 653-4955 Hours: By Appointment
- Hoisington Ambulance/EMS Personnel, 202 East Broadway, 1 Block East of US Hwy 281. Ambulance Services Phone 9-1-1. Hours: 24/7 Full/Part Time Personnel

TOURIST AMENITIES

Hoisington Terminal Community

Medical Assistance cont'd

Cheyenne Health Mart, 115 North Main on US Hwy 281, Jim Siebert Owner. Full Pharmacy Services. (620) 653- 2828 Hours: 8AM - 6PM (Dr Emergency Hours)

Banking & ATM's

Hoisington National Bank, 2nd & Main on US Hwy 281, Lee VanScyoc President. Full Banking and ATM Services, with Early/Late Drive Up (620) 653-4113 Hours: 9AM -3PM

First Kansas Bank, 101 North Main on US Hwy 281, Dan Bonine President, Full Banking w/Early & Late Drive Up (620) 653-4921 Hours: 9AM - 3PM

Landmark National Bank, 623 North Main on US Hwy 281, Wally Nuss Manager. Full Banking. (620) 653-2783 Hours: 9AM - 3PM

Commercial Federal Bank, 159 West Second, 1/2 Block West of US Hwy 281, Roger Friedly Manager. Banking, (620) 653-7305 Hours: 9AM - 3PM

Laundry

Tidy Laundry, 218 North Green, 1 Block West of US Hwy 281, Doug/Karen Hickel Managers. Help Yourself Washers/Dryers. (620) 587-3928

Personal Care

Vincent Barber Shop, 119 North Main on US Hwy 281, Bob Vincent Owner. Walk In Customers. (620) 653-7737 Hours: 8AM - 6PM Mon-Thurs

Second Street Hair Depot, 155 West Second, 1/4 Block West of US Hwy 281, D.J. Baird/Gloria Adams Owners. Hair Styling. (620) 653-2565. Hours: By Appointment

New Wave Beauty Salon, 520 North Cedar, 2 Blocks South of East State Road 4, Mary Lynn Schneider Owner. Hair Styling. (620) 653-2377

TOURIST AMENITIES

Hoisington

Terminal Community

Personal Care cont'd

The Cottage, 116 East First, 1/2 Block East of US Hwy 281, Tammy Yeakley Owner. Hair Styling/Nail Salon. (620) 653-4731

Animal Care (Small Animal)

Hoisington Vet Hospital, 3 NW 90 Road on North US Hwy 281, Dr Dave McMillon Owner. Large and Small Animal Care. (620) 653-2862 Hours: Normal Day Hours

RECREATION

Hoisington

Terminal Community

- Cardinal Lanes, 814 North Elm, 1/2 Block South of East State Road 4, Owner Gary Boxberger. 8 Bowling Lanes. (620) 653-4140 Hours: Seasonal Schedule
- Lake Barton Golf Course, 673 North US Hwy 281, 4 Miles South of Hoisington, Doris Goad President. 18 Holes of Grass Greens. (620) 653-4255 Hours: Daylight
- USD 431 Activity Center, Susank Road, 2 Blocks North of East State Road 4, Hoisington Recreation Commission, Handball, Wellness, Exercise, Indoor Walk, School Sports. (620) 653-4050 Hours: TBD (Construction will be completed in Fall 2003)
- Bi-Centennial Park, Junction North Center Street with US Hwy 281 and West State Road 4, Allen Dinkel City Manager. 4 Tennis Courts w/Lights, 1 Adult Softball w/Lights, 1 Adult Baseball w/Lights, 18 Horseshoe Pits w/lights, 1 Soccer Field, 1+ Mile Walking Trail w/ Exercise Stops, Swimming Pool, Picnic Shelter, and Play Ground.

<u>CULTURAL AND HISTORIC</u> Hoisington Terminal Community

- Museum, 120 East Second, 1 Block East of US Hwy 281, Lois Hickey Contact. Local Memorabilia. (620) 653-2514 Hours: By Appointment
- Depression Mural, 119 East Second, 1 Block East of US Hwy 281, US Post Office. Wheat Threshing scene from early day harvesting. Updated version of what the scene would look like present day, was painted by a local High School Art teacher. (620) 653-2838 Hours: Lobby Hours
- Public Library, 169 South Walnut, 1 Block East of US Hwy 281, Kathy Farrington Librarian. A Fully Staffed and Referenced Library. (620) 653-4128 Hours: Posted
- Clay Mining, 771 North US Hwy 281, Kansas Brick and Tile Nona Jamison Mgr. Brick manufacturing plant with open mining of clay. (620) 653-2157 Hours: Daytime
- Stained Glass Windows, East 5th & Main on US Hwy 281, St John's Catholic Church, Resident Priest. Stained Glass Windows throughout the Church erected in 1911. (620) 653-2963 Hours: Daytime
- Annual Celebration, Various Locations, on US Hwy 281, Labor Day Weekend. Celebration has been continous for over 100 Years. Chamber of Commerce - Contact. (620) 653-4311 Hours: Saturday through Monday
- Sun Dial, 109 East First, 1 Block East of US Hwy 281, City Building City Manager. Sun Dial was made part of the Facade on the City Auditorium. WPA construction in the 1939. (620) 653-4125 Hours: 24/7
- Skyline Grain Elevators, 202 East Railroad, 1 Block East of US Hwy 281, United AG - Duane Reif Manager. Modern Day Storage Facilities for grains which were an intregal part of the community's and area growth. (620) 653-2767 Hours: Daylight Hours

ATTRACTIONS; Ellinwood Dist. Hospital Ellinwood Tunnels 605 N. Main 2N Main Ph. 620-564-2548 Ph. 620-564-2218 **AUTO REPAIR:** Art's Auto Repair Dozier Winery 300 E. Santa Fe 323 SE 80 Ave Ph. 620-564-3141 Ph. 620-564-0195 Knop Auto Repair Panning Sinkhole 305 E. Santa Fe 3 East, 1 South, ½ East Ph. 620-564-3431 of Ellinwood Ph. 620-564-2199 BANKS: SALES: Commercial Federal Electronics' Center HWY 56-Humbolt 17 N. Main Ph. 620-564-2900 Ph. 620-564-2420 Sunflower Bank Gannaway Sentry Hardware 13 N. Main 107 N. Main Ph. 620-564-2010 Ph. 620-564-3100 Home Lumber & Supply Co. BARBER/BEAUTY: 116 E. Santa Fe Hair Designs Ph. 620-564-3241 109 E. 1st 620-564-2832 Kimple's Furniture & Gifts 113 N. Main Imperial Beauty SALON Ph. 620-564-2300 208 Craig Ph. 620-564-2202 Methodist Thrift Shop 4 N. Main Ph. 620-564-2418 **DAYCARE:** St. John's CDC Willie's Retail Liquor 615 N. Main 602 E. Santa Fe Ph. 620-564-2285 Ph. 620-564-3110 Ellinwood Family Foods Groceries MEDICAL: 210 E. Santa Fe Dr. Dan Davis, DDS Ph. 620-564-3011 624 N. Main FLORIST: Ph. 620-564-2407 Gifts of the Garden 111 N. Main Ellinwood Hospital Clinic Ph. 620-564-3480 611 N. Main Ph. 620-564-3771

Sauer Chiropractic

Ph. 620-564-2555

6 N. Main

1.35

Glenda's Floral 304 East 5th

Ph. 620-564-3321

ANTIQUES:

James Elliott Antiques

1 N. Main

Ph. 620-564-2400

Our Mother's Treasures

14 N. Main

Ph. 620-564-2218

Starr Antiques

104 E. Santa Fe

Ph. 620-564-2400

The Showcase

23 N. Main

Ph. 620-564-3224

ENTERTAINMENT:

The American Legion

117 E. Santa Fe

Ph. 620-564-3252

Bud's Place

102 N. Main

620-564-3616

VFW Club

South Main

Ph. 620-564-2016

Eagle Bowling Alley

108 W. Santa Fe

Ph. 620-564-4000

CAFE:

Barron's Pizzeria

106 N. Main

Ph. 620-564-

Ellinwood Dairy Queen

308 E. Santa Fe

Ph. 620-564-3633

John Henry's

518 E. Santa Fe

Ph. 620-564-3676

Jim's Steaks

18 N. Main

Ph. 620-564-2566

GAS CONVENIENCE:

Ellinwood Coop Station

119 E. Santa Fe

Ph. 620-564-2180

H & T Stop 2 Shop

114 E. Santa Fe

Ph. 620-564-3328

Pop N Shop

410 E. Santa Fe

Ph. 620-564-2087

Zip Stop

200 E. Santa Fe

Ph. 620-564-3464

ANNUAL EVENTS:

FEBRUARY SPAGHETTI DINNER

St. John's Child Development Center Annual Community Spaghetti Dinner held third Sunday in February.

American Legion annual "Wild Game Feed". Sponsored by Son's of American Legion. Held on fourth Saturday in February.

MAY

GROVE PARK GOLF TOUR.

Grove Park Golf Club Invitational Golf Tournament. Held on Mothers Day weekend.

FEST IN DEM PARK

A one-day Craft Show is held in the Ellinwood Park for artists to sell their merchandise. Over 100 artists display their wares from 9 a.m. to 4 p.m. on the Saturday following Mothers Day.

JUNE ROCK SWAP

Rock Hounds congregate for their annual trek to Ellinwood to sell & swap rocks. The four-day affair is held on the first weekend in June.

JULY AFTER HARVEST FESTIVAL

Three days of entertainment.
Carnival, fishing derby, parade, free kids fair and
Saturday night dance. A special entertainment is held
on Saturday.

This 30-year-old tradition is held during third weekend in July

AUGUST WHEAT-BOWL FOOTBALL

NAIA sanctioned bowl game held last weekend in August. Participating Small Colleges are located in the Mid-West USA. www.wheatbowl.com

SEPTEMBER

GROVE PARK GOLF

Grove Park Senior Golf Tournament. Annual Invitational Senior Tournament last weekend in September.

OCTOBER

PEDDLER'S MARKT.

Chamber of Commerce sponsored "Peddler's Market" Four blocks of vendors barking their wares. Excellent Christmas sale!

NOVEMBER

GERMAN BUFFET

Old Time Recopies brought from Germany by the ancestors of Ellinwood settlers languish the banquet tables. First weekend in November.

CHRISTMAS BAZAAR
Hosted by UCC Church
Handcrafts waiting to go under
someone's Christmas tree. Sale held second
weekend of November.

DECEMBER

ELLINWOOD ANTIQUE SHOW

Ellinwood Garden Club invites dealers throughout the mid-west to a 2-day show held in December.

St. John, Kansas

By Paul Tschopp, Cha

L. Paul Tschopp, Chairperson Barton County Tourism Committee

The community of St. John, Kansas is a small town about 28 miles south of Great Bend, Kansas and is the Stafford County Seat. The Courthouse is an architecturally interesting building with carvings on the exterior. Additionally, the Stafford County Emergency Service is located in St. John.

This community serves its residence with several outstanding facilities. The City Offices are located in a building on the North side of the City Square. The local Police and Fire Departments are located in this area, also. The City Square is nicely kept with a manicured lawn and many floral plantings. The focal point of the square is a lovely 12 to 15 foot, three-tiered, flowing fountain. Several businesses are located on each side of the square.

The Ida Long Goodman Memorial Library is a more modern building which houses a nice array of books and other literature for use by its patrons. The town is also the location for the H.G. Witts' Community Center. Located on the West Side of town is the Ramblin' Rose Stables.

Several vintage houses have been restored. A fine example of which is located at the corner of Third and West Street.

St. John affords its residence a choice of churches. Those we located include: St. John Catholic Church, Church On The Rock, Church of the Latter Day Saints, First United Methodist Church, and First Baptist Church. Located about 4 miles north of St. John is a turn-of-the-century white framed church known as New Hope United Brethren. Not knowing if this is an active congregation is of little consequence because the structure is typical architecture of the early 1900's.

A special treat in this little community is the Ruby Slipper Café and Catering. It is located in a two-story house across the street north of the local high school. The café is decorated with "Wizard of Oz" memorabilia and the menu is designed in the same manner using names of characters from the famed movie and story. A few menu items include: Dorothy's Soup and Sandwich, Auntie Em's Chef Salad; Glinda's Garden Salad; Cowardly Lion Club Sandwich, and the Tin Man Ruben Sandwich. They also have a Munkins Menu. This delightful spot is located at 201 E. 6th and their hours are from 11:00 a.m. – 2:00 p.m. Monday through Friday and the first and third Sundays of the month. The proprietor is Leigh Kirkland and can be contacted at 620-549-6530. The food is tasty and the servings are plentiful.

area code 620-

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Eating		Fuel
American Legion		R's Food & Fuel
205 S. Main		E. Highway 50
234-5068		234-5691
Ampride Convenien	ice Store	Ampride Convenience Store
443 E. Highway 50		E. Highway 50
234-6119		234-6119
Curtis Cafe		Overnight
104 S. Main		
234-5644		Kountry Korner Motel
		506 E. Highway 50
ElRoy's Pizza Plus		234-5232
115 S. Main		201-0202
234-5408		Henderson House Bed&
254-5400		
Inlain's Postument		Breakfast 518 W. Stafford
Ickie's Resturant		234-6048
454 E. Highway 50		0.1 12 5.10
234-6958		Spickard House Bed &
		Breakfast 201 N. Green
Karen's Kitchen		234-6048
111 W. Broadway		
234-5198		Weide House Bed &
·		302 N. Green
R's Food & Fuel		234-6048
221 E. Highway 50		
234-5691		PineHaven RV Park
		E. Highway 50 (So. of St.John
Strawberry Patch		on 281,E on 50@ junction)
E. Highway 50		
234-5636		City owned RV Hook-ups
		Contact Police
Places of Interest:		Contract I once
Stafford Mall	Stafford Co. Museum	Freund's Crafts & Flowers
Ill So. Main	100 S. Main	E. Highway 50
234-5633	234-5664	234-6951
201 0000	201-0001	20 1 0301
Larahee Memorial L	ibrary Ouivira Wi	Idlifa Dofins

Larabee Memorial Library

Quivira Wildlife Refuge

108 N. Union 234-5762

HUDSON, KS

Stafford County Flour Mills Co. - Tours by Appointment only, Tours are approximately 1 ½ hrs in length. Please call the Mill Office - 620-458-4121 for reservations

Treasure Inn – Antique Store and Collectibles.

Hours 11 A.M. to 4 P.M. or by appointment Please call 620-458-4201

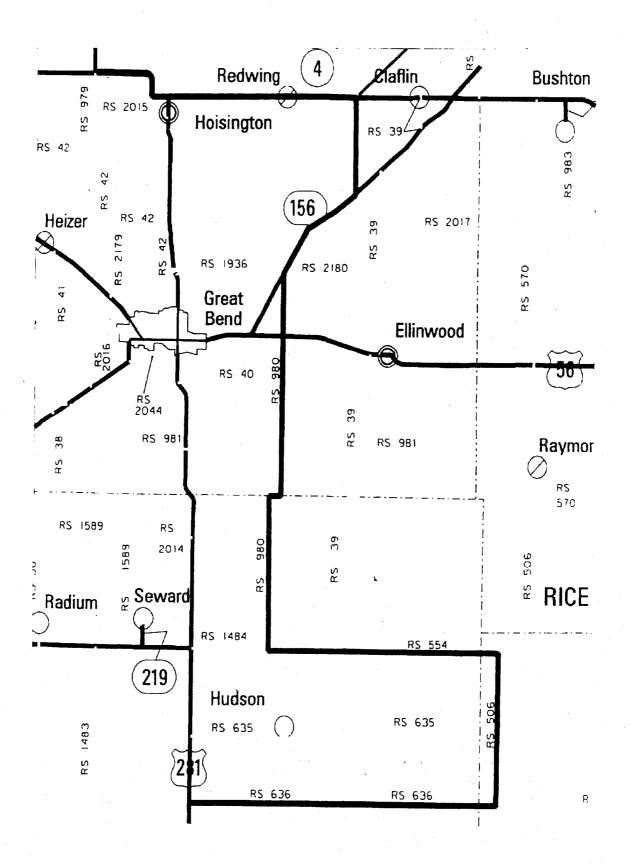
Owners are Trudy & Duane Hanson

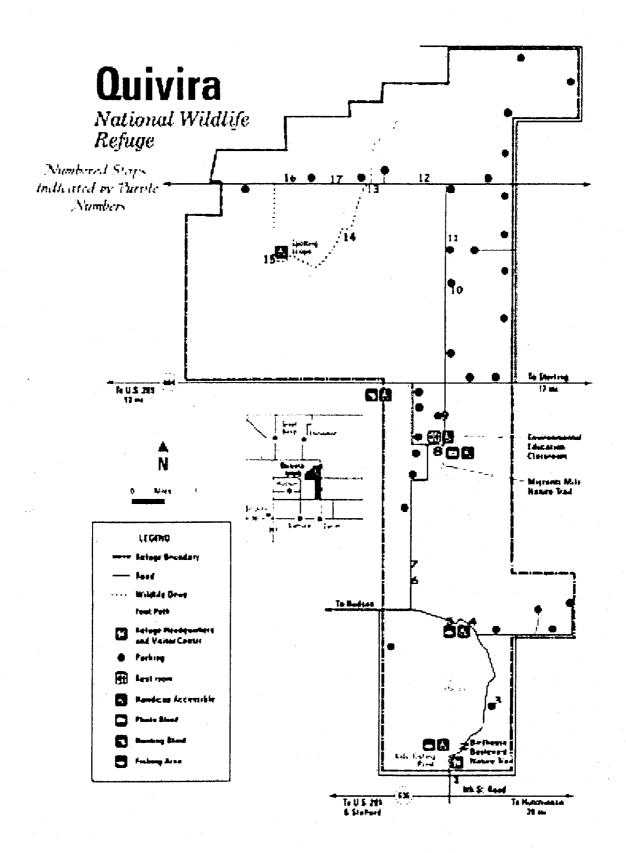
Hudson Community Hall – For Reservations please call Harold Bauer @ 620-458-3292

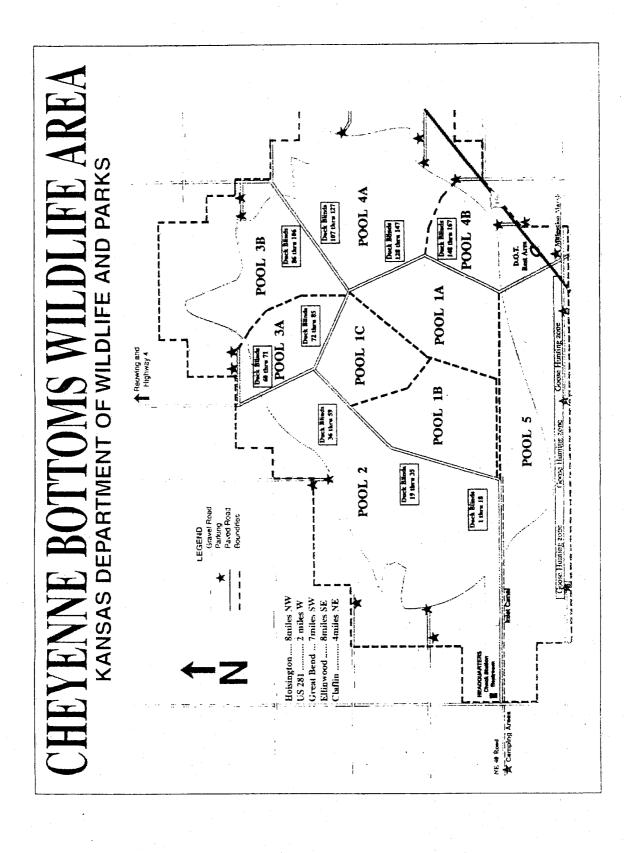
Wheatland Café – Dine in hours are Sundays 11-2
For Catering Information please call the Café @
620-458-4761 or Home 620-458-3161
Owners are Darrell & Shannon Bauer

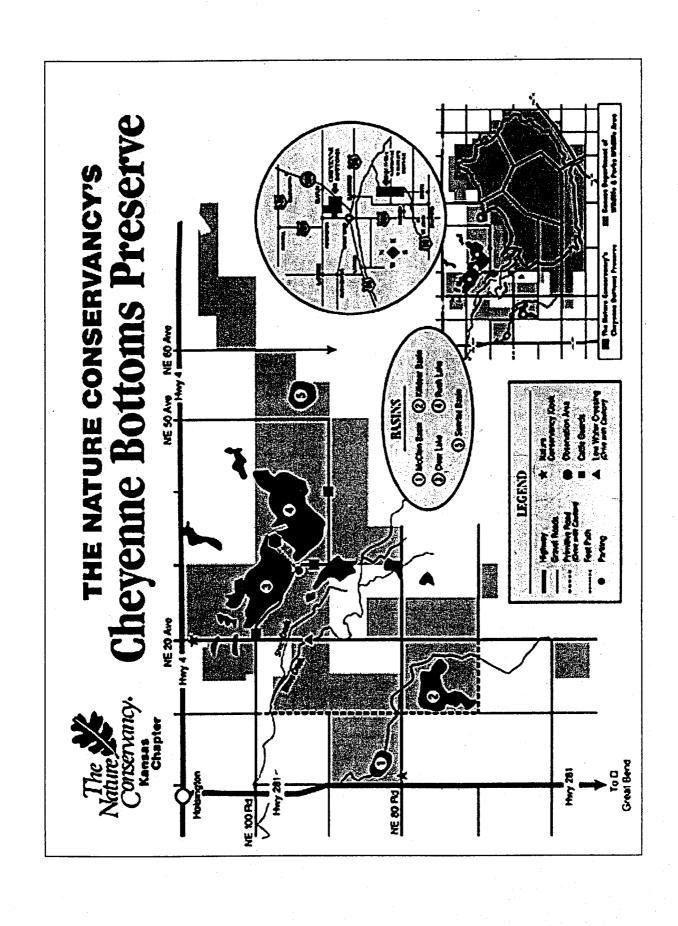
Hudson City Park - Located on Main Street - Gazebo is available for use. Children's play equipment is also available

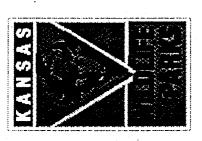
Appendix C Maps









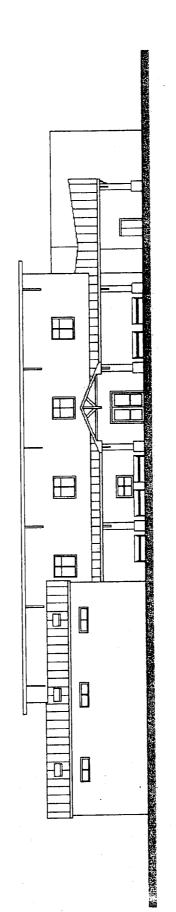


BOTTOMS CHEYENNE

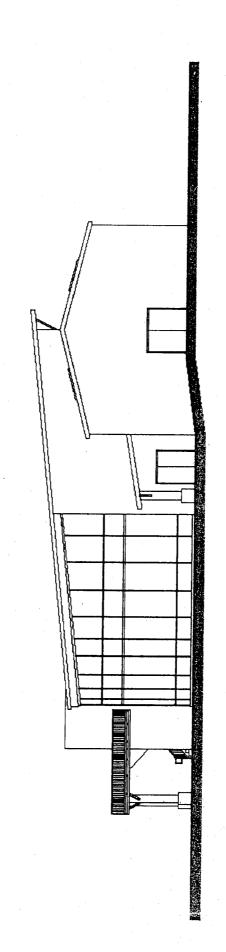
Education and Visitors Center

Elevation View Front |

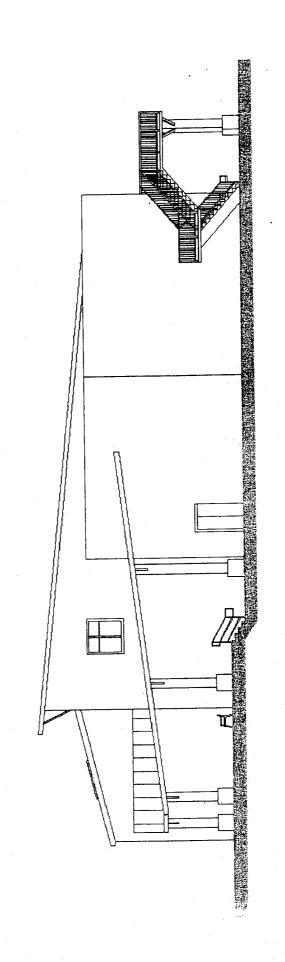
THE STATE OF



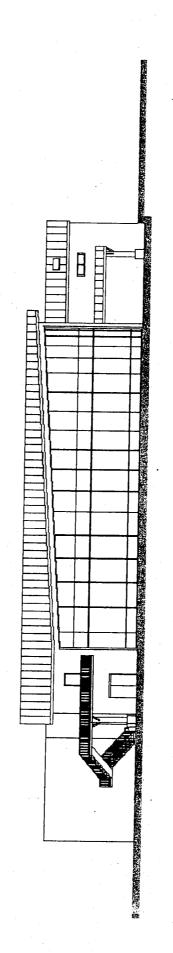
Side Elevation View



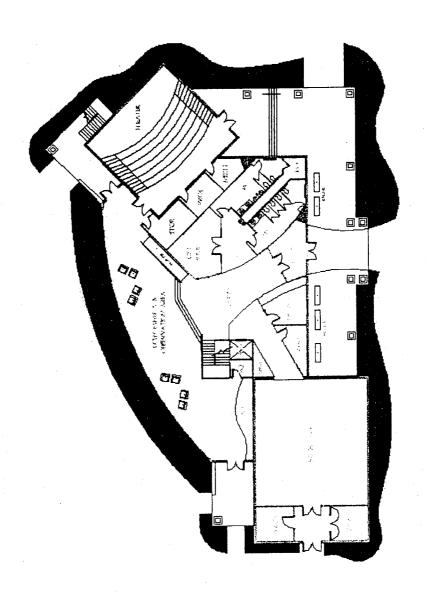
Side Elevation View



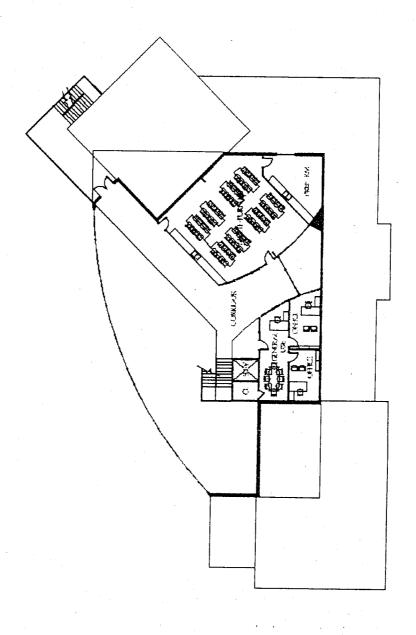
Rear Elevation View



First Floor Layout



Second Floor Layout



Appendix D Excerpt from Regional Nature-Based Strategic Plan for Viewing Itineraries

Viewing itineraries should focus on the seasonal variations at the Bottoms complex, highlighting the following:

- Spring and fall migration: the best opportunity to 9 view large numbers of different species is offered during the spring and fall migrations. Spring is characterized by large numbers of migrating shorebirds and waterfowl heading north for the breeding season. Many birds are in colorful breeding plumage. The concentration of birds during the fall migration is less impressive, but continues for a longer period of time.
- Breeding season: at least 100 species of birds have been documented to breed and nest in the Cheyenne Bottoms and Quivira area. These include a variety of shorebirds, wading birds, bulls, raptors, chickens, waterfowl, and passerines. The importance of the area is emphasized with endangered and threatened species such as Snowy Plover and Piping Plover, which nest in the area. Other shorebirds besides the Snowy Plover include Killdeer, Wilson's Phalarope, and at times Upland Sandpiper and Spotted Sandpiper. Many of the plover nests are rather cryptic and may be located along sandy roadsides or the banks of the wildlife drives. American Avocets, some Blacknecked Stilt, and White-faced Ibis also breed on these grounds during the summers. Black Terns and Forster's Tern can be found nesting at the refuges, and an interior colony of endangered Least Tern is protected at Quivira. Raptors such as Swsainson's Hawk and Mississippi Kite are also Summer residents and nesters in the area. Wild Turkey nest in the area too. along edges of tree groves and shelter belts. Visitors may commonly find Great Horned Owl and Burrowing Owl nesting as well. Several rail species nest in areas of Quivira and Cheyenne Bottoms, although many are extremely difficult to find. These include King Rail, Virginia Rail, Sora, and Black Rail.
- Winter residents and year-round viewing: winter residents of Bottoms complex include Rough-legged Hawk, Golden Eagle and Bald Eagle, from November to March. Northern Bobwhite, Ring-necked Pheasant, and Wild Turkey are common year-round residents. Long-eared Owls have been observed wintering at Quivira. Northern Flicker, Reed-bellied Woodpecker, may be viewed throughout the year at both locations. Yellow-bellied Sapsuckers occasionally are seen wintering on Quivira grounds. Black-capped Chickadee and White-breasted Nuthatch have been observed year-round at both locations, whereas Red-breasted Nuthatch and Brown Creeper have been noted only occasionally in winters and during migration times. Many sparrow species can be viewed throughout a large portion of the year, from fall to the following spring. These include Dark-eyed Junco, American Tree Sparrow, White-crowned Sparrow, Harris' Sparrow, Fox Sparrow, Lincoln's Sparrow, Song Sparrow, Lapland L9ngspur, and Chestnut-collared Longspur.

- Sandhill and Whooping Cranes: by mid-march to early April, flocks of Sandhill Cranes, occasionally accompanied by Whooping Cranes, stop at the Bottoms heading northward to breed. The cranes may return to the area from late October to early December, as they travel along their southward journey. Typically, the Whooping Cranes remain in the area longer during the fall and winter, as compared to spring migration.
- Ducks and Geese: migrant waterfowl can be viewed from February to March during spring migration, and best times in fall to view them occur in early to mid-October. The complex can host several hundred thousand ducks and geese at one time. Some less common waterfowl include American Black Duck, Mottled Duck, Greater Scaup, Common Goldeneye, Hooded Merganser, and Red-breasted Merganser. Rare sightings of Tundra Swan, Fulvous Whistling Duck, have been recorded. Waterfowl observation gives visitors an opportunity to get good, prolonged looks at a number of colorful and dynamic species.
- Shorebirds and Waterbirds: Cheyenne Bottoms and Quivira are superlative shorebird watching venues in North America. In spring, shorebirds typically arrive in the area in late April and early May. In the fall, migration runs from July to October in some years. Migration is less intense, but provides more viewing opportunities. Different shorebirds can be viewed in a variety of habitats including shallow waters, dry mudflats, short and tall vegetation, and upland habitats associated with wetlands. Simipalmated Plover, Snowy Plover, Killdeer, and Black-bellied Plover are commonly found during migration. Less common shorebirds include Piping Plover, Lesser Golden Plover, Long-billed Curlew, Whimbrel, Solitary Sandpiper, Dunlin, Short-billed Dowitcher, Western Sandpiper, and Marbled Godwit.
- Wading Birds: heron species include the Great Blue Heron and Blackcrowned Night Heron in the marshes and shallow pools of water, and the cryptic American Bittern, found typically among the tall sedges and grasses. Less commonly sighted are Little Blue Heron, Tricolored Heron, Yellowcrowned Night Heron, and Least Bittem.
- Gulls and Terns: Herring Gull, Franklin's Gull, and Forster's Tern typically
 use the complex on their way to nesting grounds in the north-central United
 States and Canada in March and April. Flocks of American White Pelican
 can sometimes be viewed soaring overhead or in the surrounding pools.
 Double-crested Cormorants may be found in the waters or sitting on rocks
 with wings outstretched to dry.
- Passerines: the Bottoms complex habitat is important to passerines as well.
 Many songbirds can be viewed along their migration routes as they stop in the area or as they arrive in the area to breed in spring. Warblers that may be visible starting spring migration times include Orange-crowned Warbler,

Yellow Warbler, Yellow-rumped Warbler, Common Yellowthroat, and Wilson's Warbler. Occasionally, Visitors may see Prothonotary Warblers, Black-and-White Warblers, Nashville Warblers, Blackpolls, Yellow-breasted Chat, or American Redstart. Members of the sparrow family, which are commonly spotted or heard in the spring and fall, include Lark Bunting, Savannah Sparrow, Vesper Sparrow, American Tree Sparrow, Clay-colored Sparrow, White-crowned Sparrow, Harris' Sparrow and Lincoln's Sparrow, Song Sparrow, and Lapland Longspur. Some of these merely pass through the area as migrants, whereas others remain throughout the winter. The migrant passerines may pass through the area again in the fall as they head southward towards wintering grounds.