

Chariton Valley

**Chariton Valley
Transportation Planning Affiliation
Tourism & Transportation Preparedness Plan**

Appanoose, Clarke, Davis, Decatur, Lucas, Monroe, and Wayne County

Prepared for the
Chariton Valley Transportation and Planning Affiliation
and
Chariton Valley Rural Economic Development, Inc.

Prepared by
Linda Howard
Chariton Valley Resource Conservation and Development, Inc.

Summer 2002

*Plan
Summer 2002*

Chariton Valley Transportation and Tourism Preparedness Plan

Table of Contents

I.	Preparedness Planning	3
	Rationale	3
	Identification Process	3
	Stakeholders	3
	Opportunities and Constraints	5
	Recreational, Cultural and Scenic Attributes	7
	Regional Connectivity	10
	Forward Strategy	12
	Committees to Advance	14
II.	Corridor Management: Goals and Objectives	16
	Rationale	16
	Building Support	17
	Technical Assistance	17
	Local Outreach	18
	Familiarization Tours	19
	Committee Building	19
	Stakeholder Recruitment	20
	Developing the Plan	21
	Scenic Byway	21
	Wayfinding and Transportation Enhancement	22
	Visitor's Center Cooperative	22
	Tourist Attractions and Transportation Enhancements	23
	Trail and Conservation Initiatives	23
	Regional Research and Education	24
	Hospitality Strategy	25
	Financial Resources	26
III.	Attachments	27
	Glossary of Acronyms	28
	Charts	
	Maps	

■ Recreational, Cultural and Scenic Attributes

The Advisory Group met often over a period of nine months and eventually adopted a method of analyzing the region that everyone agreed upon. By utilizing different analytical tools, the Advisory Group became comfortable with the conclusion that the region should be categorized and evaluated in terms of its recreational, cultural and scenic attributes.

Monthly large and small group meetings were held with the advisory group members.

Over a period of seven months, the Tourism and Transportation Advisory Group members met twelve times. The schedule of meetings was as follows:

1. Advisory Group in October, 2001 in Albia
2. Focus groups met in November, 2001 in Corydon
3. Focus groups met in December, 2001 in Corydon
3. Advisory group in February, 2002 in Centerville
4. Advisory group in March, 2002 in Centerville
5. Scenic Byway Committee in Bloomfield in April, 2002
6. Wayfinding Committee in Chariton in April, 2002
7. Advisory Group in Chariton in April, 2002
8. Scenic Byway Committee in Bloomfield in May, 2002
9. Wayfinding Committee in Abbia in May, 2002.
10. Advisory Group in Albia in May, 2002
11. Wayfinding Committee in Centerville in June, 2002
12. Advisory Group in Centerville in June



All of the meetings were well attended and productive. By the end of March 2002, the Advisory Group had embraced the regional concept and was contributing to the promotion of collaborative goals and objectives as they related to transportation system improvements and transportation enhancements. It was generally accepted that we had a strong collection of scenic, cultural and recreational attributes in the region.

The tourism industry was analyzed three different ways during these Advisory Group and Focus Group Meetings. As a result of extensive research, three different methodologies were determined to be viable. These different analytical techniques were utilized to convince the group that the seven counties made up a region. The introduction of each new analytical tool moved the group forward. They were:

- *Types of Tourists visiting our area*
- *Tourist Attractions*
- *Recreational, Cultural, and Scenic Attributes*

▸ "Types of Tourists" visiting our area was the first way of analyzing our region's tourism and transportation needs. Chariton Valley studied four kinds of tourists in regards to how they came to the area (transportation), the attractions they visited, and their spending patterns. These types of tourists were:

- Outdoorsmen
- Families
- Weekenders
- Businessmen

This method of analyzing the types of tourists was introduced at the kick-off meeting in October, 2001 and at the first small group meetings in November, 2001. Although the small groups formed to discuss these tourist types had some very excellent discussions, it was clear that the regional concept had not gained acceptance. Local tourism staffers that were members of the Focus Groups were slow in accepting that these seven counties were an entity with common needs.

▸ *Tourist Attractions* was the second analytical method utilized for building the regional concept. In an effort to review this concept a tourism graph by county was developed for discussion at the December, 2001 meetings (See Chart 1). The main groupings were by county with the tourism elements being secondary identifiers. These tourism elements were:

- Sites
- Events
- Restaurants
- Specialty Shopping
- Hotels, Motels & Bed & Breakfasts (B&B's)
- Lakes
- Forests & Wildlife Preserves
- Trails

Discussion of this analysis was held in December at Focus Group meetings. Again, these discussions were excellent, yet still not as successful a team-building tool as hoped. The group was still reticent to accept a "regional identity." One result, however, was that all members of the Advisory Group began to see how rich our region was in tourism attractions and amenities. Each member had been very cognizant of the features of their own county, but had no understanding of those to be found in the other six counties. As the discussion flowed, each member committed to attending or visiting the attractions to be found in the seven county area.

▸ *“Recreational, Cultural, and Scenic Attributes”* was the third method of studying our region and this was the one that was successful. This methodology clearly delineated the difference between the traveler who is looking for recreation, the one that enjoys beautiful scenery, and the one that travels to participate in the cultural heritage of a region. As the cultural heritage traveler is the fastest growing segment of tourism, it was doubly important to focus our studies this way. *“Cultural heritage”* has been the tool utilized by the National Trust and the National Park Service to fund several regional projects around the country. Such projects as the Virginia Civil War Trails, Lancaster County Heritage initiative in Pennsylvania and Tamarack in West Virginia were a few of the examples. In this method, you analyze the following elements:

- Cultural Qualities
- Natural Attributes
- Scenic Attributes
- Historic Sites
- Local Facilities
- Recreational Facilities & Events
- Roads, Rails & Trails
- Wayfinding System

Another reason for the success of this methodology was that the information was not organized by county, but by cultural vs. recreational attractions available for our tourists. (See Chart 2).

■ Regional Connectivity

After the region was analyzed according to cultural, scenic, and recreational attributes, certain themes emerged. In order to build on these themes a concerted effort was made to learn more about them and how they affected the region.

Individual program directors made presentations highlighting unifying themes and attractions from the region. These presentation topics and the presenters were as follows:

1. Mormon Trail by Delores Burkland
2. UGRR by Frances Benel
3. Rathbun Trail Development by Dora Guffey (See Map 1)
4. Prairie Trails Museum by Jan Winslow

Meeting discussions resulted in the development of some strong regional tourism themes.

By discussing the types of tourists, the types of attractions, and finally the cultural vs. recreational emphasis, the group arrived at some strong regional tourism connections. The thinking had evolved from individual county perceptions to that of a region. These themes are:

- Bituminous coal mining was a major industry from 1880 to 1940.
- The Mormon Trail traverses the area.
- Safe houses on the Underground Railroad populate the countryside.
- Amish farms and shops dot the countryside
- Numerous railroads run through the area connecting Chicago with Kansas City; many of the communities still have the beautiful old depots.
- County seat towns with beautiful Courthouse Squares and strong retail bases continue to flourish.
- Rolling hills dotted with forests, ponds and cattle are very scenic.
- Spring is especially beautiful with flowering trees and red buds indigenous to the area.
- Lakes and rivers are bountiful in the area and provide great recreational opportunity for boaters, swimmers, and fishermen.
- Wildlife areas are bountiful and provide great recreational opportunity for hunters (See map 2) .

Meeting discussions resulted in the recognition of strong regional transportation links. CVTPA staff developed the map (See Map 3) to point out scenic highways in the area. The group discussions that followed led to four major transportation corridors:

- The Woodlands Scenic Byway (traversing three counties)
- Highway 2 (traversing 5 counties)
- The Highway 2 and Highway 34 couplet (traversing a total of 12 counties)
- The Chariton River Valley (traversing four counties).

■ Forward Strategy

Once the group had accepted their regional identity; it was important to determine a strategy that would organize the region along both transportation and tourism lines. Improving the region would require a strategy acceptable to the CVTPA, the Advisory Group and local organizations; also the project would be one of multi-jurisdictions. The collaborative aspect of the project required a strategy that was both simple in terms of implementation and complex in terms of the multiplicity of tasks and jurisdictions. Several methodologies were researched.

Research of traditional tourism planning strategies was completed first. The research was helpful in many ways, specifically in the area of marketing planning. The information collected from web-site investigation, periodical research and CITR meetings reinforced the need for a regional approach as there lacked a multi-jurisdictional resource. The "tourism" literature featured the marketing of existing attractions and festivals. While this will be valuable in Phase III, it was not so helpful in this early development. Creating a region that utilizes transportation and attractions jointly to cultivate a new region was not covered or advocated in these sources. In fact, several of the leaders in this arena were skeptical that a seven county tourism region was even possible.

Research of transportation planning literature was completed in the initial stages as well. The emphasis for most of this type of planning was on categorizing roads according to:

- Governing entity responsible
- Type of surface
- Quality of surface
- Prioritization for repair.

With the emphasis on "road enhancements" that has taken place in the last 11 years, there were other areas to consider. The Intermodal Surface Transportation Efficiency (ISTEA) Act gave the local governments a chance at improving the amenities along their roadways. This legislation was then improved by the Transportation Equity Act (TEA 21). Trails, historical resources, visitor's centers, plantings, and conservation projects along the roadway were now available for funding. This second emphasis was more helpful to our project; several new projects in the region are now applying for funds.

Cultural heritage tourism was another area of study. As mentioned previously, a great deal of literature was made available from the National Trust for Historic Preservation and the National Park Service, both of the Department of Interior. This strategy centered on the preservation of historic sites and the creation of regional tourism corridors that will attract visitors. This area of study was very helpful as it had been executed all over the country. A publication co-sponsored by the National Trust and American Express highlighted over 30 such regions. (One entire publication was devoted to cultural heritage tourism for rural areas.) Of special interest was the information about how the coalitions were formed and the complicated evolution necessary to execute this strategy. The regions would start with one group in charge and before long the leadership would change. The number of entities involved was constantly in flux. The nature of the project changed as it moved into the implementation phase and usually the execution took twice as long as expected. However, the success of these different projects had been phenomenal for the different regions.

Although the planning aspects of this strategy were excellent, it was determined that this strategy had a single focus, that of tourism. Although many of the ideas from "cultural heritage tourism" would be included in the final planning strategy, it was determined that a broader focus that included transportation was needed.

Corridor Management Planning (CMP) was the final area of study. The authors of the Loess Hills Corridor Management Plan, Marty Braster and Tyler Jacobsen of the Rathbun Rural Water Association (RRWA) were consulted regarding the planning process and the benefits. They provided the final document for CVTPA staff perusal and discussed it at great length as well. The interview with Margaret Roteman at IDOT was also very beneficial. She presented excellent ideas and provided more material to study. Shirley Fredericksen, Coordinator of the Golden Hills RC&D and currently managing the on-going implementation of the Loess Hills Corridor Management Plan made a presentation to the advisory group. Her presentation was especially beneficial for the group. Although she stressed the magnitude of the undertaking, she shared the success stories as well. This Corridor Management Plan for western Iowa resulted in the Loess Scenic Byway moving from local to state to national status.

It was a consensus among the advisory group after these discussions and study of the literature that "corridor development" was the planning solution. It was the only methodology that addressed tourism and transportation with a balanced approach. The "corridor" that we would be forming would join the two interstates, I-35 and 218. The corridor would be situated in the center of the triangle formed by the three large population centers of Des Moines, Kansas City, and St. Louis. It was also determined that as the corridor was forming other counties would be asked to join to form this linkage along the Highway 2 and 34 couplet. (See Map 4).

■ Committees to Advance

Once the planning strategy had been identified, the Advisory Group chose to divide itself into three committees to move the project forward. Certain projects were crucial to give the project impetus in the short term. If this momentum was gained, acceptance for the final plan and its implementation would gain acceptance.

A "Regional Tourism" Committee was formed to gain public endorsement of the seven county tourism and transportation organization. The group agreed that this activity needed to begin immediately and not wait until the entire planning process was completed. The three main tasks of the group will be to:

1. Conduct members of the advisory group on tours of the attractions of the member counties
2. Plan and offer one-day, low cost, public tours to and from the seven county seats
3. Plan and proceed with community group presentations by members of the advisory group

This group is chaired by Cindy Reed Shull and comprised of Gertrude Patterson and Tracy Daugherty Jordan.

A Wayfinding Committee was organized to coordinate a regional entrance sign and beautification program. Potential funding for the sign project would be an upcoming ISTE A grant with a November application date. In order to capitalize on this opportunity, the group decided to start working on this one element of wayfinding immediately. (The other elements of "wayfinding systems" will be explained more thoroughly in the Phase II portion of this plan.) The main tasks of this group are:

1. Develop a hand-out on the scope of the project
2. Approach all communities on the state highways in the CVTPA district to ascertain if they want to participate
3. Assist those communities desirous of participating in compliance with IDOT requirements on right of ways and easements
4. Coordinate the ISTE A grant preparation for those communities that wish to participate into one document.

This committee is chaired by Joyce Bieber and the other members are Bill Morain, Kathleen Chester, Bob Krause and Frank Redeker.

A Scenic Byway Committee was organized to extend the existing Woodland's Scenic Byway to include more scenic routes located in the CVTPA area. The Woodland's Scenic Byway is up for review this summer and the application for it's extension is due in October, 2002. Due to encouragement from Margaret Roteman at IDOT, the advisory group decided to proceed with applying for some extensions immediately. Some of the extensions had already been approved by local entities, however, the actual application had never been made. The advisory group also suggested three more extensions. (See Map 5). The main tasks of this group are:

1. Survey the proposed extensions utilizing the IDOT qualifiers to ascertain if they can qualify
2. Meet with Margaret Roteman to gain her concurrence on eligibility of the routes and how to proceed
3. Complete the application for Scenic Byway authorization on the extenders.

This committee, as well as the other two, will continue on for at least two years. As other scenic routes in our seven counties are identified, an application for their addition to the Woodlands Scenic Byway will need to take place as well. This committee is chaired by Dave Simonsen and the members are Leon Wilkinson, Larry Luckert, Delores Burkland, Stacy Glandon, and Luci Ismert..

Corridor Management: Goals and Objectives

Rationale

Building local support at every stage of the process will be absolutely critical. Educating the citizenry of the region about the common themes and intrinsic qualities of the area will build understanding and support for a Corridor Management Plan. This understanding will also diffuse criticism or opposition as the plan moves forward; implementation will not be so difficult. Likewise, the group of advocates that are developed during this process will provide the engine that drives the process. If a core of citizens understand the rationale and benefits of a CMP, it can be achieved. Local contacts and influence will be essential. The benefits to be derived from a CMP will never be realized if local leadership is not part of the development and responsible for the implementation of the plan.

Once regional support is built, the plan will be developed. An important part of the process of CMP is to create a plan to balance factors like development, conservation, tourism, transportation and economic uses of the land in the corridor. The scope of this CMP will be comprehensive and far more inclusive than those focusing on the development of the scenic byway alone. In this CMP, the scenic byway initiative is only one of many. In many ways this CMP is a regional economic development plan with a focus on transportation and tourism. It is during this phase that the project really achieves unity. The advocates and stakeholders that are all working on parts of the CMP will actually see how all of the elements come together. In any kind of initiative, no matter what the focus, the ancillary activities are often more important than the main initiative. This CMP will be a project of far-reaching impact in its scope and effectiveness.

The CMP will be a combination of a hard-nosed view of what's currently true, a realistic dream of what should happen in the future, and a commitment to doing what's necessary for making that dream come true.

Building Support

■ Technical Assistance

A staff to complete both the objectives of outreach and plan development will need to be assembled.

Planning will be an important component of the project:

1. Documenting all activity in preparation for Phase III
2. Maintaining a liaison with State of Iowa departments and agencies
3. Researching strategic partnerships

Team-building will be an on-going responsibility:

1. Assembling and managing the CVTPA staff working on the project
2. Directing the Advisory Group and three sub-committees
 - Tourism Outreach
 - Wayfinding
 - Scenic Byway
3. Building local groups for each of the three sub-committees
4. Developing the UGRR and Black History connections.

GIS information gathering will be utilized heavily with an emphasis on:

1. Scenic Byway mapping
2. Mapping documentation for the final CMP document

Providing public information will be an important aspect of every phase of the project but will focus on two:

1. Tourism Outreach
2. The final CMP document

■ Local Outreach

An effort to extend the regional concept to the local level will be made during this phase. This process will be completed to gain support for the concept so that when the plan elements are developed and implemented, local acceptance will be a reality.

Informal presentations will be made to local organizations by members of the Advisory Group. The purpose of these presentations will be to educate local group members about the intrinsic qualities that distinguish our region and the benefits of working together. The cultural, recreational and scenic themes that connect our region will be highlighted. The community benefits to participating the CMP process will also be emphasized:

- Source of pride
- Increased business, tax revenue and jobs
- Federal and state funding
- Resource protection
- Improved maintenance of roads
- Access to resource and expert assistance
- Monetary assistance from state, federal and private programs

An important benefit will be to discover the advocates that will want to participate in the development and implementation of the CMP. A storyboard and script will be provided to the presenters. In those instances, where the Advisory Group members need the assistance, the project planner will assist.

Formal presentations will be made to economic development and chamber groups by members of the Advisory Group and the project planner. The basic message of these presentations will be regarding the impact that tourism and transportation improvements can have on the region. The developmental stages of the CMP will be described as well as the level of support needed from each community. This will be a scripted Power Point or story board presentation.

■ Familiarization Tours

Another method to build support for the regional project is to familiarize local citizens with the attractions to be found in the other counties included in the region.

County tours will be developed. The tours will be no more than ½ day in length and feature a combination of cultural, recreational, and scenic attributes of that county. Luncheon at a local restaurant will be part of the tour. These tours will be previewed by members of the steering committee. With each of these tours there will be a handout that explains the regional connectivity.

County tours will be actively marketed to local groups. Local bank groups, church groups, civic groups, educators and school children will be solicited to take the tours. The tours will be very inexpensive in an effort to encourage participation.

Transit Authority Buses will be utilized on the tours. The number of participants and the distances to travel will lend themselves to this mode of travel. The large coaches utilized for more costly tours would not be feasible.

■ Committee Building

Developing a group of advocates to lead the county-wide committees will be very crucial. The development and implementation of the CMP will be impossible without these local advocates.

Individuals at the presentations demonstrating a high level of interest will be encouraged to take leadership. To implement the CMP, a proactive group of local people will need to form and develop local sub-committees:

- Wayfinding
- Scenic Byway
- Tourism Outreach

Existing local committees and organizations will be asked to extend their scope to include the objectives of one of the three sub-committees. Such groups as "Community Betterment", "Tourism", "Historical Preservation", "Garden Clubs", and "Trees Forever" might well be interested in adopting the CMP objectives.

Advocate groups will complete the local resource analysis. The analysis will evaluate the corridor in terms of the six intrinsic qualities:

- Scenic
- Natural
- Historic
- Cultural
- Archeological

In order for the local groups to develop plans for improvement they will need to inventory their intrinsic qualities. This approach is beneficial because it focuses on both strengths as well as areas of concern with an emphasis on those attractions that are economically beneficial. It will also lead to a discussion of those attractions that are truly regional in nature instead of just local. Also, this analysis focuses on the attractions that draw tourists, instead of the traditional inventory of amenities (hotels, restaurants, etc.).

■ Stakeholder Recruitment

Stakeholders are those merchants and businessmen that benefit directly in tourism and transportation improvements. They benefit in measurable economic terms and will be the best defenders for the on-going implementation.

Individual interviews will be conducted with stakeholders to encourage their participation. Steering committee members and the project planner will meet with local restaurateurs, hotel/motel owners, bed & breakfast owners, antique shops, and other potential stakeholders to convince them of the merits of CMP.

Local business leaders and bankers will be met with individually to encourage their participation.

Local government office-holders and appointees will be met with individually to encourage their participation as well.

Developing the Plan

■ Scenic Byway

The Woodlands Scenic Byway currently connects Lee, Van Buren, Davis, Appanoose, and Wappello counties. Instead of attempting to create a new byway, the existing byway will be extended.

The Scenic Byway committee would determine the spine, or main route, that would traverse the east-west distance between I-35 and Highway 218. As explained above, the Woodland Scenic Byway already traverses three of the seven counties and it will be the byway that will be extended. With the assistance of the IDOT staff, a series of selection criteria will be utilized:

- Intrinsic qualities
- Ability to connect loops with high intrinsic qualities
- Ability to connect loops that are adjacent to town-centers
- Lack of eyesores along the route
- Availability of amenities along the route
- Commitment of property owners and stakeholders along the route

The local committees would determine the loops that would be connected to the spine. Again, with the assistance of the IDOT staff, many of the same selection criteria would be utilized. The involvement of local groups will serve to not only complete the process, but to gain support from the public. Some of the techniques utilized by these groups would be:

1. Individual surveys of tourists in the area
2. Presentations at local organizations with selection alternatives
3. Interviews with local advocates and stakeholders
4. Interviews with property owners

The conditions that will be evaluated are the following:

- | | |
|----------------------------|---|
| ▸ Topography: | What is the contour of the land, flat, gently rolling, hilly or steep? |
| ▸ Physical conditions: | What is the relationship of the roadway to the landscape? |
| ▸ Environmental Conditions | Are any areas particularly important as either environmentally sensitive or hazardous? |
| ▸ Land Use | What types of activities and land uses occur along the corridor? |
| ▸ Traffic | What is the volume of traffic on the road? |
| ▸ Safety Considerations | Are any areas particularly dangerous? |
| ▸ Regional Patterns | Is the area experiencing growth and are there any regional facilities that could impact the area? |
| ▸ Utilities | Can you see utility poles and overhead wires? |

Formal application for the extensions to the Woodland Scenic Byway to the State of Iowa and the national government will be made. The applications for Iowa State Scenic Byway are lengthy and require extensive documentation. Also the documentation should include all that the federal programs require as well because this will be the next step. The collection, organization and writing of this material will be onerous.

■ Wayfinding and Transportation Enhancements

Wayfinding (another name for signing) in a community will be essential to continue identifying ourselves as a region. A common icon for the region, compatible entrance signs, and local attraction signage will reinforce our regionality.

Local Wayfinding and Transportation Enhancement committees will recommend strategies to fulfill the four main objectives. The objectives were agreed upon in the initial organization of these groups. Likewise if it was an existing organization that adopted this responsibility the same objectives will be adopted. The objectives are to complete four major activities in their community that have recognizable similarities to the other communities in the corridor:

1. Placement of landscaped entrance signs that display the corridor icon
2. Roadside plantings along the highway entrances and in town
3. Attraction signs in the communities will display the corridor icon
4. Attractive housing and yards will exist along the highways in town.

Local recommendations will be compiled. Recommendations for the corridor icon, the attraction sign formats will be grouped together for consideration.

The options will be reviewed and agreed upon by the local committees. Once agreed upon, implementation plans will be made. These selections and implementation plans will become part of the CMP.

■ Visitor's Center Cooperative

New Visitor's Centers will be planned for the communities of Osceola and Donnelson. Osceola is located on the Northwest corner of the corridor of I-35; the visitor's center would be the entrance to the corridor for those tourists arriving from Omaha and Des Moines. The visitor's center at Donnelson would be at the Southeast corner of the corridor and be the entrance for tourists arriving from the St. Louis area.

New Visitor's Centers will be opened in Centerville and at the Rathbun Lake Lighthouse. The Historic Second Baptist Church will be the site of the Centerville visitor's center. This building is currently under renovation and should be completed in 2003. The Rathbun Lake Lighthouse has been designed and is awaiting final funding from federal legislation before construction commences.

A cooperative strategy will be developed among existing and new Visitor's Centers in the corridor. (Those cities that have existing centers are Mt. Pleasant, Bloomfield, and Lamoni.). The strategy will include the following actions:

1. Display of the Corridor Icon
2. Special display section for Corridor information
3. Kiosks displays for major:
 - Cultural attributes
 - Scenic attributes
 - Recreational attributes
4. Training of visitor center staff regarding the corridor attributes.

■ Tourist Attractions and Transportation Enhancements

Local groups will make strategic decisions about which attractions and which enhancements will bring the most tourists to the region. Considerations as to the strength of attractions from the surrounding counties will be considered as well as regional calendar considerations.

The local tourism outreach committees will select three alternative attractions or activities for consideration for recreational tourism and three for cultural heritage tourism. The committee might also consider existing or former activities and attractions that need to be rejuvenated. The key factor in the selection process is how the new activity and new attraction will effect the economy of the community and county.

- Number of tourists attracted
- Length of stay of the tourist
- Dollars spent by tourist
- Homecoming event vs. regional attraction
- Utilization of cultural themes
- Time needed to achieve success

Local organizations will participate in the selection of the proposed new attractions and activities. The local tourism outreach committee will present the choices at the meetings and involve the members in the discussion. Through the process community consensus will be achieved and support for the projects as well.

■ Trail and Conservation Initiatives

Several existing programs will complement the CMP and their progress will need to be assessed and encouraged.

Southern Iowa Development Conservation Authority (SIDCA) structures will be located along scenic routes. The SIDCA program of replacing bridge structures with earthen dams to conserve soil and water and prevent hazardous runoff mitigation has been in place for the last three years. The SIDCA dams create beautiful ponds that will be very complementary to the CMP. The corridor has a unique appearance with rolling hills dotted with forests and ponds. To the extent that these new structures will be places along the scenic routes, the corridor will become even more beautiful.

Development of the Rathbun Multi-purpose Trail project will add an entirely new type of recreation for the corridor. This multi-purpose trail project is jointly sponsored by private citizens, the U.S. Army Corps of Engineers, and the Chariton Valley RC&D. The design of this trail will accommodate equestrians, hikers, and mountain bikers. Also, one of the trail heads will be located right off the extension of the Woodland Scenic Byway.

Development of the Lamoni Bike Trail will round out the availability of bike trails in the corridor. Located at the very southwestern tip of the corridor, the bike trail is accessible from the visitor's center off I-35. This recreational attraction is an important ingredient in the strategy to attract tourist from Kansas City.

■ Regional Research and Education

Once the corridor is organized a concerted effort to inform in-state and out-of-state visitors of the attributes of the region.

Regional public relations and marketing strategies needed to promote the area

The Tourism Outreach committee will formulate a regional strategy to educate visitors to the area.
The strategy will include most of the following elements:

- Weekly submission of one article regarding tourism attractions in the corridor to local newspapers and regional newspapers
- Monthly submission of one article regarding tourism attractions in the corridor to Midwest tourism periodicals
- Joint education in the Iowa, Central Iowa, and Eastern Iowa tourism guides
- Corridor representation at Bank Market Tour Convention
- All new literature throughout the corridor will include the corridor icon and color theme
- Categories of cultural and recreational tourism found in the corridor will have separate literature (Mormon Trail, Underground RR, Amish, Courthouse Square, Wildlife Areas, etc.)
- A visitor database for different types of tourism will be developed
- A corridor educational brochure will be developed
- An enhanced world wide web presence will be developed

Hospitality Strategy

As the sense of region becomes firmly entrenched in the minds of residents, it will be time to move a step beyond. That step will be that everyone is so proud to be part of the region that they will want to be friendly to visitors and tell them about where they live.

Simple Hospitality training will be developed. The training must consist of three one hour segments:

1. Familiarization with the immediate vicinity and the supporting literature
2. Familiarization with the Region and the supporting literature
3. Friendly Customer Service.

Area trainers will be trained to conduct the session. The scripted training package will be sent out for pre-study and the area trainers will be asked to present the training. Also, trainers will be asked to bring a schedule of sessions for the month after their training is completed. Their day-long session will be conducted by the project planner; most of the time will be in giving, critiquing, and then repeating the presentation.

Training will be conducted all over the region to the people that staff our visitor contact points. These include convenience stores, hotel/motel/B & B's, retail stores, restaurants and visitor center's. The original roll-out of this training will take four months. However, it will be on-going as the staff in these businesses is constantly changing.

Groups from each community will shop other communities and give feedback regarding the hospitality they received. A very specific scoring card will be used and tallied after the visits. The results will be shared with the organizations sponsoring this activity.

■ Financial Resources

Most of the improvements and strategies cited in the CMP will require funding. Utilizing all the sources listed below will be an on-going process. The groups are not listed by priority; all are equally important.

Partnerships of private foundation grants and local fund-raising will be utilized. Many of the larger foundations provide challenge grants. In order to receive their grant dollars the local community must raise a percentage of the total dollars. This process is advantageous because it stimulates the local groups.

Communities will be encouraged to pass hotel/motel taxes to support the tourism marketing effort. The local businesses that are taxed in this instance will be those that benefit most by the tourism marketing.

State tourism, historic preservation, and cultural affairs department grants will be applied for. This type of funding has dried up short-term. However, the duration of this project will probably be close to ten years and these funds may become available again.

Department of Transportation/ISTEA monies will be applied for. These can be for beautification with plantings, signage, and development of certain transportation related projects, such as depots, etc.

State of Iowa CAT grants will be applied for during the next five years. The ability to combine several projects will be very useful. Also, the application process is so complex that it requires excellent planning by the applicants. Another benefit of the program is that it requires participation from local and county governments. The combination of state, federal, local, and private participation is ideal.

National Park Service and National Trust programs will be applied for. Once the Woodlands Scenic Byway has achieved State of Iowa status, then application will be made for national status. Once that has been achieved, the National Park Service and National Trust will make available funds to develop the area.

Federal Economic Development funds will be applied for. As the project progresses, more statistics and financial data will become available and projections will be more reliable. This ability will help in our effort to gain these federal funds.

Private local capital will become more available as the region progresses and successful ventures occur.

Attachments

Glossary

Charts

Maps

Glossary of Acronyms

B & B	"Bed and Breakfast" is usually a privately owned residence that operates as an inn where tourists spend the night and breakfast is included in the room rate.
CITR	"Central Iowa Tourism Region" is the large group of counties that are located in the central third of the state, with the dividing line running North to South. The group is a non-profit partially funded through the Department of Tourism (and Iowa Department of Economic Development entity) and from membership dues.
CMP	"Corridor Management Plan" is a study of a transportation region not only in terms of the standard highway evaluations but also in terms of its five intrinsic qualities of scenic, natural, historic, cultural, and archeological.
CVTPA	"Chariton Valley Transportation and Planning Affiliation" is the name for the seven counties in South Central Iowa that are affiliated to complete the regional planning for the TEA 21 federal legislation. The seven counties are Appanoose, Clarke, Davis, Decatur, Lucas, Monroe, and Wayne
HRDP/REAP	"Historical Resource Development Program/Resource Enhancement and Protection" Program is the name for a grant program administered through State Historical Society and funded by the DNR REAP Program.
ISTEA	"Intermodal Surface Transportation Efficiency Act" was federal legislation that apportioned money to local governments for improvement of amenities along highways.
TEA 21	"Transportation Enhancement Act" was an improvement to the ISTEA legislation that increased the scope of the enhancement apportionment's.
TTP	"Transportation and Tourism Preparedness" was the name given to this project when it was initiated in the fall of 2001.
UGRR	"Underground Railroad" is the name given to the sites of the "safe houses" for slaves fleeing from the South in the years before the Civil War. There is a federal project to catalogue these locations as the "Freedom Trail".

ATTRACTIONS	APPANOOSE	CLARKE
-------------	-----------	--------

SITES		
	Historic Courthouse Square	Historic Courthouse Sq.
	Bradley Hall	Lakeside Casino & Res.
	Burlington Depot	Movie Theater
	Hist. & Coal Mine Mus.	
	Rathbun Fish Hatchery	
	Rathbun Country Music Theatre	
	Wabash Depot Museum	
	Wardco Ranch	
	Southedge Rodeo	
	Mormon Trail	
	Scenic Byway	

DAVIS	DECATUR	LUCAS	MONROE	WAYNE
-------	---------	-------	--------	-------

Historic Courthouse Sq,	Historic Courthouse Sq.	Historic Courthouse Square	Historic Courthouse Square	Historic Courthouse Square
Davis County Museum	Decatur County Courthouse	Lucas County Museum	Robert T. Bates Apt.	Prairie Trails Museum
Welcome Center	Decatur Museum	Carnegie Library	Barbary Coast Opera House	Allerton Round Barn Complex
Troy Academy	South Central Iowa Theatre	Old Amish Community	First Iowa State Bank	Allerton Murals
Springtown Stagecoach House	Liberty Hall	John L. Lewis Museum	Local Farm Operations	Humeston Depot
Mars Hill Church	Southern Iowa Gateway	Williamson School Museum		Allerton Wild Bill Opry
Wilderness Kingdon Zoo	Brown's Winery	Belinda Toy Museum		Mormon Trail
Scenic Byway		McNay Research Center & Demonstration Farm		
		Mormon Trail		
		Family Aquatic Center		CHART 1

ATTRACTIONS	APPANOOSE	CLARKE
-------------	-----------	--------

RESTAURANTS	<p>Fine Dining Continental Green Circle Manhattan Pale Moon</p> <p>Family Cooking Smoke Shop Rathbun Marina Blue Bird Junction Family Res. George & Nick's</p> <p>Luncheon/Coffee Shop Trumpets One of a Kind</p> <p>Franchises Hardees KFC/Taco Bell McDonalds Bredeaux Pizza Hut Subway Sonic Drive-in</p>	<p>Fine Dining</p> <p>Lakeside Casino & Resort</p> <p>Luncheon/Coffee Shop Coffee Parlor & Cigars</p> <p>Franchises Pizza Hut McDonald's Hardee's</p>
-------------	--	---

DAVIS	DECATUR	LUCAS	MONROE	WAYNE
-------	---------	-------	--------	-------

<p>Fine Dining</p> <p>Southfork Steak H' Stuff</p> <p>Family Cooking</p> <p>R' Place Café Tables Inn Uncle Bob's Ted's Pizza & Steak House Lake Wappelo Inn</p> <p>Franchises Subway Pizza Hut</p>	<p>Family Cooking</p> <p>Emus' Grill Granny's Place Outpost Café Pizza Shack Quilt Country Family Restaurant Jamee's</p> <p>Luncheon/Coffee Shop Barth Dairy Cup P & K Deli</p> <p>Franchises Dairy Queen Subway</p>	<p>Family Cooking</p> <p>Bizzy's Ice Cream Parlor Carapace Smoke Wagon Family Grill Crystal Lake Restaurant Double Dip Ice Cream Shop Williamson Tavern</p>	<p>Fine Dining Skean Block Bogie's</p> <p>Family Cooking</p> <p>Ozzie's Old Red Barn Albia Café White Buffalo Rest. Smitty's Restaurant Shop</p> <p>Luncheon/Coffee Shop Albia Coffee Company The Office</p> <p>Franchises Hardees Pizza Hut Bredeaus A&W Blimpie</p>	<p>Fine Dining C J's Tea Room Inn of the Six Toed Cat</p> <p>Family Cooking D J's Old Dutch Mill JJ's Iron Skillet</p>
--	--	---	---	--

ATTRACTIONS	APPANOOSE	CLARKE
-------------	-----------	--------

SPECIALTY SHOPS	<p>Sportsmen Modern Muzzle- Loading</p> <p>Green Thumb Centerville GreenHouse</p> <p>Gifts, Specialty Shops& Antiques Bradley Hall The Columns The Home Collection The Attic Trumpets Gallery Indigo Charlotte's Web</p>	<p>Sportsmen High Prairie Outfitters Southern Iowa Saddle Shop</p> <p>Green Thumb Harvest Barn</p> <p>Gifts, Specialty Shops & Antiques Books 'n Stuff Antique Mall Whites Woodworking P J's Country-side Creations</p>
HOTELS, MOTELS, BED & BREAKFASTS	<p>Motels Buck Creek Cabins Motel 60 Super 8 Don Ellen Motel Lakeside Inn</p> <p>Bed & Breakfast One of a Kind</p>	<p>Hotels Lakeside Casino Resort</p>

JAVIS	DECATUR	LUCAS	MONROE	WAYNE
<p>Sportsmen C & C Gunsmithing Favorite Gun Will Sell</p> <p>Green Thumb & L Greenhouse</p> <p>Gifts, Specialty Shops & Antiques Memory Lane Antique Fall Seedlenook People's Grocery Store Book Tyme Andy Nisley's Buggy's Irvin Gingrich Sawmill Irvin Yoder Woods Lutz's Quilts Miller's Buggy's</p>	<p>Gifts, Specialty Shops & Antiques</p> <p>Miller's County Store Home Comfort Antiques Old Harness Shop Yesterday's Treasures</p>	<p>Sportsmen</p> <p>C & C Cycle Yankee Peddler's Bikes</p> <p>Green Thumb The Gathering Barney</p> <p>Gifts, Specialty Shops & Antiques</p> <p>The Sampler Piper's Candy Abigail's Cottage Collectibles Front Street Antiques Curious Goods</p>	<p>Sportsmen Huber's Saddle Shop</p> <p>Gifts, Specialty Shops & Antiques Johnson & Johnson Gifts White Oak Gallery</p>	<p>Gifts, Specialty Shops & Antiques Log Chain Apiary Ananoth Artist Gallery</p>
<p>Motels Martin Motel Motel 63 Mouthfork Motel</p> <p>Bed & Breakfast Weaver House</p>	<p>Motels Chief Lamoni Super 8</p>	<p>Motels Royal Rest Motel Super 8 Motel Lake Vista Motel</p> <p>Bed & Breakfasts Storytime Bed & Breakfast Ralph and Norma's B & B</p>	<p>Motels Indian Hills</p> <p>Bed & Breakfast Arvine's White House</p>	<p>Motels Noddyroc</p> <p>Bed & Breakfast Trails End Lodge Inn of the Six Toed Cat Foxwood B&B Humeston Guest House</p>

ATTRACTIONS	APPANOOSE	CLARKE
-------------	-----------	--------

LAKES & Parks C = camping BB = big boats SB = small boats S = swimming F = Fishing B = biking H = hiking R = Horse-back riding	Lake Rathbun (C, BB, S, F) Lelah Bradley Reservoirs (SB, C, H, F) Sundown Lake (C, SB, S, F) Sharon Bluff's Park (C, H)	East Lake (F) West Lake (F)
FORESTS, WILDLIFE PRESERVES	Rathbun Wildlife Area Sedan Bottoms Stephen's Forest	Stephen's Forest
TRAILS		

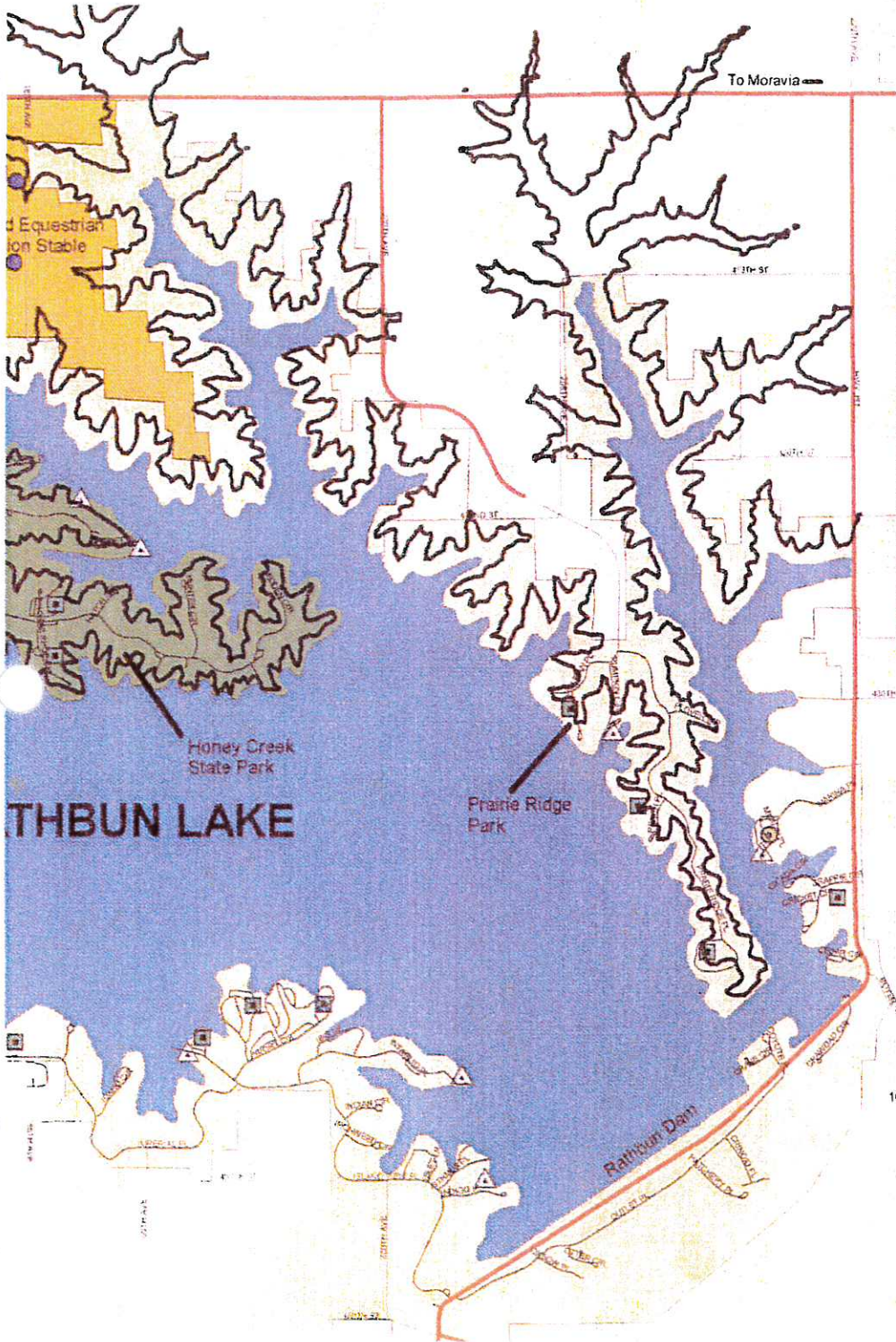
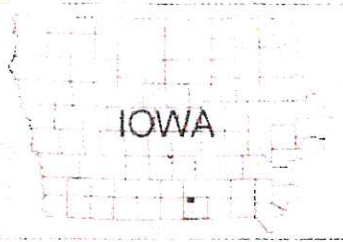
COUNTY ATTRIBUTES	Cultural Qualities	Natural Attributes	Scenic Attributes	Historic Sites
	Festivals, Theaters, Musical Events, Art Exhibits, County Fairs, Rodeo's, Horse Shows	Wetlands, Forests, Prairies, Lakes, Rivers	Drives, Lookouts, Architecture	Museums, Buildings, Barns
Appanoose	7 Major Festivals, Summer Municipal Band Concerts, Curtain's Up Community Theatre, Courthouse Art Exhibit, Southedge Rodeo, Rathbun Cntry Music Theatre, County Fair, South Central Iowa Qualifying Rodeo, Working Stock Dog Trials	Lake Rathbun & Wildlife Reserve, Sharon Bluffs, Lake Sundown, Sedan Bottoms, Soap Creek, Stephen's Forest	Landscaped & Streetscaped Courthouse Square, Drake Avenue, Scenic Byway, Island View at Lake Rathbun, Rathbun Lighthouse, Portions of Hwy 2 and 5 , Mural at Cincinnati & Moravia	Store fronts on the Historic Courthouse Square, Museum, Drake Library, County Jail, Burlington Depot, Second Baptist Church Ritz Theatre, Fenton Home, Bradley Hall, The Columns, The Continental, Appanoose County Courthouse, Moravia Historic Homes of 1830's
Clarke	6 Major Festivals, 2 Country Music Festivals, Thursday Evening Music in the Park, Sheriff's Posse Rodeo, Woodburn Rodeo, Southern Iowa Draft Horse Show, County Fair	East Lake, West Lake, Red Fern, Stephen's Forest, Coyote Canyon, Turkey Ridge, Green Pines, Murray Park, Hopeville Park	Courthouse Square, Hwy 34, Casino Complex	Storefronts on the Historic Square, ??? Theater, Amtrak Depot,
Davis	4 Major Festivals/Country Music, 2 Horse Shows, Community Theatre, Art Show on the Square, County Fair	Lake Wapelo, Lake Fisher, Soap Creek, Stephen's Forest	Landscaped Courthouse Square, Amish Countryside, Portions of Hwy 2 , Scenic Byway	Storefronts on the Historic Courthouse Square, Bed & Breakfast, Davis County Museum Complex, Stringtown Stagecoach House, Davis County Courthouse, Mormon Trail
Decatur	5 Major Festivals, Community Theatre, 2 Rodeo's, County Fair, Graceland University Concert Series, GU Entrepreneurial Series, Harvest Days	Little River, Slip Bluff, Dekalb Wildlife Reserve, Sand Creek	Lamoni's Downtown, Graceland University Little River Recreational Area, Hwy 2	Brown's Winery, South Central Iowa Theatre, Liberty Hall, Lamoni's Downtown, Higdon Hall at Graceland
Lucas	9 Major festivals, Band Concerts, Theatre, County Fair	Stephen's Forest, Pin Oak Marsh, Greenbelt, Stephen's Forest, Williamson Pond, Red Haw, Ellis Lake Morris, Colyn N & S	Hwy 34, Pin Oak Marsh, Old Amish Community, Red Haw State Park	Lucas County Museum Complex, Carnegie Library, Belinda Toy Museum, Williamson School Museum, John L. Lewis Museum, Storefronts and Courthouse on Square, Depot
Monroe	4 Major Festivals, Band Concerts, Art Show, Theatre, County Fair	Lake Miami, Albia Reservoir, Stephen's Forest, Soap Creek, Rathbun Wildlife Res., Tyrone Wildlife, Cottonwood Pits	Landscaped & Street scaped Courthouse Square, Plantings along Hwy 5, Portions of Hwy 5 & Hwy 34	Historic Courthouse and Square, Barbary Coast Opera House, Robert T. Bates Apt., First Iowa State Bank, Monroe County Museum, Dairy House, Grand Hotel, Albert C. Taylor House, Cliff Building
Wayne	4 Major Festivals, Music Jam Sessions, Summer Music Concerts, County Fair	Medicine Creek, Corydon Lake, Rathbun Wildlife Reserve, Wolf Hollow Wildlife Area,	Corydon Lake, Hwy 2, Historic Square, Allerton Main Street & Murals	Prairie Trails Museum, Allerton Round Barn Complex, Humeston Depot, Mormon Trail
Wappello	5 Major Festivals, Summer Music Concerts, IHCC Jazz Band Concerts, IHCC Art Exhibits, IHCC Theatre, Ottumwa Symphony, County Fair, Riverside Theatre	Des Moines River, Black Hawk River Access, Gray Eagle Wildlife Reserve, Pioneer Ridge Nature Area, McNeesse Wildlife Area, Rock Bluff Park	Scenic Byway, River View, Municipal Bldg Park, High 34, Blakesburg, Highway J 15	American Gothic, Airpower Museum, Wappello County Historical Museum/Amtrak Depot
Van Buren	14 Major Festivals, Van Buren Players Theatre, Barbershop Chorus Concert, Artists & Potters Studios, County Arts Festival, Forest Crafts Festival	Des Moines River, Waubonsie State Park, Lake Seguma, Shimek State Forest, Bentonport Timber, Van Buren Wildlife, Indian Creek Wildlife, Lindsay Wilderness	Scenic Byway, Des Moines River Views, Bentonport & Bonaparte Historic Districts, Shimek Forest, Scenic Bridge, Highways 1, 2 & V-64	Bentonport & Bonaparte Historic Districts, Buggy Factory, Peavine Line Museum, Log Cabin Park, Aunty Green Hotel, Bonaparte Pottery, Wickfield Farm Sales Pavillion, Van Buren County Courthouse, Pearson House, Mt. Sterling Church, Douds Depot, Vernon School, Hotel Manning, Milton Heritage House, Barn Tour

Local Facilities Restaurants, Motels, Bed & Breakfast's, Shopping, Water Parks	Regional Recreational Facilities & Events Lakes, Hunting Reserves, Hunts & Fishing Tournaments	Roads, Rails & Trails	Wayfinding Systems Visitor's Centers, Sign Systems, Interpretive Programs, Entry Displays
4 Fine Dining /Steaks, 6 Family Restaurants 1 Luncheon/Coffee Shops, 7 Franchise Restaurants, 1 Ethnic Restaurants 2 Sportsmen Stores, 1 Green Houses 10 Gift/Antique Stores, 1 Bed & Breakfast 5 Motels	Tri-County Woodlands Bike Tour, Crappie USA Fishing Tournament, Knight Rifle Deer Hunt, J&S Trophy Hunts, / Camping at Lake Rathbun, Lelah Bradley, Sundown, and Sharon Bluff/ Fishing at Rathbun, Sundown, & Lelah Bradley/ Hunting at Rathbun, Sedan Bottoms, Soap Creek, Stephen's Forest/ Wardco Ranch	Lelah Bradley Trail, Appanoose County RR, Rathbun Lake Equestrian Trails, Highway 2 & Bike Trail , Scenic Byway, Snowmobile Trail at Lake Rathbun	Second Baptist Church Visitor's Center, Interpretive Panels for Mormon Trail
Recreational Complex, 2 Fine Dining/Steaks Res., 1 Luncheon Coffee Shop, 2 Family Restaurants, 6 Franchise Restaurants 2 Sportsmen Stores, 7 Gift /Antique Stores, 1 Hotel, 7 Motels	Heartland Celebrity Hunt & Westlake Fishing Tournament/Hunting/ Camping and Fishing at East & West Lakes/ Hunting at Stephen's Forest, Coyote Canyon, Turkey Ridge, and Green Pines	Amtrak & Station, two exits	Entry Display on I-35, Interpretive Panels for Mormon Trail
Swimming Pool & Waterslide/ Comm. Center/ 1 Fine Dining/Steaks Res., 6 Family Restaurants 2 Franchises, 2 Sportsmen Stores 1 Greenhouse, 3 Motels, 12 Gift /Antique Shops, 1 Bed & Breakfast	Tri-County Bike Tour, Lake Fisher Bass Tournament/ Harness Racing/Camping at Lake Wapelo/ Fishing at Lake Wapelo & Lake Fisher/ Hunting at Eldon Game Area, Soap Creek, Stephen's Forest, and McGowan Farm	Scenic Byway.	Visitor's Center, Mormon Trail Interpretive Panels.
7 Family Restaurants, 3 Luncheon/Coffee Shops 2 Franchise Restaurants, 5 Gift/Antique Shops 2 Motels	Camping and Fishing at Little River & Nine Eagles/ Hunting at Nine Eagles, Slip Bluff, Little River, DeKalb Wildlife and Sand Creek	I-35 exit, Lamoni Recreational Trail, Little River Trail at Leon	Gateway Welcome CTR, Visitor's Center, Interpretive Panels at Entry off I-35
Waterpark, 4 Family Restaurants, 2 Luncheon/Coffee Shops, 1 Ethnic Restaurant, 3 Franchises, 5 Sportsmen Stores, 1 Harvest Barn, 6 Gift/Antique Shops, 2 Bed & Breakfasts, 3 Motels	Camping at Red Haw/ Fishing at Red Haw, Lake Ellis, Lake Morris & Williamson Pond/ Hunting at Stephen's Forest, Pin Oak Marsh, <u>Green belt</u> , Broadhead Woods, Colyn North and South & Red Haw	Cinder Path Bike Trail, Equestrian trails @ Stephen's Forest	Interpretive Panels for Mormon Trail
2 Fine Dining/Steak Res., 6 Family Restaurants 2 Luncheon/Coffee Shops, 7 Franchises, 2 Motels, 2 Sportsmen Stores, 7 Gift/Antique Shops, 1 Green House, 1 Motel, 1 Bed & Breakfasts	Camping at Lake Miami/Fishing at Lake Miami/ Hunting at Lake Miami, Rathbun, Soap Creek, Tyrone, Lahart Area, & Stephen's Forest	Albia bike/walking trail	Entry displays at Hwy 5 and 34 intersection, Hwy 5 North and Hwy 137 intersection
1 Fine Dining, 1 Motel, 6 Family Restaurants 3 Gift /Antique Stores, 4 Bed & Breakfasts	Camping & Fishing at Corydon Lake & Bob White, Hunting at Bob White, Rathbun, Wolf Hollow, Medicine Creek	Cinderpath Bike Trail	Interpretive Panels for Mormon Trails
2 Fine Dining, 10 Ethnic Restaurants 17 Family Restaurants, 21 Franchises, 5 Hotel/Motels, 1 B&B, 2 Greenhouses, Quincy Place Mall, 5 Gift/Antique Shops	Harness Racing, Pro-Balloon Races, Recreation & Boat Show, Car Races, ATV Races, Harness Races, Traditional 3-D Bow Shoots/ The Beach Waterpark, / Camping & Fishing at Ottumwa Park, Rock Bluff Park, Pioneer Ridge Nature & Woodland Retreat/ Hunting at Pioneer Ridge, Bucheye Wildlife, Fox Hills Wildlife, Devol Area, Gray Eagle Wildlife and McNeese Wildlife	Amtrak Station	Ottumwa Area Convention & Visitor's Bureau
1 Fine Dining, 3 Family Restaurants, 4 Bed & Breakfasts, 6 Private Cabins, 2 Lodges, 12 Antique/Gift Shops,	Tri-County Woodlands Bike Tour, Field Day Run, Canoe Van Buren, Bike Van Buren/ Camping & Fishing at Lake Seguma, Waubonsie State Park Lacy-Keosauqua State Park, Indian Lake Park, Morris Park, Shimek State Forest/ Hunting at Van Buren Wildlife, Shimek Forest, Lindsay Wilderness, Bentonsport Timber	Mormon Trail, Scenic Byway,	Interpretive Panels for Mormon Trail, Scenic Byway Signs, Historic District Signs, Villages of Van Buren Signs CHART 2

Rathbun Lake Trail Planning Map



MAP 1



LEGEND

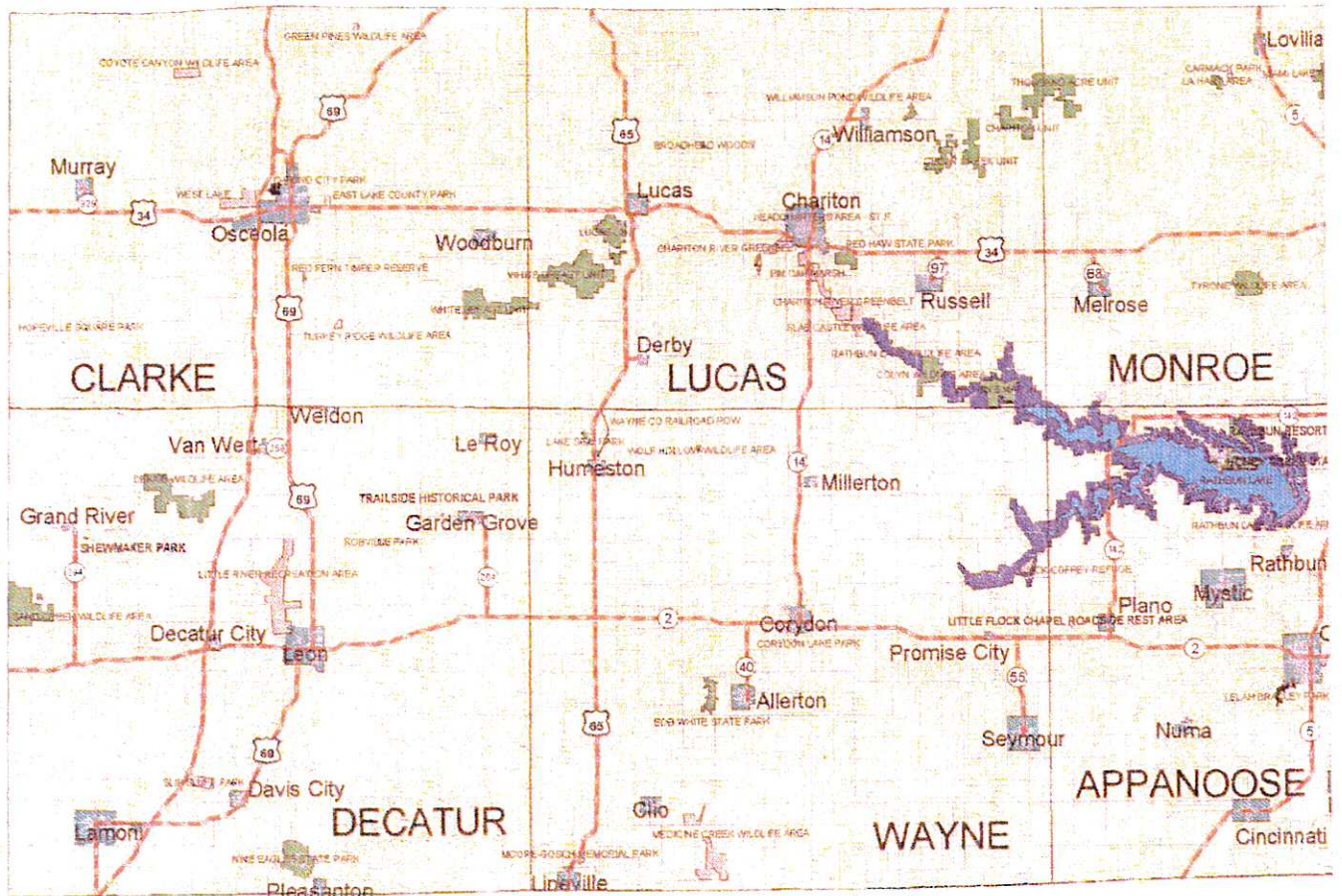
- Proposed Trail Location (340 Contour)
- Roads**
 - Paved Main
 - Gravel
 - Corp or City
 - Dirt
- Recreational Facilities**
 - Boat Ramp
 - Campground
 - Marina
 - Rathbun Lake (Normal Pool)
- Park Boundaries**
 - DESTINATION PARK AREA
 - HONEY CREEK STATE PARK
 - RATHBUN LAKE WILDLIFE AREA



Source:
 USGS - 1:40,000 Contour from USGS DEM
 Iowa DNR NREIS
 Iowa DNR Appanoose County
 Rathbun Regional Water Association

Prepared by: Chantel Harty, RCAD
 Planning Version - NOT FOR NAVIGATION
 *Precision of some elements may far exceed actual precision

Chariton Valley River Corridor Wildlife and Public Areas

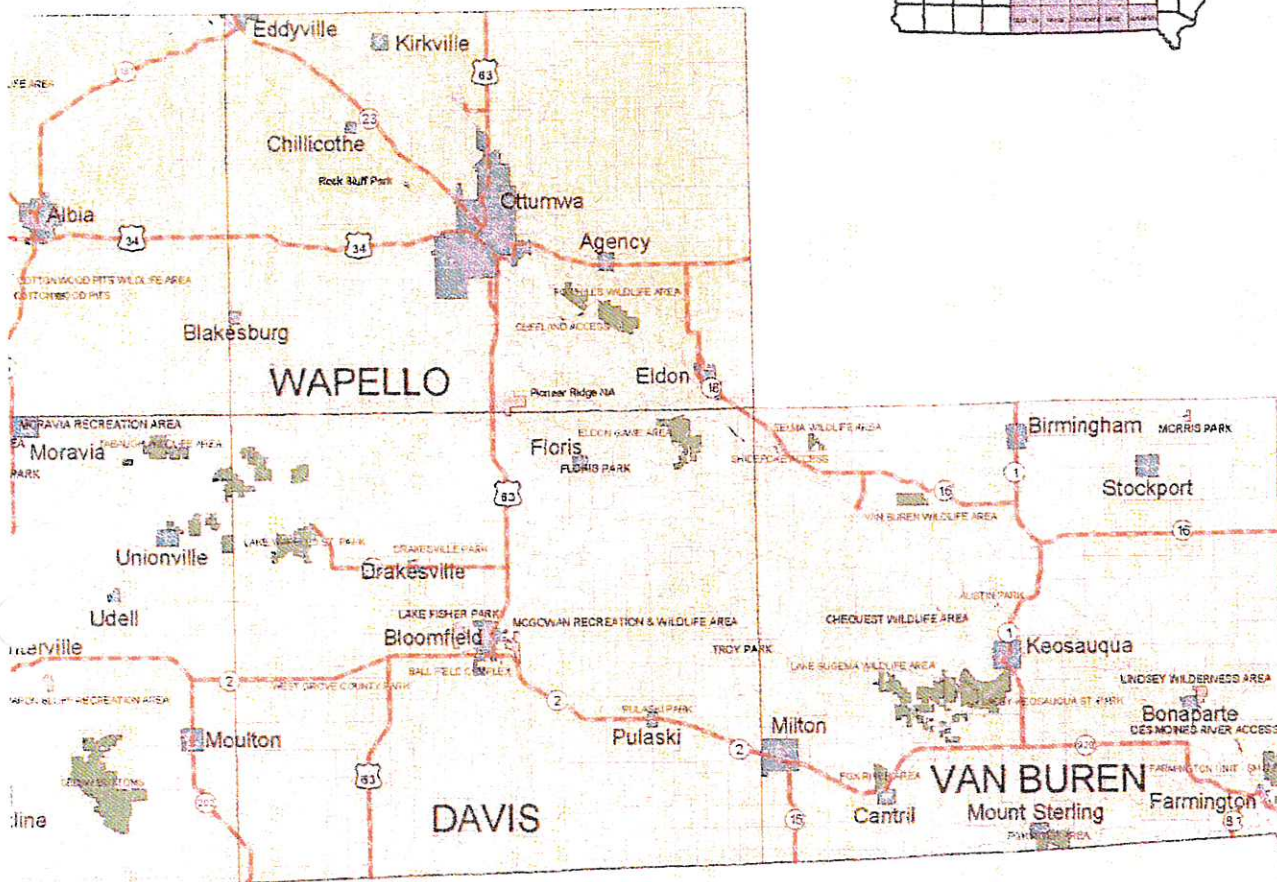


LEGEND

- County Boundary
- Major Highway
- Road
- Rathbun Lake (904 Ft. Pool Elevation)
- Recreation Area (Approximate):**
 - City
 - County
 - Federal
 - State
 - City/Town

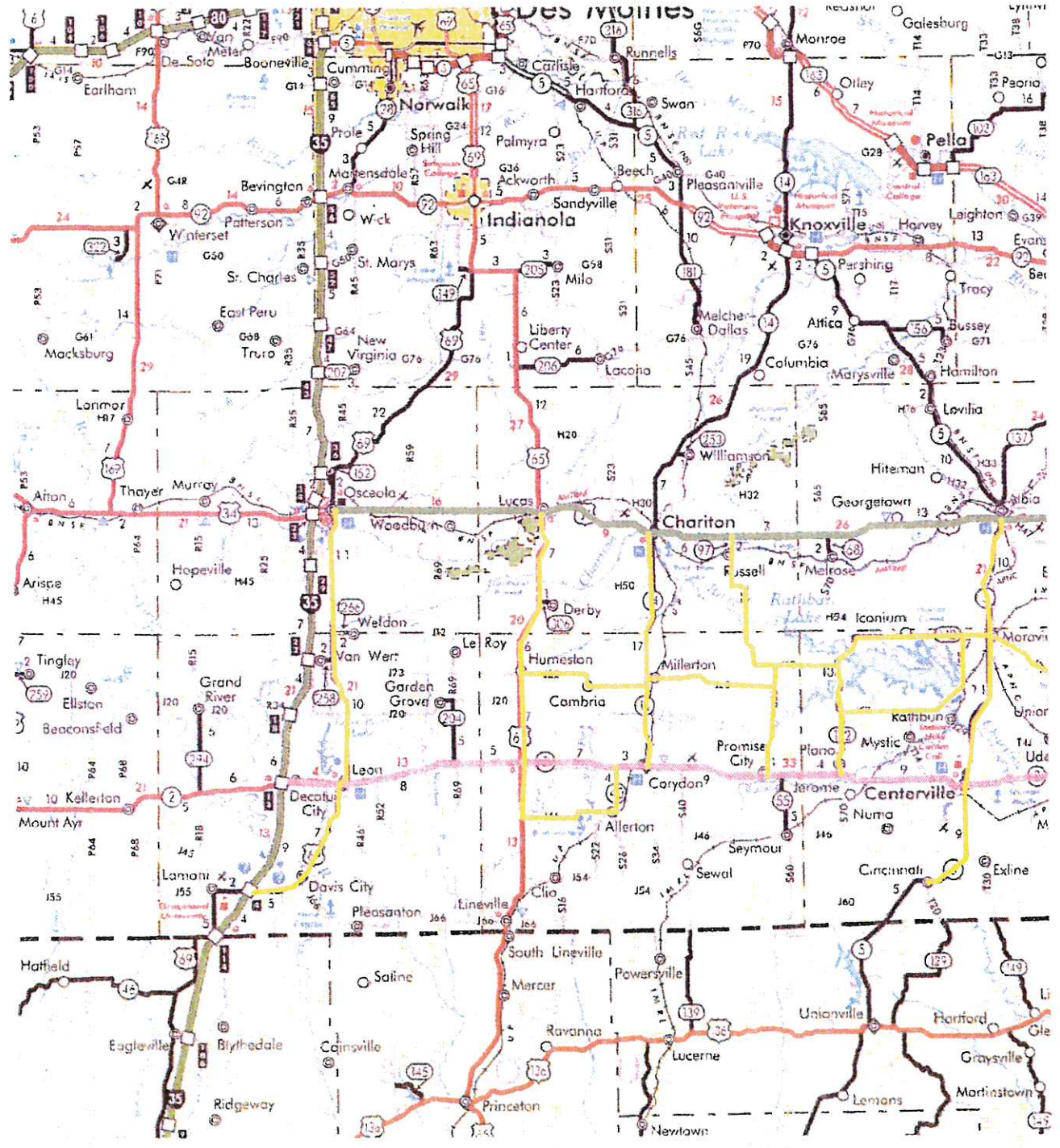


MAP 2

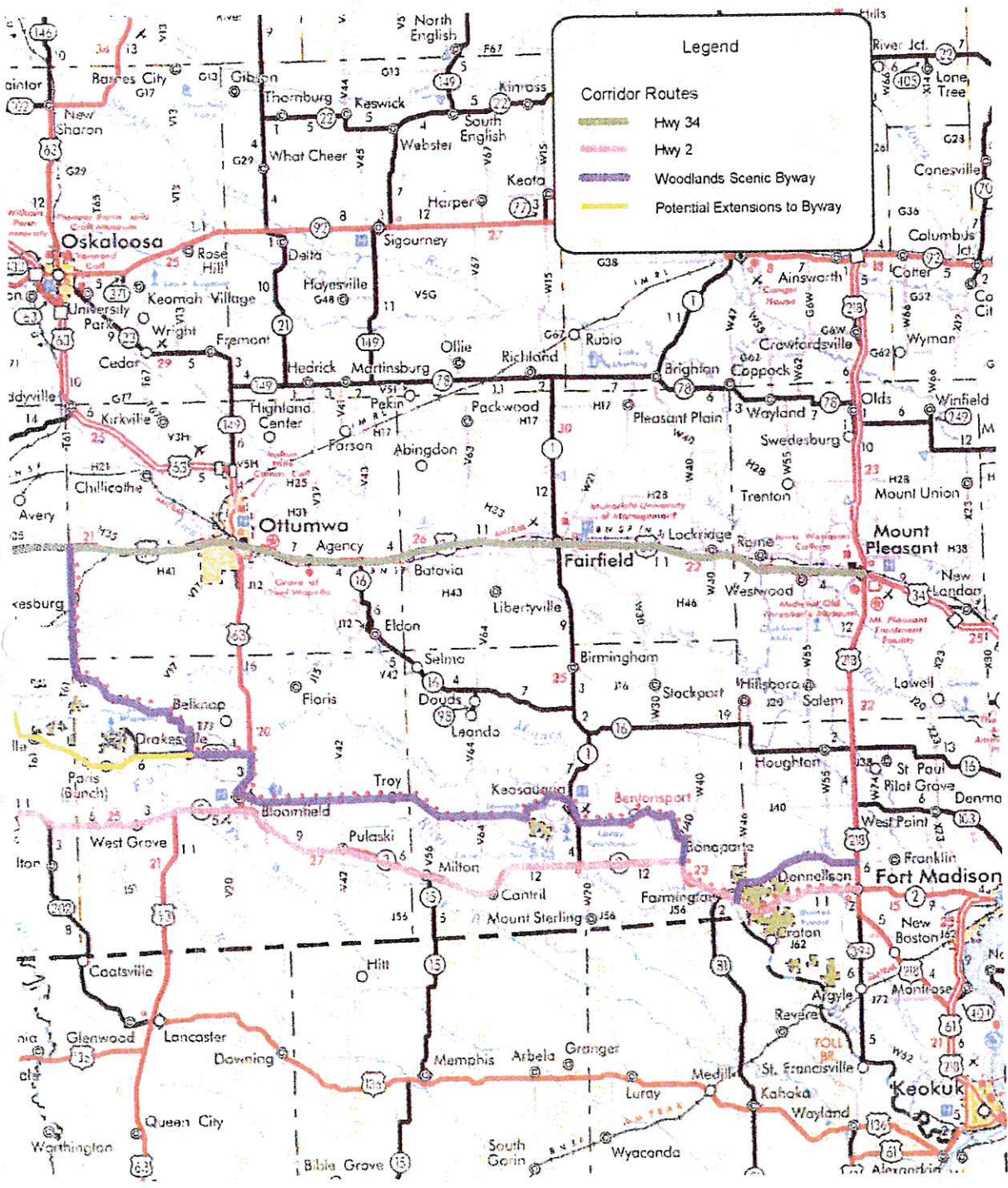


Source: Iowa DNR NR 315
Prepared by: Chanton Valley RCAD

Chariton Valley River Corridor Original Planning Map



MAP 3



Legend

Corridor Routes

- Hwy 34
- Hwy 2
- Woodlands Scenic Byway
- Potential Extensions to Byway

Source: 1994 DOT State Transportation Map, Mr. Sid Farmer, Chautauque Valley RC&D
 Planning Version - NOT FOR NAVIGATION
 Prepared By: Chautauque Valley RC&D

HISTORIC HILLS CORRIDOR

MAP 4



Source: ESRI Data & Maps, 2002
Iowa DNR NRGIS

Prepared By: Chariton Valley RC&D