

Historic Hills Scenic Byway Corridor Management Plan

September 2016

HISTORIC HILLS SCENIC BYWAY CORRIDOR MANAGEMENT PLAN

September 2016

Prepared by:

Pathfinders Resource Conservation & Development

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Project Management

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American Gothic House Center

Appanoose County Engineer

Auntie Green House & Library

Bentonsport Artisan Coop

Bloom and Bark Farm

Bloomfield Main Street

Bonaparte Main Street

Bonaparte Pottery

Burns Gallery

Chariton Valley Planning & Development

Christian Herschler Winery

City of Blakesburg

City of Bloomfield

City of Donnellson

City of Drakesville

City of Eldon

City of Farmington

City of Keosauqua

City of Moravia

Davis County Conservation Board

Davis County Development Corporation

Davis County Engineer

Davis County Historical Society

Davis County Tourism

Davis County Welcome Center

French-Reneker

Honey Creek Resort State Park

Iowa Department of Natural Resources

Iowa Department of Transportation, District V

Iowa Mormon Trail Association

Keosauqua Chamber of Commerce

Lee County Conservation Board

Lee County Engineer

Mason House Inn

Moravia Historical Society

Morris Memorial Park

Pioneer Historical Society & Museum

Porch Time Bed & Breakfast

Regional Planning Affiliation 15

Southeast Iowa Regional Planning Commission

Van Buren County Conservation Board

Van Buren County Engineer

Van Buren County Historical Society

Van Buren Preservation Society

Villages Folk School

Villages of Van Buren

Wapello County Conservation Board

Wapello County Engineer

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INTRODUCTION

What is a Scenic Byway?

The Federal Highway Administration (FHWA) defines a scenic byway as “a public road having special scenic, historic, recreational, cultural, archaeological, and/or natural qualities that have been recognized as such through legislation or some other official declaration.” Most byways have several of these qualities but nearly all share an emphasis on the scenic beauty of the surrounding landscape.

A scenic byway is more than a roadway. A scenic byway can:

- Tell the story of a special place and bring additional visitors to an area
- Protect the resources that make it special
- Bring communities together to work on a common goal
- Provide access to unique sites and features that travelers might otherwise miss

Byways Designation

Byways may be designated at the local, state or national level. Historic Hills Scenic Byway is part of Iowa's byway program. Scenic byway designation at any level (local, state, or federal) provides recognition of the special qualities and resources of the roadway and surrounding corridor.

In Iowa, byway designation includes a unified signage system, identification on state travel maps, and technical assistance for development, management, and promotion of the byway. For many routes, byway designation stimulates increased visitation and additional opportunities for economic development. It may also mean access to funding sources not available to other roadways.

Designation does not impose new regulations on the communities or road system.

Iowa Byways

Iowa has two National Scenic Byways, one Heritage Byway and eight state scenic byways (Figure 1). The State of Iowa's scenic/heritage byway program recognizes roadways with significant natural, scenic and historical resources. The first four Iowa byways were designated in 1993 as part of a pilot program established by the Iowa Legislature.



The Iowa Byway program is administered by the Iowa Department of Transportation, with guidance from the Iowa Scenic Byway Advisory Council. The Council is comprised of representatives from the

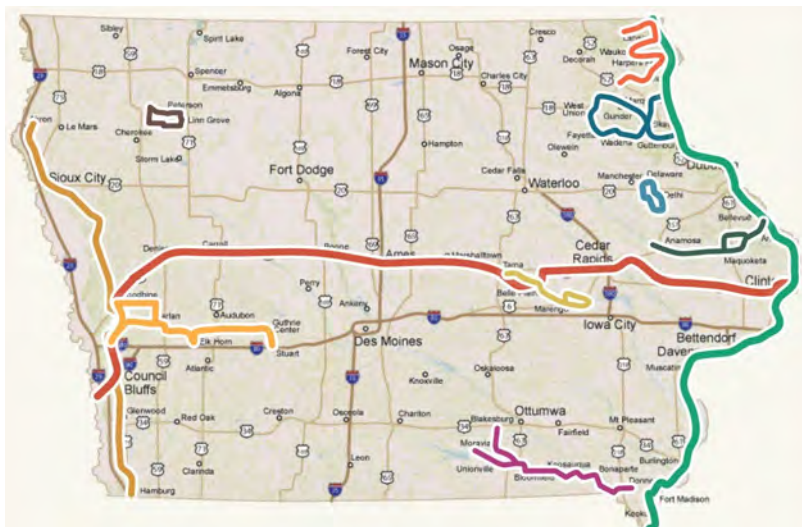


Figure 1. Iowa's Byways

- Loess Hills Scenic Byway*
- Western Skies Scenic Byway
- Glacial Trails Scenic Byway
- Lincoln Highway Heritage Byway
- Iowa Valley Scenic Byway
- Great River Road Scenic Byway*
- Driftless Area Scenic Byway
- River Bluffs Scenic Byway
- Delaware Crossing Scenic Byway
- Grant Wood Scenic Byway
- Historic Hills Scenic Byway

* National Scenic Byways

Iowa Department of Transportation (DOT), the Tourism Division of the Iowa Economic Development Authority, the Department of Cultural Affairs, and the Department of Natural Resources. Council responsibilities include reviewing applications and making final selections for designation based on ratings obtained from on-site evaluations.

In 2008, the Iowa DOT created the Iowa Byways Sustainability Project to enable Iowa Resource Conservation and Development Areas (RC&D) to serve as leaders for the byways. Sustainability projects have included developing and implementing fundraising strategies and protocols; assisting local agencies in preparing grants; establishing and organizing the byway board; recruiting volunteers and stakeholders; and facilitating byway events.

The byways have collaborated to fund and implement additional statewide projects including a series of articles in Our Iowa magazine, GIS Inventory and Mapping, an updated Iowa Byways Travelers Guide, photo library for each byway, and a byway website.

In 2012, the Byways of Iowa Coalition was created “to protect and promote the cultural, natural and scenic resources along Iowa’s Byways, fostering authentic experiences with Byway partners and communities to increase visitor-related economic development.” As a parallel effort, the Byways of Iowa Foundation was created to secure financial resources to support and sustain the mission of the Byways of Iowa Coalition.

Historic Hills Scenic Byway Designation

In 1993, the Iowa DOT designated the “Woodlands Scenic Byway,” an 85-mile route from Blakesburg to Donnellson (Figure 2). Establishment of the Byway was initiated by the Iowa DOT under legislative directive, but local stakeholders helped determined the route.

In 2001, Chariton Valley Planning and Development (CVPD), along with an advisory council, began work on promotion and development of the Byway. In 2002, the advisory council submitted an application to change the name to “Historic Hills Scenic Byway.” The application also included the nomination of three new segment extensions to the original 85-mile route.

Historic Hills Scenic Byway Mission Statement

To share with and interpret for visitors the scenic, historical, natural, cultural, and recreational resources along Historic Hills Scenic Byway, while balancing the preservation of these treasures with the economic development of the Byway Corridor.



Vision Statement

Historic Hills Scenic Byway attracts visitors from across Iowa and neighboring states to experience small-town charm, outdoor recreation, fascinating history, cultural diversity and natural beauty.

Our thriving communities welcome visitors to their unique shops, diverse dining and variety of overnight accommodations. Opportunities to enjoy the arts abound. History comes alive through a variety of interpretive media. Well maintained roads, excellent signage and convenient scenic pull-offs lead travelers on a safe journey through the Corridor.

Sustainable funding provides a Byway Coordinator who works with Byway stakeholders, directs marketing efforts, plans events and promotes group travel in the Corridor communities.



Figure 2. Woodlands Scenic Byway Route



Community sign with early version of Byway logo

In 2006, Iowa DOT approved the name change, along with the addition of 20 miles between Moravia and Drakesville. A ribbon cutting ceremony for the revamped Byway was held on June 25, 2006 in Donnellson.

Between 2002 and 2007, the advisory council and CVPD continued working in what was termed the “Historic Hills Region.” This region spanned nine counties and included the original Woodland Scenic Byway along with the proposed extensions. Marketing strategies were implemented and more than 6,000 red bud trees were planted in the region. A community sign project was initiated during that time and some towns outside the current route still boast welcome signs featuring the redbud design of the old Historic Hills logo.

Pathfinders RC&D took over coordination of Historic Hills Scenic Byway development and planning in December 2010. Work began at that time on statewide byway projects, sustainability projects and the Corridor Management Plan.

Corridor Management Plan

A Corridor Management Plan (CMP) is a roadmap for the future promotion, preservation, and enhancement of a scenic byway. It is a locally developed and supported document that develops a vision for the Byway and a plan of action to implement that vision. The CMP is designed to help local communities provide interesting and engaging experiences to Byway travelers. Use of the strategies in the plan will help Byway towns and organizations maximize the opportunities afforded scenic Byway communities.

The CMP is not a document of new laws, regulations, or ordinances. Rather, it is a set of recommendations used to assist in protecting and promoting the Byway.

This plan provides answers to basic questions:

- What are current conditions in the Corridor?
- What is the mission of the Byway organization?
- What is the vision for the Byway?
- What steps are needed to achieve the vision?
- Who can help implement the plan?

The plan is also a tool to bring stakeholders together, creating buy-in and support for Byway initiatives. It was essential to have diverse participation in the process so the plan reflects the needs of all communities. Creating a sense of ownership is one of the most important outcomes of developing a CMP.

This Plan was developed according to the Federal Highway Administration guidelines that state a CMP should:

- Be developed with community involvement.
- Provide the vision for the byway and the surrounding area as formed collectively by communities along the byway.
- Provide an inventory of the characteristics, features, and resources associated with the byway’s intrinsic qualities.
- Document the regional or national significance of the byway’s intrinsic qualities.
- Summarize how the intrinsic qualities will be interpreted to engage the interest and imagination of visitors.
- Establish the goals, objectives and strategies for promoting the byway, enhancing and preserving the intrinsic qualities, and ensuring the continuity of the visitor’s experience.
- Provide for conservation and enhancement of the byway’s intrinsic qualities as well as promotion of tourism and other economic development.
- Outline an effective management strategy to balance these concerns while providing for users’ enjoyment of the byway.

PUBLIC PARTICIPATION IN CMP DEVELOPMENT

Public Meetings

Input from the public was gathered at meetings held June 11, 2013 at Farmington, Bloomfield and Moravia. Twenty-seven participants attended the three meetings. Each meeting included a presentation about the Byway and current conditions. Participants were encouraged to offer opinions on ways to improve visitor experiences, how businesses and the Byway can support each other, and what makes the Byway special.

Stakeholder Group/Byway Council

Pathfinders RC&D formed a Byway stakeholder group in 2011. The group operated under the guidance of the Byway Coordinator, offering input

and assistance with Byway projects including the Corridor Management Plan. Stakeholders involved in the group changed over the years but represented cities, counties, community organizations and businesses in the Corridor counties.

In 2014, the stakeholder group was organized more formally into the Historic Hills Scenic Byway Council. The Council continued to work with the Byway Coordinator to give input into the planning process. Table 1 lists 2016 Council members.

CMP Committees

Stakeholders across the Byway served on topic-based CMP committees to assist with assessment of current conditions and strategies for improvements (Table 2). Each member had an association with Byway resources or expertise on the topic. The committees reviewed materials via email and meetings.

Table 1. Historic Hills Scenic Byway Council Membership, April 2016

Member	County	Affiliation
Irene Brooks	Appanoose	City of Moravia
Kathy Uhlenhake	Appanoose	Moravia Historical Society
Todd Bordenaro	Appanoose	Honey Creek Resort
Eileen Taylor	Davis	Davis County Welcome Center
Sher Bowersox	Davis	Davis County Welcome Center
Judy Combs	Davis	Davis County Tourism
Carol Reames	Davis	Davis County Tourism
John Schroeder	Davis	Davis County Development Corporation
Brad Klodt	Davis	Davis County Historical Society
Leon Wilkinson	Davis	Davis County Historical Society
Lyn Davidson	Davis	Bloomfield Main Street
Kim Steele-Blair	Van Buren	Van Buren county business owner
Christie Daughtery	Van Buren	Auntie Green House & Library
Dana Mabe	Van Buren	City of Bonaparte
Marilyn Thomas	Van Buren	Bonaparte Pottery
Lee Burningham	Van Buren	Bonaparte Pottery
Dorothy Gilbert	Van Buren	Morris Memorial Park
Louise Montalvo	Van Buren	Pioneer Historical Museum
Carol Muntz	Van Buren	Pioneer Historical Museum
Elizabeth Collins	Van Buren	Farmington business owner
Stacey Reese	Van Buren	Villages of Van Buren
Holly Berg	Wapello	American Gothic House Center
Steve Siegel	Wapello	Wapello County Board of Supervisors

Table 2. Corridor Management Plan Committee Members by Topic

Name	Affiliation	Name	Affiliation
Historical		Cultural	
Martha Ellison	Moravia Historical Society	Leon Wilkerson	Iowa Mormon Trail Association
Chuck Hanson	Mason House Inn, Bentonsport	Donna Thompson	City of Blakesburg
Mike Miller	Keosauqua Public Library	Jeanie Dixon	Bloomfield Art Gallery
Judy Combs	Davis County Tourism		
Mike Jarvis	Christian Herschler Winery	Interpretation/Education	
Jon Finney	Van Buren Preservation Society	Stacey Reese	Villages of Van Buren
Brad Klodt	Iowa Mormon Trail Association	Tom Buckley	Lee CCB
Louise Montalvo	Pioneer Historical Society & Museum	Holly Berg	American Gothic House Center
Marketing		Archeological	
Diana Upton-Hill	Bloomfield Main Street	Marilyn Thomas	Bonaparte Pottery
Stacey Reese	Villages of Van Buren		
Todd Bordenaro	Honey Creek Resort State Park	Recreational & Natural Resource	
John Schroeder	Davis County Development Corporation	Chad Horn	Lake Wapello State Park
		Ron Moore	Lake Wapello State Park
Transportation		Jim Settles	Van Buren County Conservation
Brian Moore	Wapello County Engineer	Justin Pedritti	Lacey Keosauqua
Jason Huddle	IDOT, District V	Tom Basten	DNR Parks District supervisor
Kent Rice	French-Reneker (representing several cities)	Josh Batterson	Davis County Conservation
Chris Kukla	Regional Planning Affiliation 15		
Dave Grove	Davis County Engineer	Services/Amenities	
Ernest Steffensmeier	Lee County Engineer	Holly Berg	American Gothic House Center
Gary Bishop	Appanoose County Engineer	Patty Rowland	Blakesburg volunteer
Nichole Moore	Chariton Valley Planning & Development	Cheryl Duke	Bentonsport/ Van Buren CCB
Julie Pribyl	Chariton Valley Planning & Development		
Zach James	Southeast Iowa Regional Planning Commission		



CMP Public Meeting in Bloomfield

BYWAY ROUTE AND CORRIDOR

Historic Hills Scenic Byway travels through nine towns and three unincorporated communities in southeastern Iowa (Map 1). An additional ten towns are located within the Byway Corridor. The Corridor includes six counties: Appanoose, Monroe, Wapello, Davis, Van Buren and Lee. The route is easily accessible from U.S. Highways 34, 63 and 218 as well as Iowa Highways 1, 2 and 5.

The Byway is in a sparsely populated part of Iowa with total population in the Corridor of 28,664 (U.S. Census Bureau 2010). The 19 incorporated communities in the Corridor range in population from 47 to 2,640. Bloomfield is the largest community with 2,640 residents and Keosauqua's population is 1,006; the other 17 towns each have fewer than 700 residents (Table 3).

Table 3. Population of Byway Corridor Communities (U.S. Census Bureau 2010)

Community	County	Population
Moravia	Appanoose	665
Rathbun	Appanoose	89
Udell	Appanoose	47
Unionville	Appanoose	102
Bloomfield	Davis	2640
Drakesville	Davis	184
Floris	Davis	138
Pulaski	Davis	260
Troy	Davis	Unincorporated
Donnellson	Lee	912
Franklin	Lee	143
Bentonsport	Van Buren	Unincorporated
Birmingham	Van Buren	448
Bonaparte	Van Buren	433
Cantril	Van Buren	222
Douds-Leando	Van Buren	Unincorporated
Farmington	Van Buren	664
Keosauqua	Van Buren	1006
Milton	Van Buren	443
Stockport	Van Buren	296
Blakesburg	Wapello	296
Eldon	Wapello	927



Historic Hills Scenic Byway

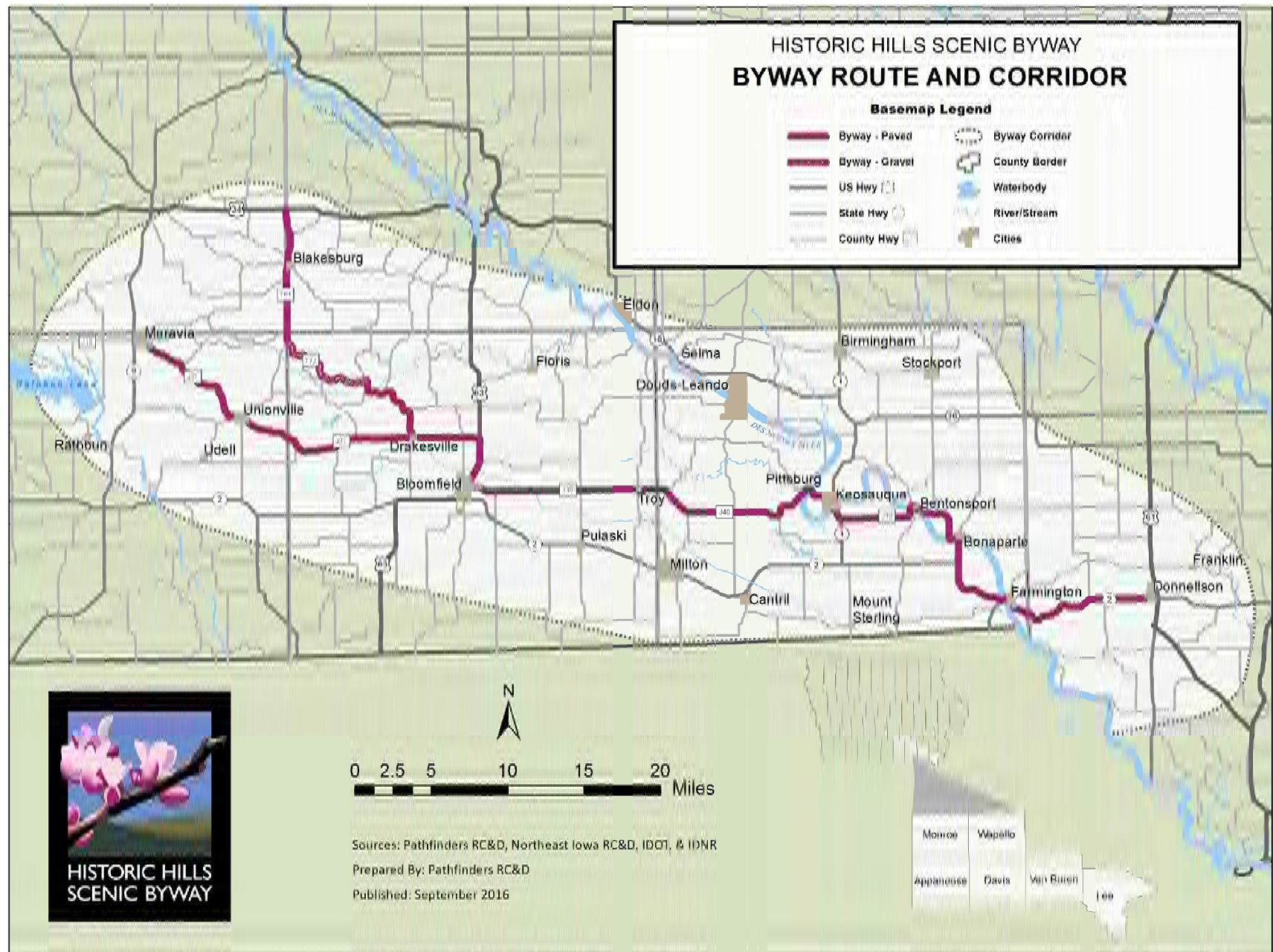
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Route Description

The 85-mile route designated in 1993, begins at the intersection of County Road T61 and U.S. 34. It heads south through Blakesburg to the intersection with County Road T7J (Bison Trail). The route follows southeasterly on this gravel road to the intersection of Falcon Boulevard, then south to the intersection with County Road J19 where the route and T7J turn east. After 1.25 miles, the gravel changes to pavement. At the intersection with County Road V17, the route heads south into Drakesville on Ice Avenue.

In Drakesville, the route turns east on 180th Street to U.S. 63, where it turns south toward Bloomfield. In Bloomfield, the route turns east on County Road J40 to Keosauqua. The Byway continues on County Road J40 east through Keosauqua, Bentonsport and Bonaparte. In Bonaparte, the route turns south onto County Road W40 and merges onto Iowa Highway 2. The rest of this segment follows Highway 2 through Farmington and ends in Donnellson just west of the intersection with U.S. 218.

In 2006, an additional 20-mile segment was added to the Byway. This segment begins in Moravia at the intersection of County Road J3T and County Road J18. It follows County Road J3T south/southeast through Unionville and ends in Drakesville, connecting to the original designated Byway route.



Map 1. Historic Hills Scenic Byway Route and Corridor



Gravel section on County Road J3T

Corridor Definition

The corridor of a byway includes the roadway itself, right-of-way, viewshed (the area visible from the road), and the communities along the road. A corridor can also include roads, communities and attractions near the byway that contribute to the visitor experience.

For the purposes of this CMP, the Historic Hills Scenic Byway Corridor encompasses an area within approximately a 10-mile radius of the route (Map 1).

The Corridor used in this document is intended to recognize the general area of visitor experience and to provide a focus for planning. It is not meant to exclude any town, organization, attraction or individual from participating in CMP planning and delivery of experiences to travelers. The Corridor boundaries are fluid and may change in the future.

Route Adjustments

Byway stakeholders have considered several adjustments to the current route (Map 2) and submitted one application for change to the Iowa DOT.

In 2014, a request was submitted to the Iowa DOT to extend the Byway west of the current starting point in Moravia. The extension would add an additional 6.5 miles to the route. The new starting location would begin on County Road J18 at 185th Ave/Resort Ave allowing the public to begin their Byway experience

at the entrance to Honey Creek State Park Resort. The extension would continue on County Road J18 to the current starting point at the intersection of county roads J18 and J3T. Final Iowa DOT action on the request is expected by August 2016.

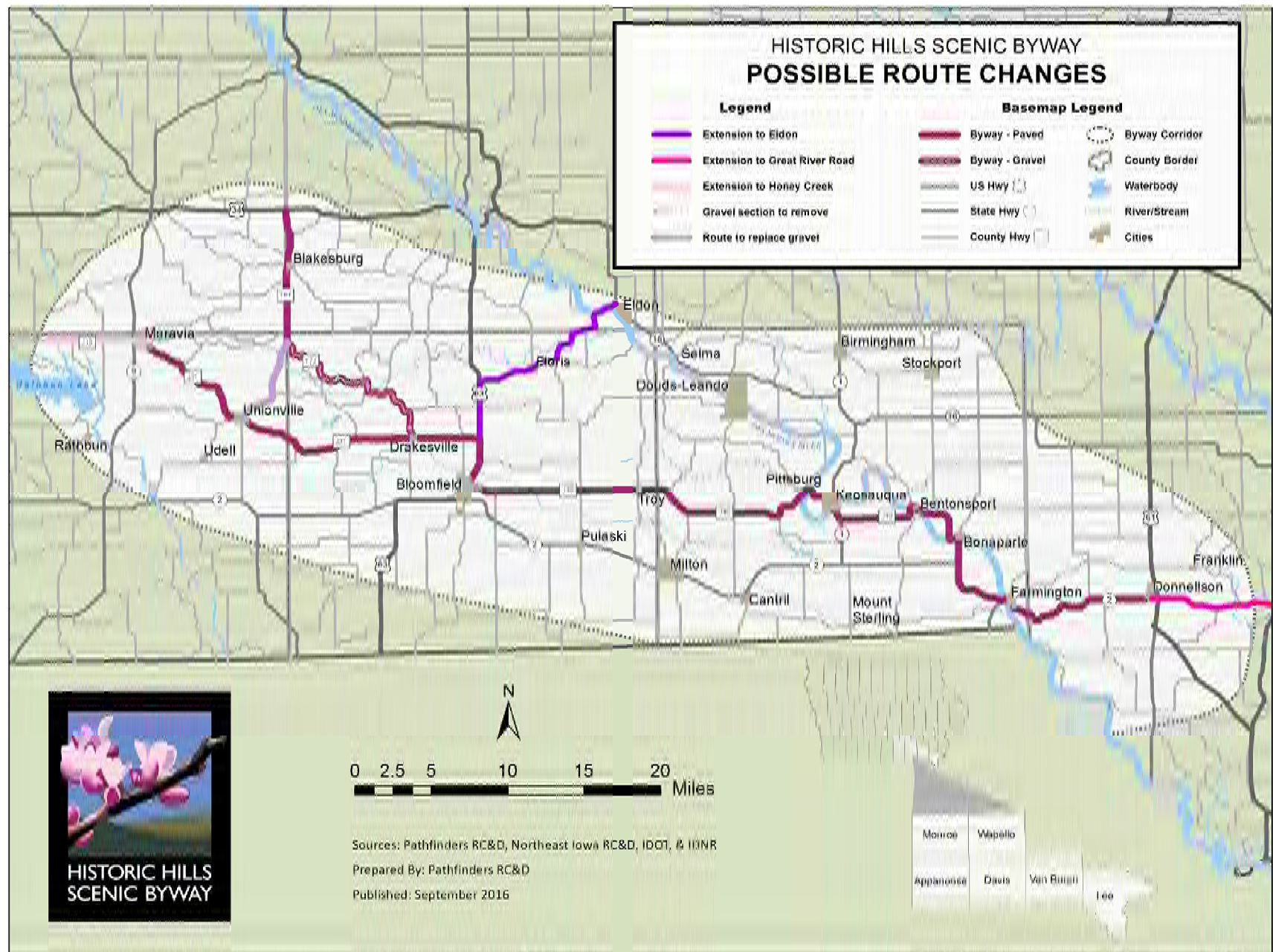
The Byway Council also discussed eliminating the 11.5-mile section of gravel. The proposed alternate route keeps travelers on County Road T61 to the intersection with County Road J3T and the current Byway. There are several reasons for a possible change including: elimination of a segment that floods and could endanger travelers, ongoing difficulty of maintaining the gravel road to standards acceptable to travelers, and the deterrence a rock road presents to travelers unwilling to drive on gravel. To date, no formal action has been taken.

An extension of the Byway to Eldon has also been proposed. Routes to Eldon and the City of Eldon share many of the same characteristics as the rest of the Byway - history, natural resources, small town feel, agriculture. Connecting to the town would also be beneficial to the Byway because of the number of travelers who visit American Gothic House in Eldon. Various routes are possible and would need to be investigated prior to making an application for the change.

The last change considered on the Byway is the possibility of an extension on Highway 2 through Donnellson to Fort Madison. Discussion with Lee County and the City of Fort Madison continues, though no route extension application has been submitted.

RECOMMENDATIONS

- Review and apply for route changes with Iowa DOT Scenic Byways program.



Map 2. Proposed Route Adjustments

INTRINSIC QUALITIES

The National Scenic Byways Program defines intrinsic qualities as “features that are considered representative, unique, irreplaceable, or distinctly characteristic of an area.”

The intrinsic qualities of a byway come from the unique combination of the area’s resources that make it interesting and appealing to both residents and travelers. A resource may be natural, like a forest or river; or it could be related to human activity such as historic buildings, art, or archaeological sites.

The six categories of intrinsic qualities outlined by the National Scenic Byways program are:

- Historic
- Scenic
- Natural
- Recreational
- Archaeological
- Cultural

Historic Hills Scenic Byway’s primary intrinsic qualities are historic and recreational. There are also important resources in the other four categories.

This section looks in detail at the six categories. Each intrinsic quality is defined and an assessment is given for the current condition of related resources on the Historic Hills Scenic Byway. Any threats or potential threats to current resources are documented. Lastly, ideas and resources for the protection and enhancement of the intrinsic quality are suggested with a list of recommendations.

An extensive inventory of intrinsic quality resources was undertaken for this CMP. Methods included meetings with stakeholders, discussions with resource managers, historic research, GIS file searches and field verification. Some resources have been defined as having “local, regional or national” significance. These definitions do not correspond to any official designation outside of this document.



Historic bridge on the Des Moines River, Bentonsport Historic District

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HISTORIC QUALITY

History is the defining intrinsic quality on the Byway. Historic resources are found throughout the Byway Corridor, with the highest concentration along the Des Moines River, as shown on Map 3. Of 170 resources inventoried in the Byway Corridor, 100 relate to the history of the area. Table 4 lists the historic resources inventoried in the Corridor.

The story to be told on the Byway is of the nation's Westward Movement in the 1800s. The Byway's historic resources present travelers with visible reminders of the Euroamerican settlement of both Iowa and the United States.

ASSESSMENT AND CONTEXT

Human occupation of the Corridor dates back more than 8,000 years (Haury-Artz, 2013). Stories of human civilization are divided into historic and prehistoric periods. Prehistory is the time prior to development of the written word and varies by geographic region. In Egypt, for example, prehistory ended about 3200 B.C. In Iowa, the historic period starts in the late 1600s, after Europeans arrived and began written documentation of people, places, and events.

French explorers Jacques Marquette and Lois Joliet were the first Europeans to explore the Mississippi River. In the summer of 1673 they landed at what was likely the confluence of the Des Moines and



Davis County Courthouse, Bloomfield
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Historic Quality Definition:

The historic quality of the byway depends on the connection between the road and the individual historic resources along the corridor. The byway must contain enough features to create a story with a certain level of continuity and coherence. The historic story should provide a link among resources along the byway and a means of interpreting these resources to the visitor.

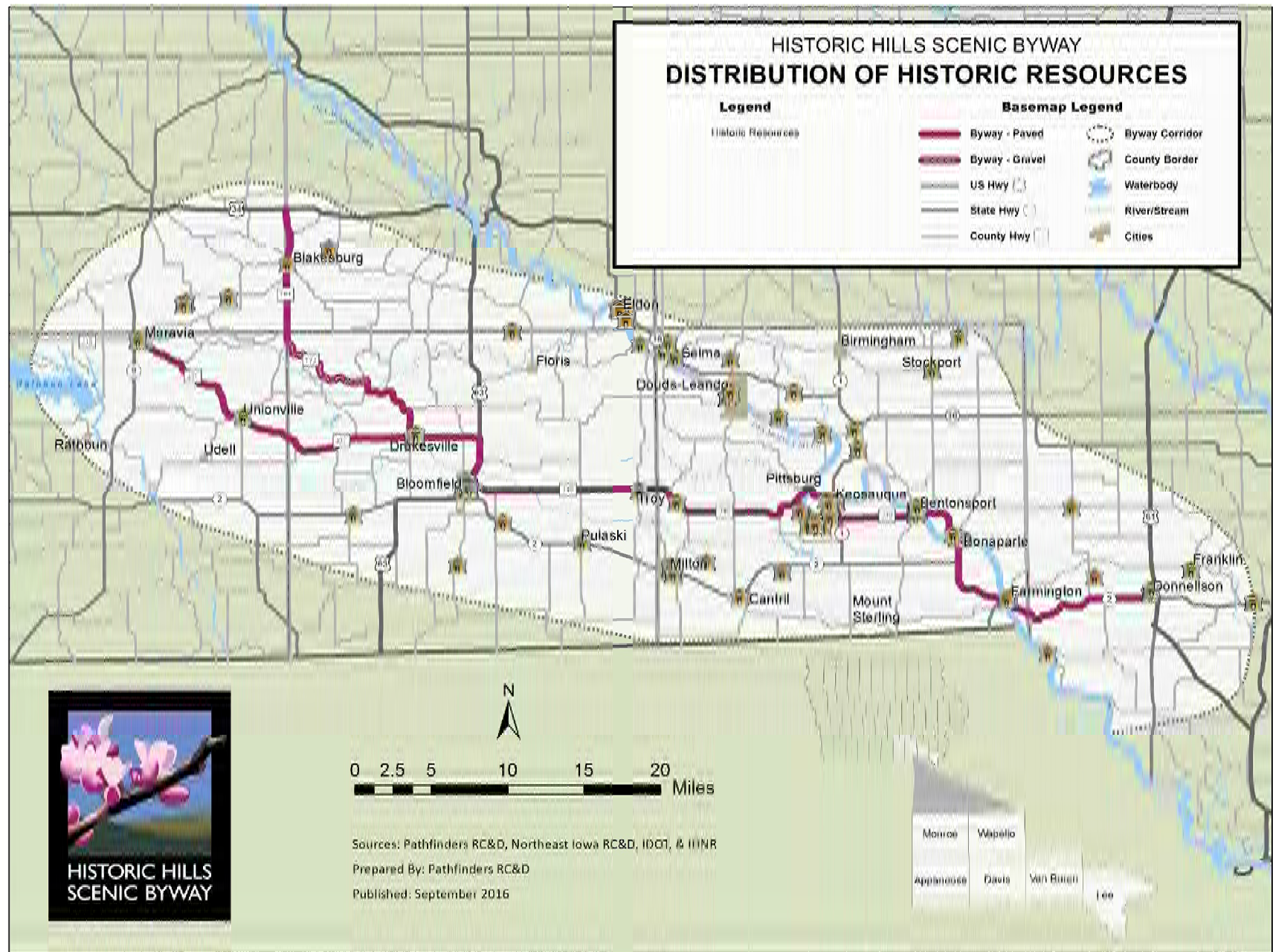
The historic elements should reflect the actions of people and may include buildings, settlement patterns, and other examples of human activity. Historic quality can be based on events, such as use of the road as a pony express route. The historical significance can demonstrate an evolving historical story that links diverse events through time. A road can also be historically significant because of its importance in developing a national or regional transportation network.

Mississippi rivers. Over the next 125 years, French trappers and traders operated in what would later become Iowa.

By 1800 British fur traders were working at outposts on the Des Moines River from the mouth to present-day Des Moines. The Louisiana Purchase brought the state under the control of the United States in 1803, though Euroamerican settlement of the Iowa Territory officially began in 1833 under the terms of the treaty known as the Black Hawk Purchase. Iowa became a state in 1846.

Most of the Byway's documented historic resources originated after 1833. By the late 1830s many present-day Corridor communities were already established. These communities include Farmington, Bentonsport, Bonaparte and Keosauqua.

Buildings still stand from early settlement including churches, schools, barns, courthouses and commercial buildings. Within the Corridor, 40 historic structures and 5 historic districts have been recognized and placed on the National Register of Historic Places



Map 3. Distribution of Historic Resources in the Byway Corridor

Table 4. Historic Resources in Byway Corridor

Resource	Significance	NRHP	County	Community
Moravia Historical Complex	Local		Appanoose	Moravia
Wabash Depot Combination Depot & Museum	Regional	Yes	Appanoose	Moravia
Unionville United Methodist Church	Local		Appanoose	Unionville
Guerilla Raid Civil War Monument	Regional		Davis	
Trimble Parker Historic Farmstead District	Local	Yes	Davis	
West Grove United Methodist Church	Local	Yes	Davis	
Asa Wilson House	Local	Yes	Davis	Bloomfield
Bloomfield Public Library	Local	Yes	Davis	Bloomfield
Bloomfield Square Historic District	National	Yes	Davis	Bloomfield
Davis County Courthouse	Regional	Yes	Davis	Bloomfield
Davis County Historic Complex	Regional		Davis	Bloomfield
Davis County Welcome Center	Local		Davis	Bloomfield
Greenleaf Place	Local		Davis	Bloomfield
Harbour Mormon Cabin	Regional		Davis	Bloomfield
Henry Wishard House	Local	Yes	Davis	Bloomfield
Weaver House National Historic Landmark	National	Yes	Davis	Bloomfield
William Findley House	Local	Yes	Davis	Bloomfield
Drakesville Oval	Local		Davis	Drakesville
Mormon Log Cabin	Regional		Davis	Drakesville
Lockkeeper's House	Regional	Yes	Davis	Eldon
Pulaski City Park & Historic Depot	Local		Davis	Pulaski
Troy Academy	Local	Yes	Davis	Troy
Appleberry Orchard	Regional		Lee	
Herschler Winery and Historic District	Local	Yes	Lee	
John McGreer Barn & Crib	Local	Yes	Lee	
Sharon Cemetery Historic District	Local	Yes	Lee	
Croton Civil War Memorial Park	National		Lee	Croton
Lee County Fairgrounds	Regional		Lee	Donnellson
Railroad Park & Museum	Local		Lee	Donnellson
Trestle Bridge - DM&E - Foster Viaduct #1	Local		Monroe	
Trestle Bridge - DM&E - Foster Viaduct #2	Local		Monroe	
Trestle Bridge - DM&E - Foster Viaduct #3	Local		Monroe	
Abner Martin House	Local	Yes	Van Buren	
CCC Interpretive Display	National		Van Buren	
Des Moines River Lock & Dam at Keosauqua	Regional	Yes	Van Buren	
Eisenhower Bridge	Local	Yes	Van Buren	
Ely's Ford	National		Van Buren	
Iowaville Archeological Site	National		Van Buren	
Iowaville Cemetery	Regional		Van Buren	
Kilbourn Bridge	Local	Yes	Van Buren	
Lacey Keosauqua Indian Mounds	Regional		Van Buren	
Lacey Keosauqua State Park - Bathing Area	National	Yes	Van Buren	
Lacey Keosauqua State Park - Lodge Area	National	Yes	Van Buren	
Lacey Keosauqua State Park - Picnic Group	National	Yes	Van Buren	
Midway Stock Farm Barn	Local	Yes	Van Buren	
Morris Park	Local		Van Buren	
Mount Moriah Methodist Church	Local		Van Buren	

Table 4 continued

Resource	Significance	NRHP	County	Community
Oak Grove Historic School & Church	Regional		Van Buren	
Richardson's Point	Regional		Van Buren	
Vernon School	Local	Yes	Van Buren	
White Schoolhouse No. 5	Local		Van Buren	
Wickfield Round Barn	Local	Yes	Van Buren	
Bentonsport Bridge	Local	Yes	Van Buren	Bentonsport
Bentonsport Historic District	National	Yes	Van Buren	Bentonsport
Historic Presbyterian Church	Local		Van Buren	Bentonsport
Indian Artifact Museum	Regional		Van Buren	Bentonsport
Mason House Inn	National	Yes	Van Buren	Bentonsport
Stone House	Regional		Van Buren	Bentonsport
Aunty Green Hotel Museum and Bonaparte Library	Local	Yes	Van Buren	Bonaparte
Bonaparte Cemetery	National		Van Buren	Bonaparte
Bonaparte Historic Riverfront District	Local	Yes	Van Buren	Bonaparte
Bonaparte Mormon Trail River Crossing	National		Van Buren	Bonaparte
Bonaparte Pottery & Archeological District	Regional	Yes	Van Buren	Bonaparte
Bonaparte Retreat	Regional	Yes	Van Buren	Bonaparte
Des Moines River Lock & Dam at Bonaparte	Regional	Yes	Van Buren	Bonaparte
Whitely Opera House	Local	Yes	Van Buren	Bonaparte
Township Hall	Local		Van Buren	Cantril
Douds Depot	Local		Van Buren	Douds-Leando
Leando Memorial Park	Local		Van Buren	Douds-Leando
Valley School No. 3	Local		Van Buren	Douds-Leando
Burg Wagon Works	Local	Yes	Van Buren	Farmington
Goodin Building	Local	Yes	Van Buren	Farmington
Pioneer Museum	Local		Van Buren	Farmington
GAR Park Monument & Cannons	Regional		Van Buren	Keosauqua
Hotel Manning	Local	Yes	Van Buren	Keosauqua
Old Creamery	Local		Van Buren	Keosauqua
Pearson House Museum	Local	Yes	Van Buren	Keosauqua
Van Buren County Welcome Center & McCoy Museum	Local		Van Buren	Keosauqua
Voltaire Twombly Building/Museum	Local	Yes	Van Buren	Keosauqua
Milton Heritage House 1898	Local		Van Buren	Milton
Milton School Park and Trail	Local		Van Buren	Milton
Milton Train Depot	Local		Van Buren	Milton
Selma Log Cabin Park	Local		Van Buren	Selma
Peavine Line Railroad Depot & Museum	Local		Van Buren	Stockport
Van Buren County Courthouse	Regional	Yes	Van Buren	Van Buren
Air Power Museum	Local		Wapello	
Chief Black Hawk Gravesite Memorial	National		Wapello	
Mars Hill	Local	Yes	Wapello	
Blakesburg Community Museum	Local		Wapello	Blakesburg
American Gothic House	National	Yes	Wapello	Eldon
Big 4 Fair Art Hall	Local	Yes	Wapello	Eldon
Eldon Carnegie Public Library	Local	Yes	Wapello	Eldon
Eldon Depot Museum	Local		Wapello	Eldon
McHaffey Opera House	Local	Yes	Wapello	Eldon

(NRHP). The sidebar on page 27 lists NRHP structures and districts. In addition to historic buildings, 17 museums house artifacts that interpret the history of the area.

Further solidifying the historic quality as highly significant is the Westward Movement as an underlying theme. An inventory and analysis of the Byway's historic resources also revealed nine subthemes: Mormon Trail, Iowaville, Civil War and Underground Railroad, Des Moines River Navigation, Railroads, Industry on the Des Moines River, Schools, Agriculture, and Churches. These thematic areas have either a large number of locally significant resources or resources of regional or national significance.

Each subtheme is described below, along with an assessment of existing conditions and possible threats, significance level, and a list of the Corridor's supporting resources.

Mormon Trail

From 1846 to 1869, over 70,000 members of Church of Jesus Christ of Latter-day Saints (commonly referred to as "Mormons") fled religious persecution in Nauvoo, Illinois, taking flight across Iowa en route to the Great Salt Lake. The Mormon migration is one of the United State's greatest overland migrations and is nationally significant.

Though often referred to as "the Mormon Trail," the Mormons followed many routes on their journey. The path taken varied over time, by season and as modes of transportation changed. Historic Hills Scenic Byway nearly parallels one of the main routes, often referred to as the "Mormon Pioneer Trek" (Map 4). The first major wave of migrants followed this route, leaving Nauvoo in February 1846 and heading across the Mississippi River into Lee County Iowa. Brigham Young led the "Camp of Israel," a group of about 500 wagons.

The Camp of Israel began their advance west from Sugar Creek on March 1, 1846. They would reach the Des Moines River at present-day Bonaparte on day five and soon made an extended two-week stop at Richardson's Point, twenty-two miles to the west of Bonaparte. While there, men found work building cabins and houses, cutting wood, splitting rails, and other tasks for pay or supplies. Captain William Pitt's Nauvoo Band gave concerts for pay at Farmington and Keosauqua (including three

held at the Van Buren County Courthouse, which still stands). The companies then moved northwest along the Fox River passing just north of Bloomfield and "leaving this last settlement that they would find in Iowa, they headed southwest to skirt the Missouri border.
(Rogers and Artz, 2015)

As the first wave continued across the state, a second wave of about 10,000 people moved out of Nauvoo through the month of May. With improved weather and traveling conditions, these later groups caught up with the Camp of Israel before they reached Council Bluffs.

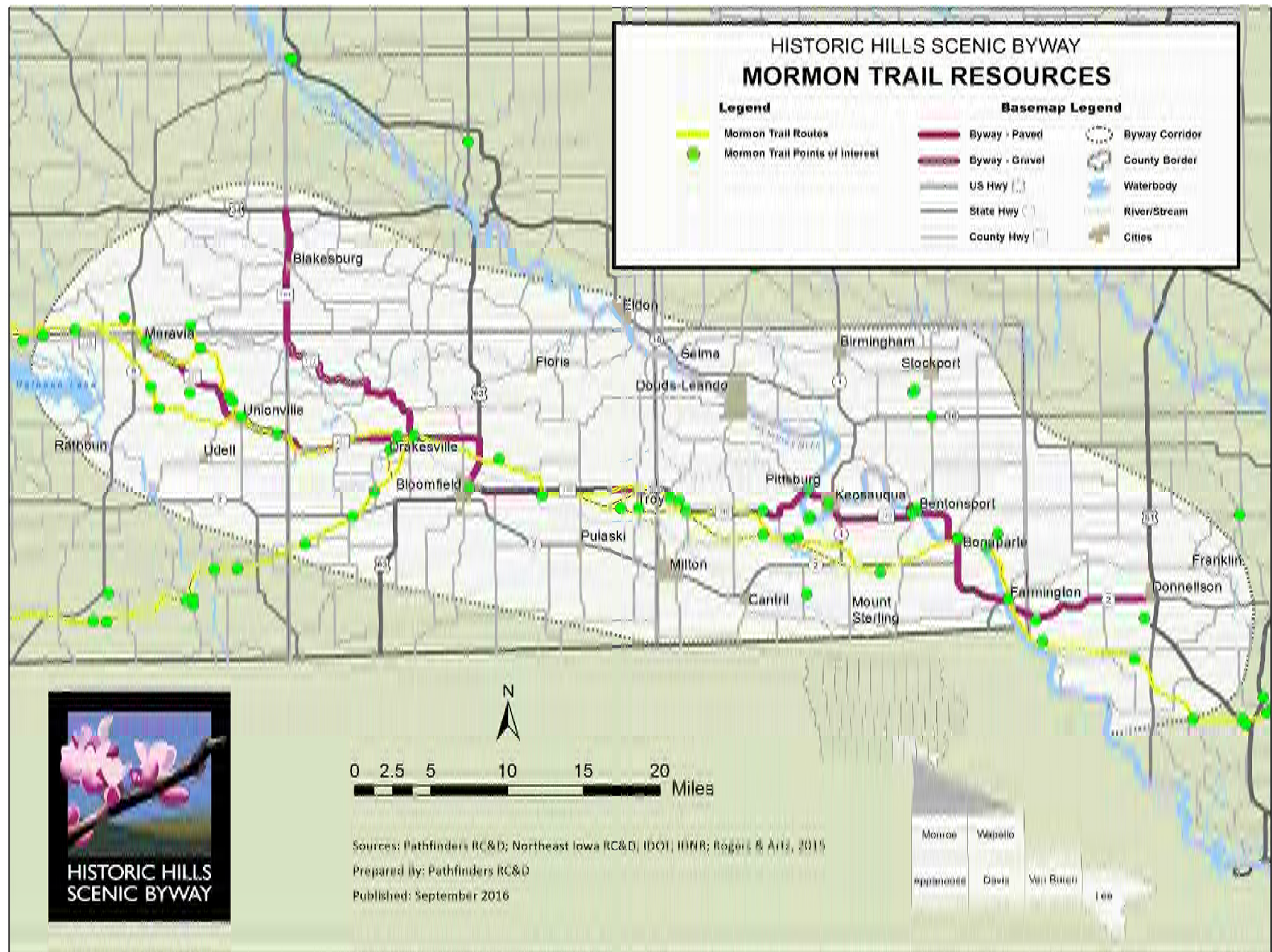
Most followed the Camp of Israel's route only as far as present-day Drakesville. Many passed through Bonaparte—on May 29, forty teams backed up at the Bonaparte Ferry, causing long delays. Just west of Drakesville, the spring groups left Brigham Young's route where it turned south; instead, they went west and northwest on the 'Alternate Mormon Trail.' This route went to present-day Unionville, then turned north and crossed South Soap Creek, continued northward to present Moravia, and then ran west to present Iconium ... Other Mormons left Montrose and Fort Madison not on the Mormon Trail route but, instead, headed northwest and crossed the Des Moines River higher up—at Iowaville, Eddyville, or near present-day Des Moines. (Hartley, 2000)

The final wave left Nauvoo in September 1846 when they were driven from town by angry mobs. Many of this final group were ill or otherwise unprepared for the journey. A higher number of this wave stopped short of their final destination to rest, work or stay indefinitely.



Harbour Mormon Cabin, Bloomfield

Photo credit: Cherie E. Haury-Artz, Office of the State Archaeologist



Map 4. Mormon Trail Routes and Points of Interest in Byway Corridor

Of some 14,000 Saints who left the Nauvoo area for the west in 1846, a reasonable estimate is that between 2,000 and 3,000 lagged behind, halting temporarily in southeastern Iowa or northern Missouri. Lacking food, funds, good wagons and teams, or decent health, many sought housing and jobs, and did not reach the LDS camps at the Missouri River for months or even years. These people are the sources of such 'imprints' in southeastern Iowa as Mormon Creek east-northeast of Moravia, Bentonsport's Mason House Inn (whose sign in front says it was built by Mormon workmen in 1846), reputed Mormon graves in Louisa County, and others too numerous to list. (Hartley, 2000)

The Byway's most significant historic resources are those associated with the Mormon migration. With that in mind, Pathfinders RC&D contracted for a statewide study of the Mormon Trail's historical and archaeological resources. The study (Rogers and Artz, 2015) refined maps of the various routes, noted resources in the Byway Corridor that need protection and identified opportunities for interpretation. The report identifies more than 50 points-of-interest within the Byway Corridor including camps, wagon ruts, grave sites, interpretive panels, memorial markers, Mormon-built structures, river fords, and waypoints.

Assessment: Though there are a large number of Mormon trail resources, many need interpretation to assist visitors with understanding their significance. In addition, many points-of-interest are located on private property.

The greatest need is for a statewide marketing and interpretation plan. Ideally, there would also be a preservation plan developed.

Significance: National

Related Resources:

- Bent oak tree
- Bonaparte/Des Moines River Ford
- Bonaparte Cemetery & Marker
- Boston Cemetery
- Brattan's Grove (marker)
- Denny Cemetery
- Ely's Ford Historical Site/Markers
- Fordyce Cemetery
- Fordyce Tavern

- Fox River Crossing
- Harbour Mormon Cabin
- Mason House Inn
- Mormon Cemetery (Vernon)
- Mormon-built log cabin (Drakesville)
- Oak Point Cemetery
- Philips Cemetery
- Pittsburg Crossing
- Prominent trail swales (two locations)
- Richardson's Point – camp & graves
- Stone House
- Stringtown Cemetery Site
- Trail Marker (Unionville)
- Trail Ruts (several locations)
- Vernon Prairie

Iowaville

The name "Iowaville" is commonly used for two settlements located on the Des Moines River between present day Eldon and Selma.



Iowaville Cemetery stone

From about 1770 to 1820 it was the site of a major village that once housed around 800 people of the Ioway Native American tribe (Petersen and Artz, 2006.) Ioway leaders and other high-ranking men lived at Iowaville, including two who met with officials in Washington D.C. It is not certain why the Ioway left but after they moved, a Sauk band lived close to the site. Chief Black Hawk reportedly had a summer residence in the area and is memorialized at the Iowaville Cemetery. Though this village existed during the historic period, it is mainly an archaeological site. Additional information is on page 66 of this document.

In the 1830s Euroamerican settlers established a trading post close to the Ioway village site. This settlement became the town of Iowaville which once had a population near 200. By 1878 only a few houses, stores and the cemetery remained (Haury-Artz, 2013).

Assessment: Currently the only visible resource is the Iowaville Cemetery. The cemetery has interesting stones dating back to the early 1830s and a marker memorializing Chief Black Hawk. The cemetery is relatively well-known and may draw travelers interested in Native American history.

There is an effort underway to purchase the Ioway village site. The site is privately owned and is currently in row crop production. Collectors can legally take artifacts as long as they have permission from the landowner. Under public ownership, collection by individuals would no longer be legal. In addition, the area would be seeded to permanent cover to further protect the site. This is a high priority due to the significance of the site and the urgent need for protection.

Significance: National

Related Resources

- Iowaville Cemetery
- Chief Black Hawk Memorial Marker
- Iowaville Archeological Site (on private property not accessible to the public)

Civil War & Underground Railroad

While there were no Civil War battles fought in Iowa, a skirmish was fought just across the Des Moines

River from Croton, Iowa. Shots from the battle landed in Iowa.

The battle is described on the Battle of Athens State Historic Site webpage (Missouri State Parks, n.d.):

“The Battle of Athens was an American Civil War skirmish that took place in northeast Missouri in 1861 near present Revere and southeast Iowa along the Des Moines River across from Croton (3 miles southeast of Farmington). The Union victory has the distinction of being the most northerly of Civil War Battles fought west of the Mississippi, and also of being the only such battle fought along the Iowa border.

Pro-Unionists rallied around David Moore, who had raised a force of about 500 men. Moore entered and occupied Athens on July 24, seizing homes and businesses from pro-South supporters to quarter and provision his troops. Pro-South supporters rallied around Col. Martin Green. Green raised a force of about 3,000 men, including two of Moore's sons.

The confrontation between Moore's and Green's forces took place at Athens on Aug. 5, 1861. The battle began around 5 a.m. Moore and his Unionists were surrounded on three sides by Green's troops, with the Des Moines River to their rear. Despite being outnumbered at least five to one, Moore's men were better trained and equipped. After about two hours of fighting, at least 50 soldiers had been wounded or killed and the pro-South side was demoralized and in full retreat.”

In addition to the battle between regular armies, a “Guerrilla Raid” took place in Davis County in 1864. A band of Confederate guerrillas dressed in Federal uniforms crossed from Missouri into Iowa. The



Pearson House, Keosauqua

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raiders killed three local residents and left a string of robberies in their wake. It is purported to be the northern-most Confederate incursion into Federal territory (Davis County Raid, n.d.). A memorial south of Bloomfield commemorates the raid.

The Mason House Inn, located in Bentonsport Historic District, was used as a field hospital during the Civil War. Union and Confederate soldiers wounded in skirmishes near the Missouri/Iowa border were brought to the hotel where doctors stabilize the soldiers and transport them by rail to Keokuk, Iowa.

Perhaps Iowa's most significant contribution to the Civil War was its location on the path of freedom for slaves. Iowa was a free state and Missouri was a slave state, so people could reach freedom by crossing the border. Pathways on the Underground Railroad passed through parts of the Byway Corridor. Mason House Inn and the Pearson House in Keosauqua were two of many refuges along the way. Visitors to the Pearson House and museum can still see the trap door that allowed people to hide in the basement. In 2012, the current owners of the Mason House Inn partially excavated a tunnel which reportedly collapsed during use as a hiding place during the Civil War.

Assessment: There are only a few resources in this subtheme but all are open to the public and have some interpretation. There are travelers who seek out Civil War sites but the Byway's Civil War resources are relatively unknown. The greatest need is for marketing and additional interpretation.

Significance: National

Related resources

- Croton Memorial
- Battle of Athens State Historic Site
- Guerilla Raid Memorial
- Pearson House
- Mason House Inn

Des Moines River Navigation

The Des Moines River has been important to humans since prehistoric time and remains so today. Native Americans traveled on the water with small boats and took advantage of diverse resources in the river valley that supplied food, tools and protection from the elements.



Lock Keeper's House, Eldon

Photo credit: Lois Albrecht

When Euroamericans began moving into Iowa, the Des Moines River was used for trade and transportation. Boats brought supplies, transported products and carried settlers into the state. The Des Moines was the first river in Iowa navigated by steamboats and looked to as a "gateway to the West." As early as 1837, a steamboat ascended the Des Moines River to Iowaville and in 1843 a steamboat reached the Raccoon Fork of the Des Moines River (Iowa History Project, n.d.). Dependence on steamboats increased but it became clear Iowa's rivers were too shallow for steamboat traffic most of the year. To overcome this and improve navigation, a lock and dam project was planned from the Mississippi River to present-day Des Moines.

While the engineering called for 28 dams and 9 locks, only 7 lock and dam systems were completed (Woten, 2009) Remnants of three locks and dams are visible at Keosauqua, Bentonsport, and Bonaparte. In addition, a limestone building known as the "Lock Keeper's House" stands downriver from Eldon. Local lore claims this structure was built as the lock keeper's residence but never used in that capacity. There is no proof to confirm this claim.

In Bentonsport, the Mason House Inn was built in 1846 as a hotel for steamboat traffic. The Hotel Manning in Keosauqua built in 1897 was developed in the steamboat gothic style, but was completed after the steamboat era ended. With the arrival of the railroad in the mid 1850s, trains quickly replaced steamboats as the main mode of transportation.

Assessment: There are only a few resources in this

subtheme but all have good integrity and are readily available to the public. The greatest need is for interpretation.

Significance: Regional

Related Resources:

- Lock & Dam #5 at Bonaparte
- Lock & Dam #6 at Bentonsport
- Lock & Dam #7 at Keosauqua
- Lock Keepers House
- Mason House Inn
- Hotel Manning



Wabash Combination Depot, Moravia

Railroads

Railroads played a major role in the settlement of the West from 1850-1890. Railroads came to Iowa in 1855 and by 1870 there were 2,680 miles of track (Iowa DOT, n.d.). Trains brought new settlers to Iowa, imported manufactured goods and transported agricultural products.

Railroads peaked in 1911 with the advent of cars, trucks and highways. Nearly every town connected to the railroad had a depot at one time. Now the only towns with operating depots are those with Amtrak connections. Train enthusiasts across the nation have helped preserve historic depots. The Byway Corridor boasts seven restored depots. Four of these have museums with artifacts and interpretative information.

Assessment: There are many resources in this subtheme found across the Byway. All have good integrity and are readily available to the public. There

are travelers interested in railroad sites and history, so a marketing plan to highlight these assets is desirable.

Significance: Local

Related Resources:

- Douds Depot
- Eldon Depot Museum
- Milton Train Depot
- Peavine Line Railroad Depot & Museum (Stockport)
- Pulaski City Park & Historic Depot
- Railroad Park & Museum (Donnellson)
- Wabash Depot Combination Depot & Museum (Moravia)
- Trestle Bridges - DM&E - Foster Viaduct #1, #2, #3

Industry on the Des Moines River

In addition to transportation, the Des Moines River played a significant role in several industries in the Byway Corridor. Coal and clay were mined from the river's banks and water-powered mills produced flour, wool and lumber.

The Corridor's pottery industry took hold when the first kiln was built in 1836 for the Welch Pottery on Potter's Branch. The industry expanded to include 251 named potteries across 34 counties in the state (Haury-Artz, 2013). The largest concentration was along the Des Moines River, particularly the lower reaches in Wapello and Van Buren counties, as shown in Figure 3.

An excellent example of these nineteenth century potteries was unearthed during the flood of 1993. Parts of the Bonaparte Pottery, as it is known today, were exposed when floodwaters retreated. Archeologists later excavated the site and found the pottery remarkably well-preserved. Originally founded as the "Parker and Hanback Pottery" in 1866, it operated until 1895 when mass-produced pottery took over the market.

The site includes the pottery factory and the remains of two kilns. There is also a vast area along the river bank with visible deposits of stoneware pieces, whole vessels and other waste. During the excavation process in the 1990s, intact pottery molds were

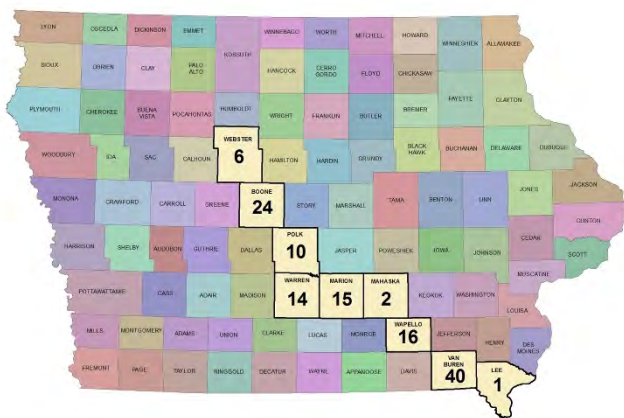


Figure 3. Distribution of nineteenth centuries potteries in counties along the Des Moines River (after Haury-Artz 2013)

discovered. These molds are used today to produce pottery pieces. The pottery site is open to the public on an intermittent basis. The pottery is privately owned and the future of the site is in question.

Mills, especially gristmills that ground wheat, were essential businesses in Iowa's early days. Bonaparte was home to flour, woolen and saw mills beginning in 1937. The mills operated until about 1903 when floodwaters destroyed the dam that provided power to the mills. The mill buildings have held a variety of operations since then, including one which now houses a restaurant. The mills and associated commercial buildings that remain are part of Bonaparte's Historic Riverfront District.

Assessment: While there are only a few resources in this subtheme, the integrity is outstanding. They are restricted to one location on the Byway but the subtheme ties in well with the overall theme.

The greatest need is to assure preservation of the Bonaparte Pottery. Ideally, it would be protected through public ownership or under easement. Regular open hours and staff to give tours could make this a popular attraction.

The Woolen Mill is vacant currently and could quickly deteriorate if left that way.

Secondary to preservation of the structures, marketing and interpretation of this subtheme is needed to attract travelers.

Significance: Regional/Local

Related Resources:

- Bonaparte Pottery & Archeological District
- Bonaparte Riverfront Historic District
- Bonaparte Retreat aka Meek's Flour Mill (restaurant)
- Meeks Pants Factory (private residence)
- Woolen Mill (vacant)

Schools

The Corridor has many examples of typical Iowa schoolhouses dating from 1851 to the early 1920s. The 1851 Bentonsport Academy still exists and is visible from the Byway. The brick schoolhouse is in good repair but not as fancy in design as the later Vernon School. The Vernon School located across the river from Bentonsport, is a spectacular and well-preserved example of a nineteenth century public school built in the Italianate architecture. The Oak Grove Historic School near Douds-Leando is one the few remaining examples of a church-school combinations left in Iowa.

Troy Academy, founded in 1853, was one Iowa's earliest institutions of higher learning. It was founded as a "seminary of learning" with the purpose of training teachers. At one time the academy had as many as 167 students and 4 faculty members. It ceased operating as an academy in 1888. The building stood vacant until it became part of the Troy Independent School District from 1904-1917.



Troy Academy, Davis County
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The National Register of Historic Places application explains its historic importance, noting that, “in the early years the struggling Academy was the then Athens of Davis County. It drew students from all this County and its graduates carried its influence in an ever widening circle. No doubt its influence later caused the organization of the Southern Iowa Normal School at Bloomfield” (Troy Academy, 1976).

Efforts to restore the historic academy began in the 1970s. The building is open to the public for special occasions. *Preservation Iowa* named Troy Academy to its 2016 list of “Iowa’s Most Endangered Properties. (Preservation Iowa, 2016).”

Assessment: Most of the school resources are not unique and mainly of local significance. The integrity of the school buildings is good. Most are restored as museums and open to the public, at least occasionally. These buildings fit in well with the feel of the Byway and there are travelers who make a point of visiting schools. Marketing this subtheme might draw additional travelers.

Troy Academy is a unique resource and also the one most in need of attention. There are structural issues needing to be addressed and it currently is open to the public only on special occasions.

Significance: Regional/Local

Related Resources:

- Bentonsport Academy
- Center No. 5 School
- East Union School
- Ellis School
- Milton School
- Oak Grove Historic School & Church
- Township Hall (Cantril)
- Troy Academy
- Valley School No. 3
- Vernon School
- White Schoolhouse No. 5

Agriculture

The history of Iowa is closely tied to its rich soil and productivity. Many historic barns, corn cribs, and farm houses stand throughout the Corridor as



Lee County Fair, Donnellson
© 2011 Kenneth G. West Jr., www.ioscapes.com

evidence of past agricultural practices. A few agricultural buildings and sites have been recognized through the National Register of Historic Places (NRHP) program. While many others exist and can be seen from the Byway, no inventory has been conducted.

Trimble/Parker Historic Farmstead District near Bloomfield is a well-preserved example of an early twentieth century purebred stock farm. Many original buildings have survived, along with others built in later years. The house, c. 1914, is currently used as a Bed & Breakfast.

According to the NRHP application, “The survival of so many of its original buildings, including a diverse set of livestock buildings reflecting the varied stock types and operations carried out on this farmstead between 1901 and 1952, is unusual and notable in the current stock of surviving farmstead buildings in Iowa. Operations reflected in these buildings include the registered cattle and dairy cattle operations as well as horses and sheep raised on this farmstead.”

Midway Stock Farm Barn, built in 1880 near Keosauqua, is a well-preserved example of a nineteenth century stock building. Its real historic significance, however, is the presence of a Loudon Pulley System. The barn was converted to dairy farming through the installation of this equipment around 1918. The Loudon Machinery Company of Fairfield, Iowa, invented the patented hay carrier system that made two-story barns practical.

The oldest operating orchard in Iowa is located in the Byway Corridor near Donnellson. The first apple tree was planted in 1852 on the property that is now Appleberry Orchard. Appleberry Orchard operates an agri-tourism business including a farm market and a petting zoo in a historic 1882 barn.

The McGreer Farmstead near Donnellson was established in 1837. The Pennsylvania-type barn and banked/basement crib that still stand on the farmstead today were built between 1884-1898. They represent excellent examples of a late nineteenth century livestock operation.

Morris Park, near Stockport, has several buildings containing a large collection of artifacts from the county's farming past. The park was established around 1940 in honor of Henry and Jane Morris who settled the area in 1938. The first building constructed was a replica of the original log cabin. Other buildings include a school house, Music Hall, Art Hall and a replica of a turn-of-the-century barn. The Van Buren County Conservation Board owns and manages the site with the assistance of the Friends of Morris Park.

The site of Iowa's oldest county fair is Lee County Fairgrounds in Donnellson. In 1841 local residents organized the first fair as an exhibit of local livestock.

Assessment: There are only a few resources in this subtheme but all have good integrity and most are open to the public. There are also other historic barns and agricultural buildings in the Corridor. These resources fit with the overall rural feel of the Byway, making them an important piece. The greatest need is for marketing and interpretation.

Significance: Regional/Local

Related resources

- Appleberry Orchard
- John McGreer Barn & Crib
- Livery Barn at Davis County Historic Complex
- Midway Stock Farm Barn
- Morris Park
- Trimble Parker Historic Farmstead District
- Wickfield Round Barn

Churches

Churches and other places of worship are often the heart of a community. Ten historic churches constructed from 1850 to the early 1900s have been identified in the Corridor. All ten are well-preserved and several still have active congregations. Four of the churches are museums or part of museum complexes.

The Mars Hill Log Church, c. 1850, is believed to be one of the oldest and largest log churches still in occupancy in Iowa.

Assessment: There are many historic churches in excellent condition and they are well-distributed across the Byway Corridor. The greatest need is for marketing and interpretation.

Significance: Local

Related resources:

- Fairview Church (Moravia Historical Complex)
- Historic Presbyterian Church
- Mars Hill Log Church
- Milton Heritage House (church)
- Mount Moriah Methodist Church
- Oak Grove Historic School & Church
- Pioneer Museum (church)
- Savannah Christian Church (Davis County Historic Complex)
- Unionville United Methodist Church
- West Grove United Methodist Church



Mount Moriah Church, north of Douds
© 2011 Kenneth G. West Jr., www.ioscapes.com

Weaver House: A National Historic Landmark

The U.S. Department of Interior has designated just over 2,500 historic places as National Historic Landmarks, including the Weaver House in Bloomfield. The designation signifies a site as possessing “exceptional value or quality in illustrating or interpreting the heritage of the United States” (National Park Service, n.d.). The Weaver House is one of only 25 National Historic Landmarks in Iowa.

The house was nominated to the National Register of Historic Places for its architectural qualities and the historic significance of the original owner, James Baird Weaver. The nomination form (National Park Service, 1974), describes the building’s architecture and outlines the Weaver’s place in the nation’s history.

The red brick structure was built around 1867 by Weaver. The most distinctive features of the house are the distinctive windows on the two story portion. Each is topped by denticulated, brick hoodmolds and each first-story window is matched by an identical second-story opening. Some alterations have been made to the house but the original floor plan is virtually intact.

James B. Weaver (1833-1912) was born in Ohio but his family settled in the Iowa Territory four miles north of what would become Bloomfield. After attending law school in Cincinnati, Weaver returned to Bloomfield to establish his practice. Soon after, he became involved in local politics, initially with the Democratic Party.

Weaver joined the Union Army as a first lieutenant in 1861 and was named a brigadier general in 1865 after his “gallant and meritorious” service had ended. On his return to Iowa after the war, he immediately became involved in politics again where he ran for many offices and served in various roles.

Weaver’s legacy includes his contribution to the third party movement in late 19th century American politics. He participated significantly in the formation of the Populist party and ran for President on both the Greenback (1880) and Populist (1892) tickets. Weaver served three terms in Congress and is credited with fighting for policies which became law after his death, including the direct election of Senators, a graduated income tax, and a monetary policy not based on the gold standard.

Weaver House is currently in excellent condition and is operated as a Bed & Breakfast.



Weaver House, Bloomfield

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Byway Museums

Davis County Historic Complex

Moravia Historical Complex

Morris Park

Pearson House Museum Complex

Air Power Museum

Aunty Green Hotel Museum

Blakesburg Community Museum

Civilian Conservation Corps Exhibit

Douds Depot

Eldon Depot Museum

Indian Artifact Museum

Milton Heritage House

Peavine Line Railroad Depot & Museum

Pioneer Museum

Railroad Park & Museum

Van Buren County Welcome Center and McCoy Museum

Voltaire Twombly Building/Museum

Byway Museums

There are four historical complexes and thirteen museums in the Corridor, most located in historic buildings. These entities curate artifacts related to the museum's mission. They also interpret local historic resources that may extend beyond the museum and site itself.

In 2014, the Byway Council created the Southeast Iowa Museum Guide, a brochure promoting museums in and around the Corridor. An annual "museum crawl" event was established in 2014.

Assessment: Museums on the Byway are an important resource. The greatest threat is that many rely on volunteers for management and staffing. Additionally, most museums likely have no preservation plan and all have insufficient funding.

Interpretation and marketing are needed, along with assistance to develop sustainability and preservation plans. Continuation and expansion of the Southeast Iowa Museum Crawl should be encouraged.

Related Resources: See sidebar on this page

PROTECTION AND ENHANCEMENT

Protection and enhancement of the Byway's historic resources is crucial. Historic structures are especially vulnerable. Everything from new development to natural disasters can destroy an irreplaceable piece of history. Inventory, planning and preservation are key strategies for protecting this valuable resource.

In addition to conserving historic structures, there are stories in need of preservation. As the eldest of the population passes on, historical accounts of people, places, and events are left untold or unwritten. Older volunteers often manage local historical societies and museums. When those volunteers are gone or unable to serve, it often leaves a gap in knowledge about the site and the artifacts.

Artifacts and documents are also in danger due to improper storage and curation. While there are professional techniques for preserving and tracking these materials, volunteers may be unaware of the best methods to use. In addition, there are costs involved with preservation and many small museums lack funding for that work.



Air Power Museum, Blakesburg

Threats

Threats likely to cause a structure to be lost include:

- Inadequate funding
- Aging volunteers/Decreasing volunteers
- Business failure
- Structural failure
- Lack of knowledge & appreciation by the public
- Private property owners lack of knowledge about historic preservation
- Increased flooding on the Des Moines River
- Lack of historic preservation plans and ordinances

Threats likely to leave historical narratives, documents and artifacts and documents at risk:

- Lack of knowledge about document and artifact preservation
- Lack of preservation plans
- Inadequate funding
- Aging local historians

Solutions

Communities in the Corridor have done a remarkable job of preserving historic properties. There are also individuals and organizations in the Corridor who work tirelessly to document and care for the area's historic resources. However, more can and should be done. The list below summarizes resources currently available.

National Register of Historic Places Program

The National Register of Historic Places (NRHP) is the official list of the nation's cultural resources worthy of preservation. The NRHP program is part of a national program to coordinate and support efforts to identify, evaluate, and protect cultural resources. The National Park Service (NPS) administers the program.

Listing on the NRHP assists in preserving historic properties through:

- Recognition that a property is of significance to the nation, state or community
- Consideration in the planning for federal or

federally assisted projects

- Eligibility for federal tax benefits
- Qualification for federal funding assistance for historic preservation

The first step in the process to nominate a property is evaluation and research to determine the significance and integrity of the property. To be considered eligible, a property must meet the National Register Criteria for Evaluation. This involves examining the property's age, integrity, and significance.

- Age and Integrity: Is the property old enough to be considered historic (generally at least 50 years old) and does it still look much the way it did in the past?
- Significance: Is the property associated with:
 - Important events, activities, developments, or people?
 - Significant architectural history or engineering achievements?

The application is submitted to the State Historic Preservation Office of Iowa prior to being forwarded to the NPS for final review and listing. Submission of a good application to NRHP is a large undertaking. The State Historic Preservation Office of Iowa may offer technical assistance but it is the applicant's must complete the submission. Many property owners hire historians to assist with the process.

Main Street America Program

"National Main Street Center, Inc." is a membership organization that works with local communities to encourage preservation-based community revitalization. Since 1980, the program has assisted more than 2,000 older commercial districts with skills needed for renewal.

Bloomfield is a Main Street community.

Certified Local Government Program

The National Historic Preservation Act established a program to encourage preservation and wise use of the nation's historic resources. Among other things, the Act created the Certified Local Government (CLG) program which supports local historic preservation programs.

The CLG program provides training, technical assistance and funding to its participants. The Iowa

National Register of Historic Places

The Byway Corridor currently has 38 individual properties and 7 historic districts recognized by the National Park Service as worthy of preservation.

Historic Properties

Abner Martin House
American Gothic House
Asa Wilson House
Aunty Green Hotel
Bentonsport Bridge
Big 4 Fair Art Hall
Bloomfield Public Library
Bonaparte Retreat
Burg Wagon Works
Davis County Courthouse
Des Moines River Lock & Dam at Bonaparte
Des Moines River Lock & Dam at Keosauqua
Eisenhower Bridge
Eldon Carnegie Public Library
Goodin Building
Henry Wishard House
Hotel Manning
John McGreer Barn & Crib
Kilbourn Bridge
Lacey Keosauqua State Park - Bathing Area
Lacey Keosauqua State Park - Lodge Area
Lacey Keosauqua State Park - Picnic Group
Lockkeeper's House

Mars Hill
Mason House Inn
McHaffey Opera House
Midway Stock Farm Barn
Pearson House Museum
Troy Academy
Van Buren County Courthouse
Vernon School
Voltaire Twombly Building/Museum
Wabash Depot Combination Depot & Museum
Weaver House
West Grove United Methodist Church
Whitely Opera House
Wickfield Round Barn
William Findley House

Historic Districts

Bentonsport Historic District
Bloomfield Square Historic District
Bonaparte Historic Riverfront District
Bonaparte Pottery Archaeological District
Herschler Winery and Historic District
Sharon Cemetery Historic District
Trimble Parker Historic Farmstead District



Bentonsport Historic District

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State Historic Preservation office administers the program but local governments must follow certain guidelines to qualify. Requirements include operating under and enforcing a historic preservation ordinance or resolution and establishing a historic preservation commission.

In the Corridor, five cities and counties participate in CLG. Appanoose, Monroe and Lee counties do not participate but each have towns outside the Corridor in the CLG program. It may be beneficial to hold discussions with counties that are not certified to determine the barriers and benefits of participation.

CLG Communities in the Corridor

Bloomfield Historic Preservation Commission
Contact: Jon Douglas Dixon, Bloomfield

Davis County Historic Preservation Commission
Contact: Deb Baughman, Pulaski

Eldon Historic Preservation Commission
Contact: Gerald Cranston

Van Buren County Historic Preservation Commission
Contact: Mike Miller, Keosauqua

Wapello County Historic Preservation Commission
Contact: Steve Siegel, Ottumwa

Local Historic Societies

Local historical societies are critical to historic preservation in the Corridor. They not only work to preserve historic resources, they also foster a love and appreciation for local history. Each Corridor county has a historical society. Equipping these organizations with more resources in the forms of funding and personnel would be a great benefit to the Byway.

Van Buren Co. Historical Society
PO Box 423, Keosauqua

Davis County Historical Society
201 S Dodge St, Bloomfield

Appanoose County Historical Society
100 West Maple Street, Centerville

Wapello County Historical Society
242 W Main St, Ottumwa

Monroe County Historical Society
114 A Ave E, Albia

Lee County Iowa Historical Society
P.O. Box 125, Keokuk

North Lee County Historical Society
P.O. Box 285, Fort Madison

Pioneer Historical Society, Inc.
P.O. Box 132, Farmington

Historic Preservation Easements

Preservation easements (also known as covenants or restrictions) are conservation easements that protect properties having historic, architectural, or archaeological significance. Easements are tools that can address specific characteristics of a property, the property owner's interests, and the mission, goals, and interests of the easement-holding organization. Preservation easements may protect historic properties not governed by local preservation regulations, and may sometimes be the only protection for significant historic resources.

Iowa Department of Cultural Affairs

The Iowa Department of Cultural Affairs (DCA) is the agency with responsibility the state's interest in the areas of the arts, history and other cultural matters.

The State Historical Society of Iowa is the division of the DCA that deals with education and preservation of the State's history.

The DCA administers programs that provide technical assistance and funding.

Funding Sources

Community Development Block Grants

The Community Development Block Grant (CDBG) program provides communities with resources to address a wide range of community development needs. The CDBG Downtown Revitalization Fund provides grants to communities for projects and activities contributing to comprehensive revitalization in historic city centers.

REAP/Historical Resource Development Program

The REAP/HRDP Grants Program provides funds to preserve, conserve, interpret, enhance, and educate the public about the historical resources of Iowa.

The following entities may receive HRDP grants:

- Nonprofit corporations
- Governmental units
- Traditional tribal societies and governments of recognized resident American Indian tribes in Iowa
- Individuals
- Private corporations and businesses

HRDP grants can fund the following:

- Acquisition and development of historical resources
- Preservation and conservation of historical resources
- Interpretation of historical resources
- Professional training and educational programs on the acquisition, development, preservation, conservation, and interpretation of historical resources

Country School Grant Program

The State Historical Society's Country School Grant program provides up to \$5,000 per applicant for the preservation and maintenance of Iowa's one and two-room country schools. The funds may also be used for interpreting the history of country schools or for educational activities taking place in a country school.

Training Opportunities

Volunteers, local officials and property owners can be more effective in historic preservation if they know what resources are available. The Byway Coordinator and Council can assist in bringing workshops to the area and in distributing information about workshops online or in other locations. Examples include:

- Grant writing workshops
- Story gathering workshops/projects
- Best practice workshops for museums and historical societies
- How to apply for NRHP status

Interpretive and Education Efforts

Educating the public about the importance of the Corridor's historic resources is critical in preserving them. The Byway's interpretive plan should have a strong emphasis on helping local residents learn about these resources, as well as Byway travelers.

RECOMMENDATIONS

- Develop a plan for public education and involvement.
- Assist communities and organizations in holding/attending training workshops.
- Work with museums to develop plans for preservation and volunteer recruitment.
- Encourage events and festivals that promote historic resources.
- Stay informed of efforts to purchase and protect the Iowaville site.
- Determine and publicize the direct and indirect economic impacts of preservation activities.
- Seek funding for local preservation programs and activities.
- Coordinate existing revitalization efforts in each community with Byway initiatives.
- Establish a Council subcommittee or stakeholder interest group for historic resources.

NATURAL QUALITY

In Iowa, little land has remained untouched by human activity. Prior to settlement by Euroamericans in the early 1800s, about 23 million acres of the state was covered with tall grass prairie. The remainder of the land included 7 million acres of forest and forest/prairie savanna, along with 5 million acres of marshes, oxbows, soughs and backwaters. Today, less than 0.1% of native prairies (30,000 acres), 5% of wetlands (422,000 acres), and 43% of forests (2,900,000 acres) remain (IDNR, 2012).

Southeast Iowa is no exception and few natural resources meet the federal standard for inclusion as a natural intrinsic quality.

However, there are natural resources worth noting and including as part of this plan. Natural resources are essential to the Byway's other intrinsic qualities, and should be considered for protection, enhancement and interpretation.

ASSESSMENT AND CONTEXT

The natural resources assessed for the CMP were Geologic, Forests, Des Moines River, and Fish and Wildlife. Map 5 shows the distribution of forest resources in the Corridor along with the Des Moines River.

Geologic Resources

The geology of the region contributes substantially to the Byway's scenic resources. Iowa lay near the



Rock outcropping, Lacey Keosauqua State Park

Photo credit: Lois Albrecht

Natural Quality Definition:

Natural quality applies to those features in the visual environment that are in a relatively undisturbed state. These features predate the arrival of human populations and may include geological formations, fossils, landform, water bodies, vegetation and wildlife. There may be evidence of human activity, but the natural features reveal minimal disturbances.

equator about 300 million years ago and the current Des Moines River Valley was covered with shallow tropical seas intermittently for millions of years. The sandstone and limestone beds exposed along the river today were deposited in the shallow tropical seas that covered Iowa on and off for millions of years. (Haury -Artz, 2013). Glaciers, fine soil deposits, and ongoing erosion sculpted the land over time, defining the region's rolling landscape and network of rivers.

In the Des Moines River valley, water has cut through layers of sediment and stone revealing this geologic history. These exposed layers are visible along the Des Moines River near Keosauqua and in Lacey Keosauqua State Park.

Assessment: Geological features are part of the landscape so are visible throughout the Corridor. The greatest need is for interpretation of the features, especially at locations where the geological features are unique and observable.

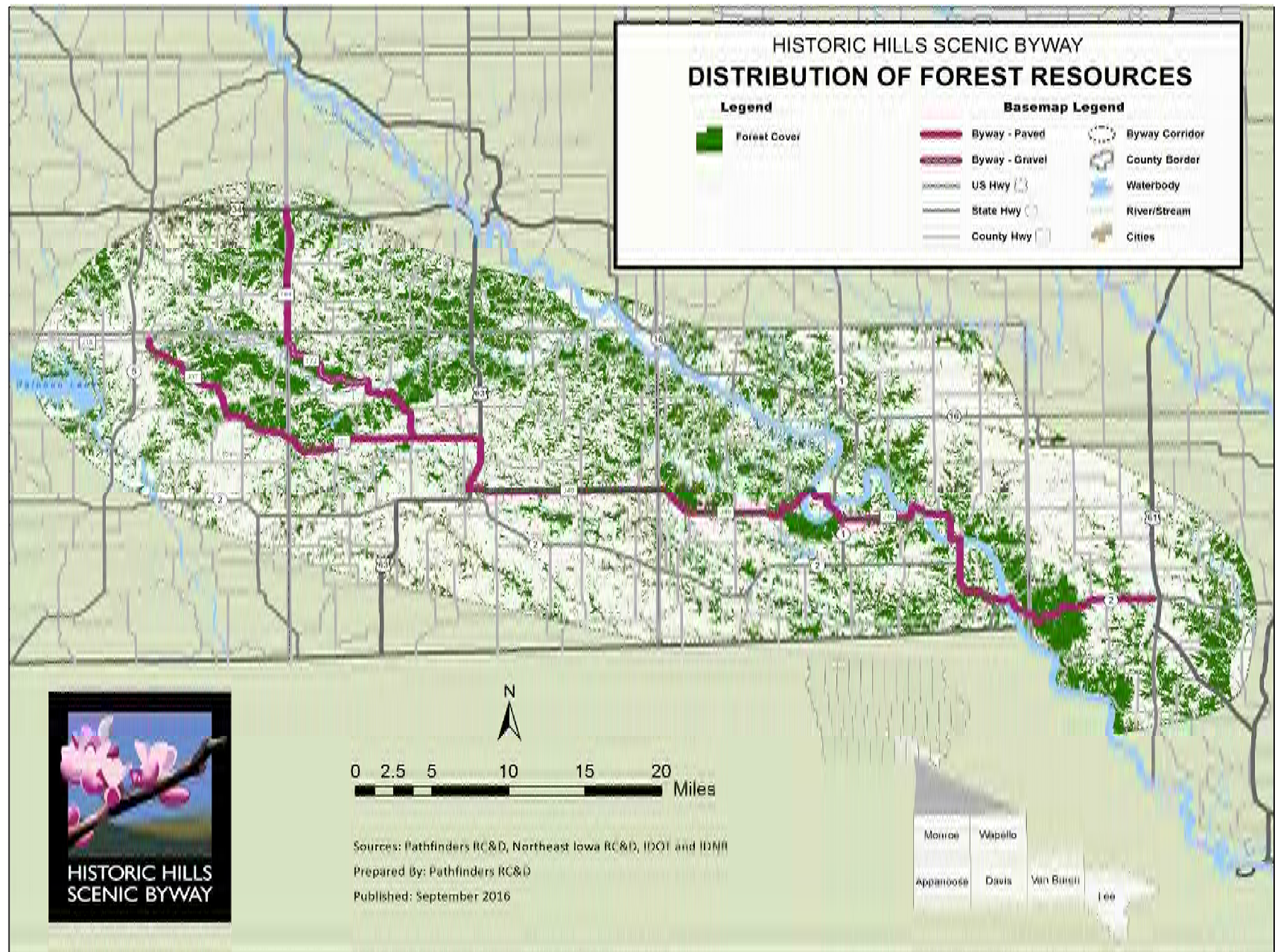
Significance: Regional

Related Resources:

- The Des Moines River
- Lacey Keosauqua State Park

Forest Resources

The Corridor's abundant forest resources are a key feature of the Byway. The Corridor counties currently hold 14% of the forested land cover in Iowa (Flickinger, 2010). Five of the six Corridor counties



Map 5. Distribution of Natural Resources in the Byway Corridor

rank in Iowa's top ten counties for forest acreage. While the majority of the 418,754 forest acres is on private land, the area also includes Iowa's third largest state forest, Shimek State Forest. The Byway route bisects the 9,148-acre forest, one of the largest remaining pieces of contiguous timber in Iowa. There are also 2,396 acres of Stephens State Forest divided among several tracts in Appanoose and Davis counties. The Corridor's 48 parks and wildlife areas hold additional acres of public forest.

Assessment: The forested land cover contributes substantially to both the scenic beauty and recreational opportunities of the Corridor. The highest concentration of forest is in Van Buren, Lee, NE Appanoose, and NW Davis counties.

The greatest threat is to forests on private property. There should be additional education and interpretation opportunities for landowners.

Significance: Regional

Related Resources:

- Shimek State Forest
- Stephens State Forest
- Lacey Keosauqua State Park

Des Moines River

The Des Moines River is 525 miles long and is Iowa's third largest river. The Byway closely follows the Des Moines River for about 20 miles from Keosauqua to Farmington, crossing the river five times.

Assessment: The river provides fish and wildlife habitat, recreation opportunities and scenic beauty to the Corridor. The greatest opportunity for enhancement is education, interpretation and promotion of recreation on and along the river.

Significance: Regional

Related Resources:

- Des Moines River
- Lacey Keosauqua State Park
- Eldon Access
- Shidepoke Access
- Douds Boat Ramp
- Schulz Conservation Area



Des Moines River

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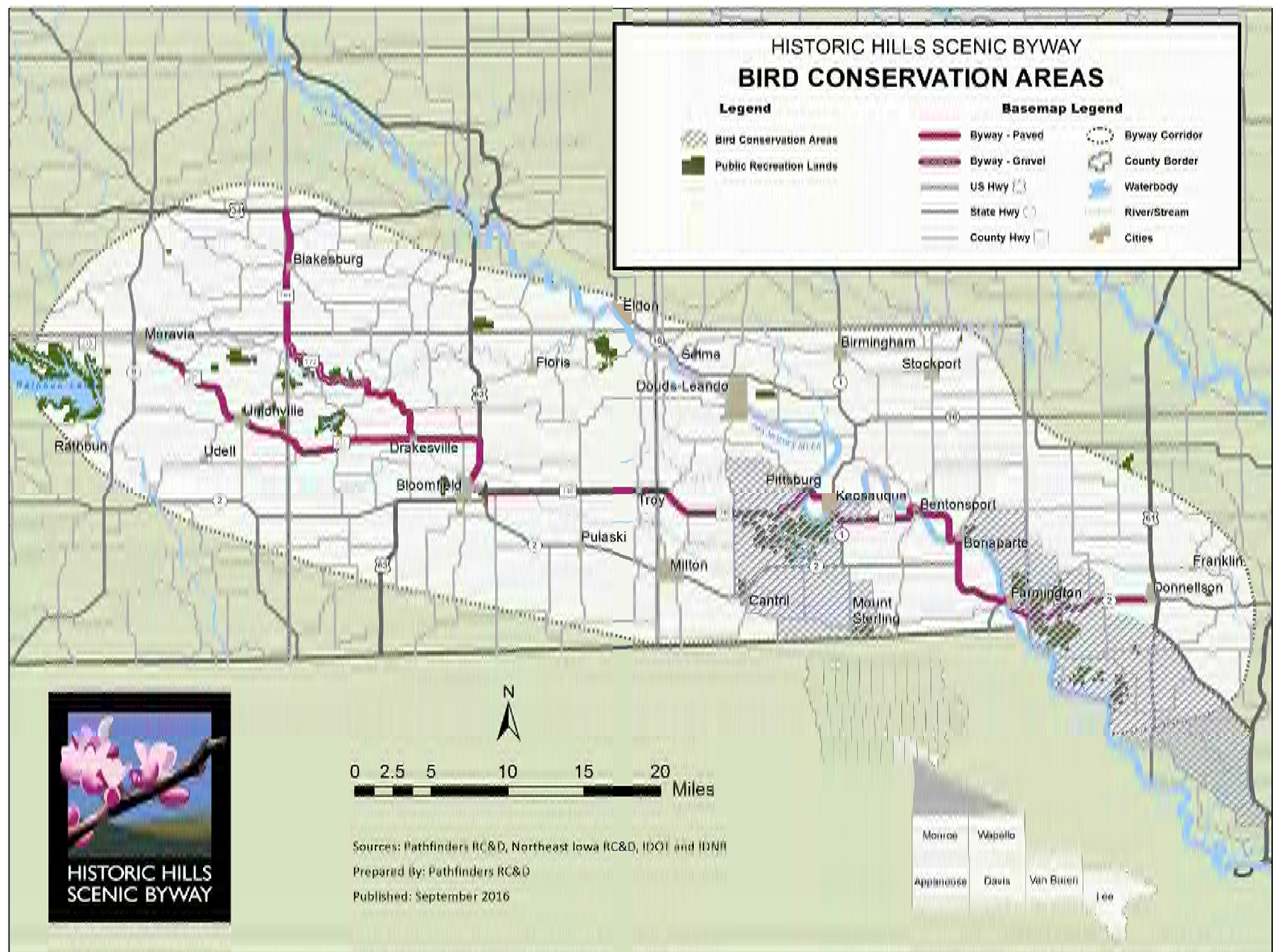
- Austin Park
- Keosauqua Boat Ramp
- Bentonsport Riverside Park
- Bonaparte Boat Ramp
- Des Moines River Access
- Turkey Run Access

Fish and Wildlife Resources

Abundant fish, wildlife and native plant life exists in the Corridor. These resources contribute to the Byway's tremendous recreational opportunities. Wildlife resources, in particular, are important to the Byway because of the number of people who travel to watch wildlife. According to the 2011 National Survey of Fishing, Hunting, and Wildlife-Associated Recreation, 212,000 Iowans surveyed had traveled more than one mile from home to watch wildlife.

Birds in the Byway Corridor

The Corridor boasts a species-rich bird population of interest to birders traveling the Byway. The Breeding Bird Atlas (BBA) is an international project, which uses surveys of study blocks to document which birds breed in an area. The 2008-2012 BBA lists 134 species of birds observed in the Corridor study area and likely to be breeding there. The total number of species seen in all Iowa study blocks was 196.



Map 6. Bird Conservation Areas in the Byway Corridor

Table 5. Byway Corridor birds on Iowa's list of Species of Greatest Conservation Need (IDNR, 2012a) that are possible, probable or confirmed nesting species, according to the Iowa Breeding Bird Atlas 2 (IDNR, 2012b)

Species*	Species of Greatest Conservation Need
Barn Owl	Endangered
Northern Harrier	Endangered
Red-shouldered Hawk	Endangered
Henslow's Sparrow	Threatened
Long-eared Owl	Threatened
Bald Eagle	Special Concern
Acadian Flycatcher	Rare
Broad-winged Hawk	Rare
Cerulean Warbler	Rare
Kentucky Warbler	Rare
Least Flycatcher	Rare
Louisiana Waterthrush	Rare
Northern Mockingbird	Rare
Osprey	Rare
Trumpeter Swan	Rare
Veery	Rare
White-eyed Vireo	Rare
Yellow-breasted Chat	Rare
Bell's Vireo	Uncommon
Blue-winged Warbler	Uncommon
Loggerhead Shrike	Uncommon
Ruffed Grouse	Uncommon
Sedge Wren	Uncommon
Wood Thrush	Uncommon
Eastern Whip-poor-will	Common Locally
Northern Bobwhite	Common Locally
American Woodcock	Common
Black-Billed Cuckoo	Common
Bobolink	Common
Chimney Swift	Common
Common Nighthawk	Common
Eastern Meadowlark	Common
Field Sparrow	Common
Grasshopper Sparrow	Common
Red-headed Woodpecker	Common
Willow Flycatcher	Common
Yellow-billed Cuckoo	Common
Dickcissel	Abundant

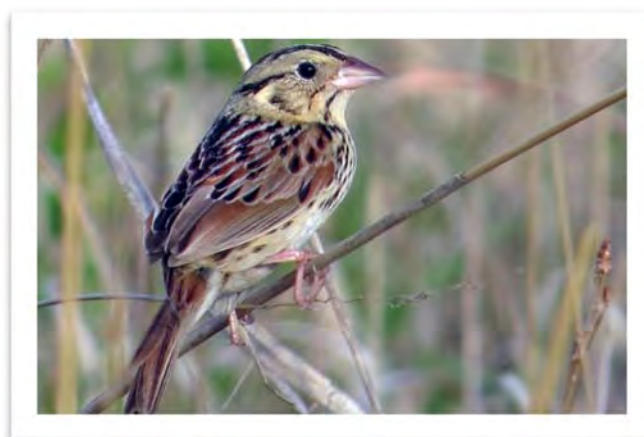
The Iowa DNR identifies Species of Greatest Conservation Need (SGCN) which includes all Threatened, Endangered and Special Concern species, as well as those with low or declining populations in need of conservation actions. Table 5 lists 38 SGCN birds breeding in the Corridor. There are 66 breeding birds on Iowa's SGCN list. Of the nine bird species endangered or threatened in Iowa, five nest in the Corridor.

The Iowa Department of Natural Resources has two designated Bird Conservation Areas (BCA) within the Corridor (Map 6). Established in 2001, Iowa's BCAs are "areas of 10,000 acres or more made up of a core area of permanently protected natural habitat surrounded by a matrix of public and private lands." (IDNR, 2012a). BCAs are part of a nationwide effort to protect dwindling populations of birds.

In 2006, Shimek Bird Conservation Area became Iowa's eighth BCA. In 2015, the Iowa DNR designated the Lake Sugema-Lacey Keosauqua Bird Conservation Area. The designation recognizes the area as one of southeastern Iowa's most species-rich grassland/savanna/forest habitats. In addition to providing crucial habitat for game and non-game birds, BCAs have the potential to attract birders regionally and beyond.

Assessment: The greatest threat to public lands critical for fish and wildlife resources is inadequate funding for maintenance and enhancement.

With so many excellent areas for bird watching, there is an opportunity for marketing and interpretation of this resource.



Henslow's Sparrow

Significance: Local

Related Resources:

Wildlife areas with the most important bird habitat are listed below. A list of all public natural resource areas can be found in Table 7, page 40.

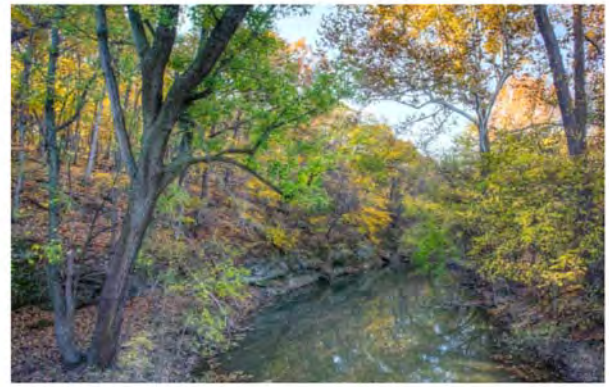
- Chequest Wildlife Area
- Cottonwood Pits Wildlife Area
- Daugherty Timber
- De Voss-Foster Wildlife Area
- Eldon Wildlife Area
- Fox River Wildlife Area
- Honey Creek State Park
- Lacey Keosauqua State Park
- Lake Sugema Wildlife Area
- Rathbun Wildlife Management Area
- Selma Wildlife Area
- Shimek State Forest
- Soap Creek Wildlife Area
- Stephens State Forest - Unionville Unit
- Tubaugh Wildlife Area
- Turkey Run Wildlife Area
- Van Buren Wildlife Area

Protected Natural Resources

More than 45,000 acres of natural resources in the Corridor are protected by public ownership and/or permanent conservation easements. (Table 6).

Table 6. Permanently protected natural resource land in the Byway Corridor

Type of area	Acres
City Parks	487
County Conservation Board Areas	2,356
State Parks	4,499
State Forest	11,505
State Wildlife Areas	12,045
Federal Reservoir	11,146
NRCS easements on private land	2,391
Other protected private land	623
Total protected land	45,052



Lacey Keosauqua State Park

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The USDA Natural Resources Conservation Service (NRCS) administers the conservation easements through the Wetland Reserve Program (WRP). WRP is a voluntary program offering landowners financial and technical assistance to protect, restore and enhance agricultural wetlands. NRCS paid landowners for permanent easements and the landowners retain ownership. While there are restrictions associated with wetland reserve lands (i.e., no permanent structures), recreational use is allowed. Private landowners with WRP are not required to provide access to the public.

An additional 104,622 acres of private land is enrolled in the Forest and Fruit Tree Reservation Act, more commonly known as “Forest Reserve.” This property tax incentive was established in 1906 to “reduce or eliminate property taxes to induce landowners to hold their poorer lands in timber not only as a source of farm income but also for erosion control, watershed protection and game cover.” (IDNR, 2011). A minimum of 200 trees/acre must be maintained on enrolled property. Other protective restrictions also apply.

Iowa Natural Heritage Foundation accepts gifts of land, negotiates and holds conservation easements, and has the ability to provide interim ownership of properties while public agencies find monies for acquisition. They also retain ownership of properties across the state, including a 623-acre parcel east of Moravia. The property is not open to the public.

Assessment: Natural resource areas are important to other intrinsic qualities of the Byway. Thousands of acres are permanently protected through conservation easements or public ownership, offering wildlife habitat as well as recreational opportunities. The greatest threat to the public areas is inadequate funding for upkeep and purchase of additional land.

There is little marketing or interpretation associated with natural resource areas in the Corridor.

Significance: Local

Related Resources: Table 7, page 40

PROTECTION AND ENHANCEMENT

Protecting and enhancing the natural intrinsic qualities of the Corridor will mean working with public conservation agencies and private landowners. As stated in Iowa's Forests Today (IDNR, 2010), "With more than 92 percent of our woodlands in private hands, individual decisions will shape our future forests." Involving private landowners in the process will be critical.

Current efforts to protect the existing natural resources of the area are ongoing, mainly through public agencies such as the Iowa DNR, county conservation boards, and Natural Resources Conservation Service. Non-profit organizations, like the Iowa Natural Heritage Foundation, are also potential partners. Many of these efforts and programs already target land in private ownership.

Threats

- Inadequate funding of conservation and natural resources efforts
- Loss and degradation of existing forest resources, especially on private land
- Water quality issues

Solutions

- Sustainable funding for natural resources and conservation through funding of Iowa's Natural Resources and Outdoor Recreation Trust Fund

- Programs and funding to support improvement of water quality
- Increase landowner education about options for protecting and enhancing natural resources
- Protection of natural resources through public ownership

Natural Resources and Outdoor Recreation Trust Fund

In 2006, the legislature appointed the Sustainable Funding Advisory Committee to prepare a report on the viability of a sustainable source of funding for natural resources. The committee unanimously recommended that a constitutionally protected Natural Resources and Outdoor Recreation Trust Fund be established.

According to the Iowa Natural Heritage Foundation,

"Over 90% of legislators in the General Assembly, both Democrats and Republicans, voted to refer the IWILL amendment to the ballot in 2010, and 63 percent of Iowa voters supported creation of the Trust Fund. Passage of the amendment was the result of work by supporters of conservation in Iowa, including a bipartisan coalition of over 120 organizations, representing nearly 250,000 members in all 99 of Iowa's counties. Revenue from the next sales tax increase will forever be allocated to fund the Trust Fund."

The Trust will provide permanent funding for conservation and enhancement of water quality and natural areas in Iowa. As of February 2016, the Trust has not received funding. Iowa's Water and Land Legacy, a coalition of organizations, agencies and individuals continue to work toward funding the Trust.

County Conservation Boards (CCB)

Conservation boards own and manage natural areas for public use. CCBs may also assist landowners with habitat development on private land. Additionally, CCBs provide environmental education opportunities.

Iowa Department of Natural Resources (DNR)

The Iowa DNR owns and manages public conservation lands. It also has roles in conserving and enhancing natural resources in Iowa. Some of these functions include:

- Funding programs for local entities and private landowners for water quality improvement projects, wildlife habitat and land acquisition
- Technical assistance to landowners for the development of wildlife habitat
- Resources for forestry related issues including technical assistance and funding for private landowners
- Enforcement of policies related to water quality

USDA-Natural Resources Conservation Service/Soil and Water Conservation Districts

The USDA-Natural Resources Conservation Service and local Soil and Water Conservation Districts assist local entities and private landowners with projects related to soil conservation and water quality. They provide both funding and technical assistance. Several watershed projects exist within the Corridor. Landowners in those areas may qualify for additional funding for soil and water conservation projects.

Iowa Natural Heritage Foundation (INHF)

This non-profit organization plays an important role in protecting Iowa's land, water and wildlife. INHF accepts gifts of land, negotiates and holds conservation easements, and has the ability to provide interim ownership of properties while public agencies find monies for acquisition. INHF currently does not hold any easements in the Corridor.

Forest and Fruit Tree Reservation Act (Forest Reserve)

This property tax incentive encourages landowners to protect and enhance their forested land.

RECOMMENDATIONS

- Support efforts to fund the Natural Resources and Outdoor Recreation Trust Fund.
- Inventory the Byway Corridor to identify important natural resource areas not currently protected by public ownership or permanent easement.
- Prioritize areas found in the inventory.
- Work with Iowa Department of Natural Resources, USDA-Natural Resources Conservation Service/Soil and Water Conservation Districts, and Iowa Natural Heritage Foundation to identify programs to help landowners protect and enhance the natural resources on their property. Distribute this information to landowners in priority areas.
- Using the inventory and information from other IQ assessments, identify key properties well-suited for public ownership, if they become available for purchase.
- Establish a Council subcommittee or stakeholder interest group for natural resources.

RECREATIONAL QUALITY

From sightseeing to hunting trophy bucks, the Byway offers visitors a wide range of outdoor recreational activities on over 41,000 acres of public land, with additional opportunities on private property. The Corridor has both an abundance of diverse natural areas and a tradition of outdoor pursuits.

The Byway's recreational resources correlate closely to the natural resources, particularly to the forests and Des Moines River. Outdoor recreation is dispersed across the Corridor, but is most highly concentrated at Rathbun Lake, along the Des Moines River, and in the heavily forested regions around Keosauqua and Farmington (Map 7).

ASSESSMENT AND CONTEXT

The assessment of recreational resources includes inventories of both recreational areas and activities in the Byway Corridor.

Recreational Areas

Visitors can enjoy the outdoor recreation activities outlined below at more than 70 parks, forests and wildlife areas in the Corridor. Table 7 lists the Corridor recreational areas, along with the amenities found at each.

A few of the recreational areas in the Corridor stand out as exceptional locations for outdoor activities. These areas are of regional significance due to their size, amenities or unique features.



Des Moines River Water Trail

Recreational Quality Definition:

Recreational quality can encompass many types of outdoor activities that are dependent on the natural and cultural elements of the landscape. Recreation can include such pursuits as rafting, boating, fishing and hiking. Activities can also include passive pursuits such as driving for pleasure, wildlife viewing, attending cultural festivals, or quiet enjoyment of the corridor's beauty.

There should be a variety of recreational opportunities along the roadway that provide activities throughout the year for a wide range of ages and abilities. Recreational opportunities should exist in many places along the byway, not just in one concentrated location. The recreational resources should be related to each other and so they support the overall theme or story of the byway.

Des Moines River

The Des Moines is Iowa's third largest river. The Byway route intertwines with the river for twenty miles from Keosauqua to Farmington, crossing the river five times.

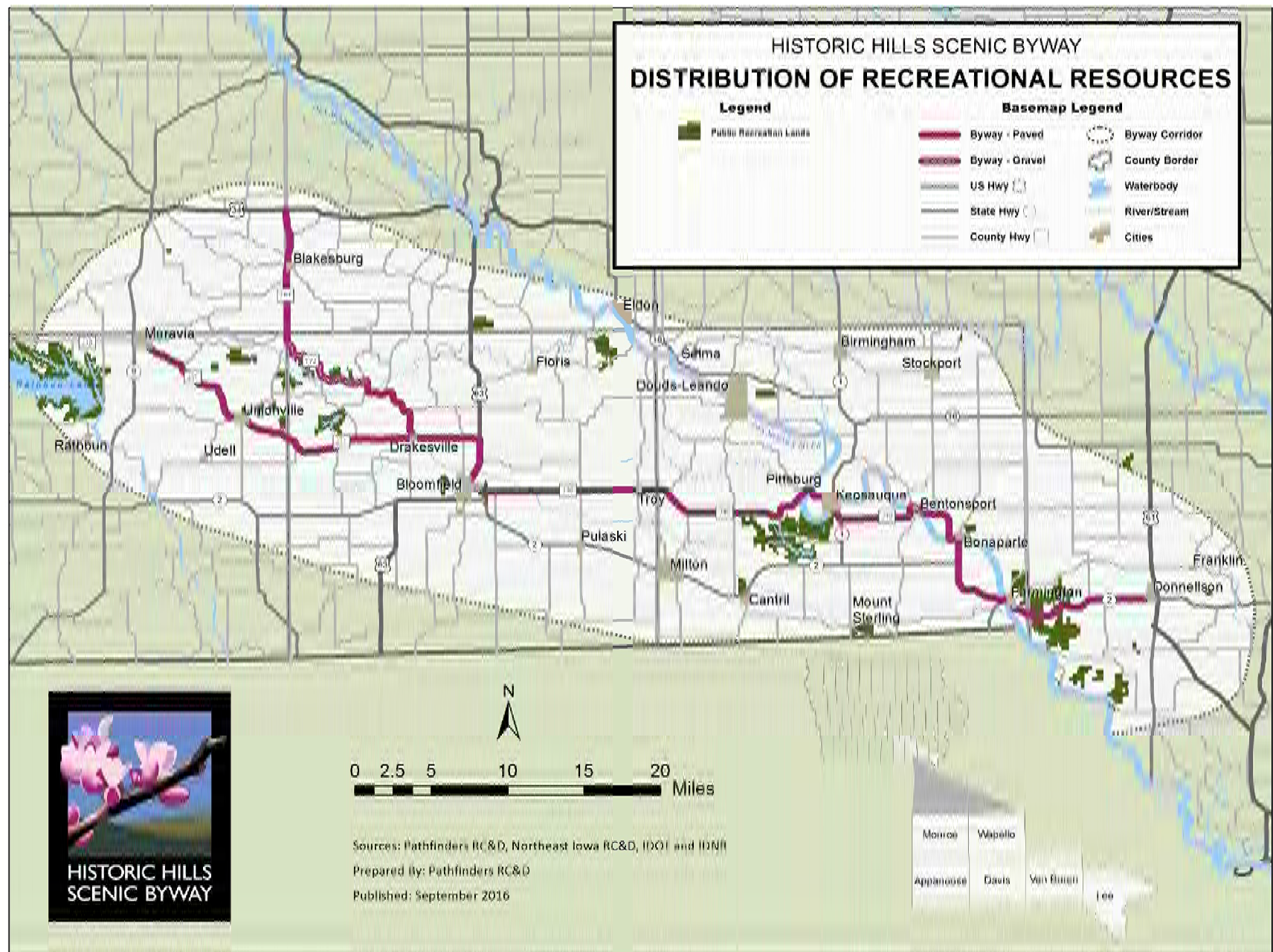
The river is one of two resources that ties together the five most significant intrinsic qualities: natural, recreational, archaeological, scenic and historic.

Recreational opportunities are abundant and easy to access, due to a series of boat ramps from Eldon to south of Croton. In addition to concrete boat ramps and parking, many accesses have other amenities.

Iowa has 916 miles of official water trails designated by the Iowa DNR (n.d.). The Des Moines River Water Trail was one of the first Iowa water trails established. This 44-mile paddling route begins in Eldon and ends in Farmington. Amenities for the trail include signs, kiosks with information, maps and a website.

Recreational opportunities on/near the river:

fishing, motor boating, paddling and wildlife watching (especially eagles).



Map 7. Distribution of Recreational Resources in the Byway Corridor

Table 7. Byway Corridor recreational areas and amenities

Area type/Name	Acres	Picnicking	Trails	Hiking	Biking	Equestrian	Camping M=modern, N=non-electric P=Primitive	Cabins	Hunting	Fishing	Boat Access	Paddling	Wildlife Watching
City Parks & Trails													
Birmingham City Park		X											
Blakesburg City Park		X											
Bloomfield City Park		X											
Donnellson Westview Park		X											
Douds Park		X											
Drakesville Park		X					M						
Eldon City Park		X	Paved	X	X					X			
Farmington Park		X								X	X	X	
Floris City Park		X											
Indian Lake Park	177	X	Unpaved	X	X		M	X		X	X	X	
Keo Loop Trail		X	Unpaved	X	X								
Keosauqua City Park		X	Paved	X	X					X	X	X	
Lake Fisher Park	310	X					M			X	X	X	
Leando Memorial Park		X											
Milton School Park and Trail		X	Unpaved	X									
Moravia City Park		X											
Pulaski City Park		X											
Riverfront Trail		X	Mixed	X	X								
Riverside Park		X								X	X	X	
Selma Log Cabin Park		X											
Trussell Park		X											
Waubonsie Trail Park		X	Unpaved	X			M	X					
County Parks & Trails													
Bentonsport Nature Trail			Unpaved	X									X
Bentonsport Riverside Park	12	X					M			X	X	X	
Lake Sugema Campground	30	X	Unpaved	X			M		X	X	X	X	
McGowen Recreation & Wildlife Area	301	X	Unpaved	X		X	M	X	X	X			X
Morris Park	60	X	Unpaved	X			M			X			
Pioneer Ridge Nature Area	995	X	Mixed	X		X	M	X	X	X			X
West Grove County Park	6	X											
Wilson Lake Park	117	X		X			M	X		X	X		X
Federal Reservoir													
Rathbun Lake	11,146	X	Mixed	X	X		M	X	X	X	X	X	X
State Forests													
Shimek State Forest - Croton Unit	2,045		Unpaved	X					X				X
Shimek State Forest - Donnellson Unit	1,022		Unpaved	X			M		X	X			X
Shimek State Forest - Farmington Unit	2,700		Unpaved	X			M		X	X			X
Shimek State Forest - Keosauqua Unit	921		Unpaved	X					X				X
Shimek State Forest - Lick Creek Unit	2,421		Unpaved	X		X	M		X				X
Stephens State Forest - Unionville Unit	2,396		Unpaved	X					X				X

Table 7 continued

Area type/Name	Acres	Picnicking	Trails	Hiking	Biking	Equestrian	Camping M=modern, N=non-electric P=Primitive	Cabins	Hunting	Fishing	Boat Access	Paddling	Wildlife Watching
Wildlife Areas													
Bentonsport Timber	60		Unpaved	X					X				X
Chequest Wildlife Area	21			X					X				X
Cottonwood Pits Wildlife Area	55			X			P		X				X
Daugherty Timber	83			X					X				X
De Voss-Foster Wildlife Area	330			X			P		X				X
Eldon Wildlife Area	1,290			X			P		X				X
Fox River Wildlife Area	745						P		X				X
Lake Sugema Wildlife Area	3,915			X			P		X	X	X	X	X
Lindsay Wilderness Area	260		Unpaved	X					X				X
Rathbun Wildlife Management Area	3,789			X			P		X	X	X	X	X
Schulz Conservation Area	5								X	X		X	X
Selma Access	20						P		X				X
Selma Wildlife Area	135			X			P		X				X
Soap Creek Wildlife Area - Appanoose	250						P		X				X
Soap Creek Wildlife Area - Davis	517			X			P		X				X
Sugar Creek Bottoms	133			X					X				X
Tubaugh Wildlife Area	561			X			P		X				X
Turkey Run Wildlife Area	232			X					X				X
Van Buren Wildlife Area	438			X			P		X				X
White Timber	11			X					X				X
State Parks													
Honey Creek Resort State Park	937	X	Paved	X	X		M	X		X	X	X	X
Honey Creek State Park	759	X	Unpaved	X			M	X		X	X	X	X
Lacey Keosauqua State Park	1,653	X	Unpaved	X			M	X		X	X	X	X
Lake Wapello State Park	1,150	X	Unpaved	X			M	X		X	X	X	X
Des Moines River Accesses													
Eldon Access										X	X	X	X
Shidepoke Access	8									X	X	X	X
Douds Boat Ramp	5									X	X	X	X
Austin Park	11	X					N			X	X	X	X
Keosauqua Boat Ramp										X	X	X	X
Bentonsport Boat Ramp		X								X	X	X	X
Bonaparte Boat Ramp		X								X	X	X	X
Des Moines River Access	10									X	X	X	X
Farmington Boat Ramp		X								X	X	X	X
Turkey Run Access	10									X	X	X	X

Table 7 continued

Area type/Name	Acres	Picnicking	Trails	Hiking	Biking	Equestrian	Camping M=modern, N=non-electric P=Primitive	Cabins	Hunting	Fishing	Boat Access	Padding	Wildlife Watching
Private Businesses													
Buck Creek Cabins								X					
Foxtail Cabins								X					
Lacey Trail Cabins								X					
Pine Ridge Retreat & Lodging								X					
Red Fox Lodging Company								X					
River Valley Lodge and Campground			X				M						
Riverfront Cabins								X					
Soap Creek Lodge								X					
Wapello County Fairgrounds							M						

Lacey Keosauqua State Park

Lacey Keosauqua State Park, established in 1921, is Iowa's second oldest state park. Like the Des Moines River, this park brings the Byway's five significant intrinsic qualities together in one place. Features at Iowa's second oldest state park include historic Civilian Conservation Corps (CCC) structures, Mormon trail resources, high quality forest, beautiful rock outcroppings and archaeological sites.

The park has a wide range of amenities including lodges, picnic shelters, campground, cabins, lake with boat ramp, swimming beach and hiking trails.

Recreational opportunities: Camping, hiking, biking (shared road), wildlife watching, picnicking, fishing, paddling

Shimek State Forest

Shimek State Forest is comprised of over 9,000 acres of forested land comprised of four units in Lee and Van Buren counties.

Iowa's state forests are managed for multiple benefits. The primary emphasis is on demonstrating good woodland management and providing forest products, wildlife habitat and a variety of outdoor recreational opportunities.

Shimek's opportunities for equestrian recreation sets it apart from other areas. The forest's Lick Creek Unit has 26 miles of trails, including 4 miles of all-weather (rocked) trail. Only two public areas in Iowa have more miles of trail open to horseback riding. Shimek's trails are popular with local residents and



Shimek State Forest

Photo credit : Villages of Van Buren



Lacey Keosauqua State Park

© 2011 Kenneth G. West Jr., www.ioscapes.com

visitors because of its variety of trail skill levels and diversity of scenery. In addition, there are two equestrian campgrounds. Amenities at the campgrounds include hitching rails, pit toilets, fire rings, picnic tables, gravel parking pads, a water hydrant, and shade for horses. There are also open air stalls for overnight stabling in both campgrounds. A day-use area, next to the upper equestrian campground, is available for those not camping.

Recreational opportunities: hunting, fishing (pond), camping, hiking, horseback riding, mountain biking, picnicking, sightseeing

Lake Sugema

Lake Sugema is touted by many anglers as one of the best fishing lakes in Iowa.

The 574-acre lake is stocked with largemouth bass, bluegill, black crappie, channel catfish, and walleye. During construction, the Iowa DNR developed an extensive network of underwater structures to maximize fish survival and reproduction.

In addition to the lake, there are nearly 4,000 acres of public land managed by the Iowa DNR and Van Buren County Conservation Board. Amenities on public land include a campground, trail, boat ramps and wildlife habitat.

Three nearby private businesses provide rental cabins.

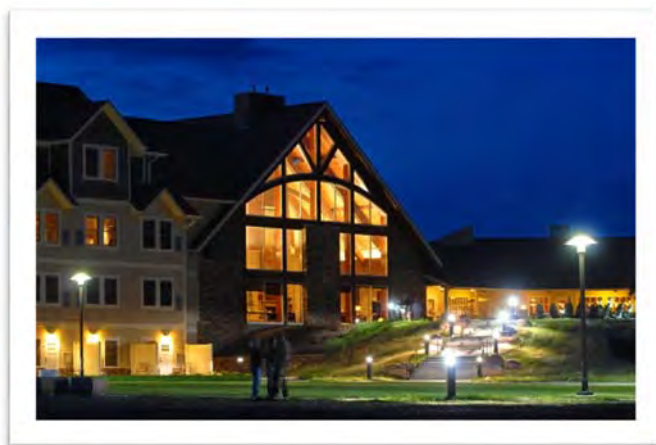
Recreational opportunities: hunting, fishing, camping, hiking, picnicking, paddling

Rathbun Lake

Rathbun Lake, at 11,000 acres, is Iowa's second largest lake. Like other federal reservoirs in Iowa, the main purpose of the lake is for flood control, in this case on the Chariton River. The Byway Corridor encompasses about a third of the lake and associated land.

The Army Corps of Engineers and the Iowa DNR manage more than 20,000 acres of land surrounding the lake for recreation. Rathbun Lake has ten recreation areas offering a wide range of amenities including campgrounds, cabins, trails, wildlife habitat, boat ramps, picnic shelters and swimming beaches. Private businesses also offer marinas, docks and boat slips.

Recreational opportunities: fishing, motor boating, sail boating, paddling, camping, hiking, biking, mountain biking, picnicking, hunting



Honey Creek Resort State Park

Honey Creek Resort State Park

Honey Creek Resort State Park is Iowa's first – and at this time, only – resort state park. The park is located on Rathbun Lake giving visitors access to all the area has to offer. The park gives Rathbun visitors a chance a chance to experience the outdoors while enjoying the comforts of a luxury resort.

Resort amenities include:

- 105 spacious luxury guest rooms and suites
- 28 resort rental cottages
- Full-service restaurant

- 18-hole championship links style golf course
- Indoor water park
- 6,500 sq. ft. conference center with state-of-the-art technology
- Wedding and event coordination staff
- 40-boat slips and fishing pier
- Boat launch
- Watercraft and bike rental
- RV park with 20 full-service hook-ups
- Educational programs
- Multi-purpose trails

Recreational opportunities: fishing, motor boating, sail boating, paddling, camping, hiking, biking, mountain biking, picnicking, hunting (note – some activities are available at nearby Rathbun Wildlife Area and on federal lands)

Assessment of Recreational Areas

The Byway has a good diversity and distribution of recreation areas. There are opportunities for additional promotion of these resources, particularly developing multi-day trip itineraries for outdoor adventure.

There may be opportunities for additional businesses that cater to outdoor recreation.

The greatest threat to recreation areas is inadequate funding for staff, maintenance and capital improvements for aging structures. Public agencies at all levels – city, county, state and federal – face declining budgets and lack a sustainable funding source.

Recreational Activities

Travelers who enjoy outdoor adventure, as well as those who want something more passive, can find a wide variety of activities to enjoy in the Corridor.

Fishing

Fishing is the second most popular outdoor activity in Iowa (U.S. Department of Interior, et al., 2014) and the Corridor provides a wide range of opportunities available.

Rathbun Lake, offers some of the best crappie and walleye fishing in southern Iowa. Smaller lakes are found in state, county and city parks. Lake Wapello State Park has some of the best largemouth bass fishing in the state as well as an up-and-coming bluegill and crappie fisheries. Lake Fisher at Bloomfield is home to the state record largemouth bass. Lake Sugema offers a diverse fishery with excellent largemouth bass and pan fish.

The Des Moines River has the most diverse fishing opportunities in the Corridor. Some of the species anglers can pursue include: walleye, paddlefish, white bass, channel catfish, flathead catfish and sturgeon. There are ten accesses on the Des Moines River in the Corridor.

In addition to public fishing waters, the Corridor has thousands of farm ponds on private property.

Accessible fishing piers are located at Lake Sugema & Lake Wapello State Park.

Assessment: Excellent and diverse opportunities for fishing are dispersed across the Byway. There are good accesses to public lakes and rivers. A few locations include accessible piers.

The biggest threat to Iowa's fisheries is water quality.

Significance: Regional/Local

Related Resources:

- Des Moines River
- Indian Lake Park
- Lacey Keosauqua State Park
- Lake Fisher Park
- Lake Sugema
- Lake Wapello State Park
- McGowen Recreation & Wildlife Area
- Rathbun Lake
- Shimek State Forest
- Wilson Lake Park

Hunting

The Corridor has 31 public recreation areas that allow hunting (Table 8) and more than 25,500 acres of land managed as wildlife habitat. A high percentage of the

Table 8. Hunting Areas in Byway Corridor

Area	Acres
Bentonsport Timber	60
Chequest Wildlife Area	21
Cottonwood Pits Wildlife Area	55
Daugherty Timber	83
De Voss-Foster Wildlife Area	330
Eldon Wildlife Area	1,290
Fox River Wildlife Area	745
Lake Sugema Wildlife Area	3,915
Lindsay Wilderness Area	260
McGowen Recreation & Wildlife Area	301
Pioneer Ridge Nature Area	995
Rathbun Lake	16,451
Rathbun Wildlife Management Area	3,789
Schulz Conservation Area	5
Selma Access	20
Selma Wildlife Area	135
Shimek State Forest - Croton Unit	2,045
Shimek State Forest - Donnellson Unit	1,022
Shimek State Forest - Farmington Unit	2,700
Shimek State Forest - Keosauqua Unit	921
Shimek State Forest - Lick Creek Unit	2,421
Soap Creek Wildlife Area - Appanoose Co	250
Soap Creek Wildlife Area - Davis County	517
Stephens State Forest - Unionville Unit	2,396
Sugar Creek Bottoms	133
Tubaugh Wildlife Area	561
Turkey Run Wildlife Area	232
Van Buren Wildlife Area	438
White Timber	11

habitat is forest but there are also grass uplands and wetlands. Hunters can pursue nearly all Iowa game species here but the most popular are deer and turkey. The Corridor has some of the best whitetail deer hunting in the world. Hunters come from across the U.S. to hunt for large bucks with trophy racks.

The Corridor also boasts excellent quail and rabbit habitat, especially at Sugema Wildlife Area. Fewer hunters pursue those species, but some travel to the area specifically for that purpose.

In addition to public lands, hunting is available on private property with permission of the landowner. Compared to other areas of Iowa, the Corridor has a considerable amount of private property with leased hunting rights. Currently one outfitter – Soap Creek Outfitters - provides guided hunts on private land in Davis and Appanoose counties.

Assessment: Excellent opportunities for hunting are well distributed across the Byway.

One opportunity to provide additional hunting acres is the Iowa Habitat and Access Program (IHAP). This Iowa DNR program allows landowners to receive assistance with habitat improvements in exchange for public access to their land. Currently, no landowners in the Corridor participate.

It may be desirable to include hunting opportunities in marketing of the Byway.

Significance: Local/Regional

Related Resources:

- Table 9
- Soap Creek Outfitters

Biking and Hiking

A variety of trails are found in the Corridor (Table 9). The Corridor features more than 100 miles of natural surface trails within public recreation areas. Shimek State Forest alone offers over 50 miles of hiking trails. The three state parks add another 25 miles and the remainder are distributed among county parks and federal lands at Rathbun Lake.

Hiking is also allowed in wildlife areas. A few of these have constructed natural surface trails, mowed trails or service roads which can serve as trails. They are also excellent locations for hiking and exploring off-trail.

Some paved trails exist in the Corridor but these trails are not significant compared to other areas of the state. Honey Creek Resort State Park has a 4-mile section, and short segments (less than 2 miles) of paved trail are found in Eldon, Keosauqua and at Pioneer Ridge Nature Center. Several communities, including Wapello County, Keosauqua and Bloomfield, are working on new trail development or expansion of existing trails.

Table 9. Trails in the Byway Corridor

Trail Name	Paved (miles)	Unpaved (miles)
Bentonsport Nature Trail		1.0
Eldon City Park	1.0	
Honey Creek Resort State Park	3.5	3.0
Honey Creek State Park		5.0
Indian Lake Park		1.9
Keo Loop Trail	1	1
Lacey Keosauqua State Park		13.0
Lake Sugema Campground		0.75
Lake Wapello State Park		7.0
Lindsay Wilderness Area		3.7
McGowen Recreation & Wildlife Area		4.5
Milton School Park and Trail		1.5
Morris Park		1.0
Pioneer Ridge Nature Area	0.5	1.5
Rathbun Lake	3	7.6
Riverfront Trail	0.5	
Shimek State Forest		45.0
Waubonsie Trail Park		1.5
Wilson Lake Park		1.4

Two roads on the Byway are marked with bicycle route signs. One marked segment is on County Road T61 from Highway 34 to Blakesburg. The other is on County Road J40 between Bentonsport and Bonaparte. The state bicycle map (IDOT, 2015a) also shows one “bicycle friendly route” on the Byway near Keosauqua, though no signage exists on the road (Figure 4).

The most popular segment of this route is the road through Lacey Keosauqua State Park. The speed limit is low (35 MPH) and riders can pedal from Keosauqua to various sites in the park. The bridge at Keosauqua has a dedicated pedestrian/biking lane.

Mountain bikes are allowed at Shimek State Forest (12 miles), Pioneer Ridge Nature Center (12 miles) and Rathbun Lake (7.6 miles).

Bicycle rental is available at Honey Creek Resort State Park. A new outfitter, Paddle Pedal and More, will open for business in the spring of 2016 at Bentonsport with services that include bicycle rental.

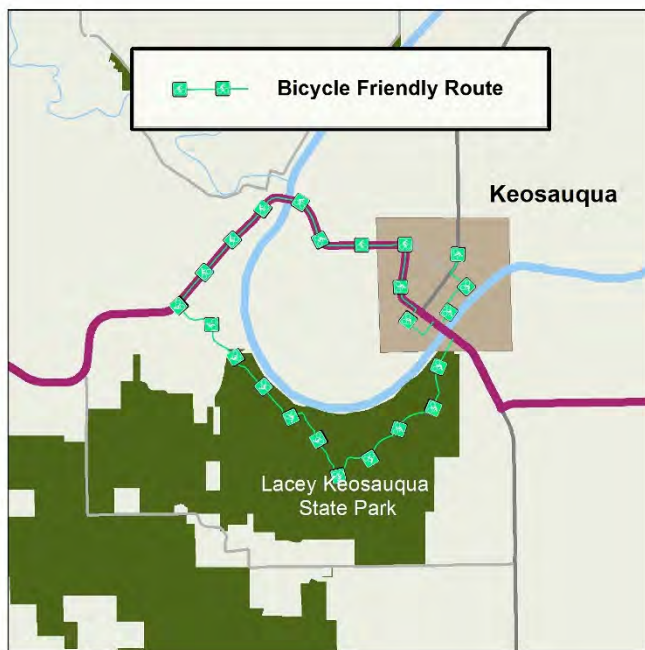


Figure 4. Iowa DOT Bicycle Friendly Route in and around Keosauqua (IDOT, 2015a)

Currently two bicycle events are held in the Corridor and may use sections of the Byway. Bike Van Buren is a two-day event sponsored by the Villages of Van Buren County and features several routes of varying length. The Byway Council sponsored rides in 2014 and 2015 on a route between Bloomfield and Ottumwa.

Assessment: The natural surface trails at public recreation areas are the most remarkable trails in the Corridor. Marketing these trails, especially Shimek State Forest and the state parks, offers an opportunity to draw additional visitors to the Byway.

Most wildlife areas are acquired and developed with funds generated from hunting license or hunting equipment sales, so the primary recreational use in those areas is hunting. When promoting hunting areas for hiking and other uses, travelers should be warned that hunters could be present. Suggestions on hiking safely should accompany all promotional materials.

Significance: Local

Related Resources: Table 9

Horseback riding

Horseback riding opportunities in the Corridor are significant. Iowa has only 79 public areas for

horseback riding with a total of 525 miles of trail. Three areas in the Corridor allow horseback riding on 43 miles of trail.

Shimek State Forest (Lick Creek Unit) has 26 miles of trails, including 4 miles of all-weather (rocked) trail. Only two public areas in Iowa have more miles of trail open to horseback riding. Shimek's trails are popular with local residents and visitors because of its variety of trail skill levels and diverse scenery. Other equestrian amenities include campgrounds, horse trailer parking areas and open-air horse stalls. Pioneer Ridge Nature Area has 15 miles of horseback riding and McGowen Recreation Area has 2 miles.

Two private businesses have developed around the equestrian trails at Shimek State Forest. River Valley Lodge and Campground is has 600 acres with horse trails which connect to the state forest, trails, and provides equestrian camping. Rent a Horse offers guided rides on the Shimek trails.

Assessment: Though not distributed across the Byway, the horseback riding opportunities are outstanding at Shimek State Forest. Since there are few other areas in the state with equestrian trails, there is an opportunity to market the Byway as a destination for horseback riding.

The three public areas with equestrian trails also allow hunting. Promotional materials should warn horseback riders that hunters could be present. Safety tips should accompany all promotional materials.

Significance: Regional



Horseback riding at River Valley Lodge & Campground

Photo credit: River Valley Lodge and Campground

Related Resources:

- Shimek State Forest
- River Valley Lodge and Campground
- Rent a Horse
- Pioneer Ridge Nature Area
- McGowen Recreation Area

Wildlife Viewing

Abundant opportunities for wildlife viewing, particularly bird watching, are present in the Corridor. There are at least 28 parks, forests and wildlife areas with habitat supporting a diversity of watchable wildlife including deer, turkeys, eagles and songbirds (Table 10).

The Corridor boasts a species-rich bird population of interest to birders traveling the Byway. The Iowa Department of Natural Resources has two designated Bird Conservation Areas (BCA) within the Corridor (Map 6, page 33). Established in 2001, Iowa's BCAs are "areas of 10,000 acres or more made up of a core area of permanently protected natural habitat surrounded by a matrix of public and private lands." (IDNR, 2012) BCAs are part of a nationwide effort to protect dwindling populations of birds. In 2006, Shimek Bird Conservation Area became Iowa's eighth BCA and the second BCA focused on a state forest. In 2015, the Iowa DNR designated the Lake Sugema-Lacey Keosauqua Bird Conservation Area. The designation recognizes the area as one of southeastern Iowa's most species-rich grassland/savanna/forest habitats. In addition to providing crucial habitat for game and non-game birds, BCAs have the potential to attract birders regionally and beyond.

The Des Moines River has ten accesses in the Corridor, all excellent locations for eagle watching.

Assessment: Excellent opportunities for wildlife viewing are found across the Byway. Currently there is little promotion or interpretation of this resource. Events that include bird watching opportunities are marketing tool to consider.

Most wildlife areas are developed for wildlife habitat using funds from sales of hunting licenses and

Table 10. Wildlife viewing areas in the Byway

Name	Acres
Austin Park	11
Bentonsport Boat Ramp	
Bentonsport Nature Trail	
Bentonsport Timber	60
Bonaparte Boat Ramp	
Chequest Wildlife Area	21
Cottonwood Pits Wildlife Area	55
Daugherty Timber	83
De Voss-Foster Wildlife Area	330
Des Moines River Access	10
Douds Boat Ramp	5
Eldon Access	
Eldon Wildlife Area	1,290
Farmington Boat Ramp	
Fox River Wildlife Area	745
Honey Creek Resort State Park	937
Honey Creek State Park	759
Keosauqua Boat Ramp	
Lacey Keosauqua State Park	1,653
Lake Sugema Wildlife Area	3,915
Lake Wapello State Park	1,150
Lindsay Wilderness Area	260
McGowen Recreation & Wildlife Area	301
Pioneer Ridge Nature Area	995
Rathbun Lake	11,146
Rathbun Wildlife Management Area	3,789
Schulz Conservation Area	5
Selma Access	20
Selma Wildlife Area	135
Shidepoke Access	8
Shimek State Forest - Croton Unit	9,109
Soap Creek Wildlife Area - Appanoose	250
Soap Creek Wildlife Area - Davis	517
Stephens State Forest - Unionville Unit	2,396
Sugar Creek Bottoms	133
Tubaugh Wildlife Area	561
Turkey Run Access	10
Turkey Run Wildlife Area	232
Van Buren Wildlife Area	438
White Timber	11
Wilson Lake Park	117

equipment. When promoting hunting areas for other purposes, users should be warned that hunters could be present. Safety tips should accompany all promotional materials.

Significance: Regional

Related Resources: Table 10

Driving for Pleasure

While driving the Byway in any season is pleasurable, the abundance of forest visible along the Byway makes it a popular destination for viewing fall colors. The Villages of Van Buren hosts a Scenic Drive Festival the second full weekend of October each year. The festival includes suggested driving routes as well as craft/food vendors in Keosauqua, Bentonsport, and Bonaparte.

The Villages of Van Buren offers a brochure, “Fantastic Road Trips of Southeast Iowa,” that features five suggested driving routes in the Corridor (including the Historic Hills Scenic Byway).

Assessment: Build on Villages of Van Buren marketing of sightseeing opportunities to include additional segments of the Byway.

Significance: Regional

Related Resources:

- Shimek State Forest
- Lacey Keosauqua State Park
- Honey Creek State Park
- Honey Creek Resort State Park

Camping & Cabins

There are 20 public and private campgrounds in the Corridor. In addition, 12 state wildlife areas allow dispersed camping. The campgrounds vary greatly in the amenities offered, from full service RV sites to tent-only camping.

Rental cabins are available at nine public areas and from eight private businesses.

Assessment: Campgrounds and cabins are well-distributed across the Byway. All areas with high concentrations of recreation areas also have cabins and campgrounds.

Significance: Local



Cabin, Honey Creek Resort State Park

Related Resources:

- Austin Park
- Bentonsport Riverside Park
- Buck Creek Cabins
- Drakesville Park
- Foxtail Cabins
- Honey Creek Resort State Park
- Honey Creek State Park
- Indian Lake Park
- Lacey Keosauqua State Park
- Lacey Trail Cabins
- Lake Fisher Park
- Lake Sugema Campground
- Lake Wapello State Park
- McGowen Recreation & Wildlife Area
- Morris Park
- Pine Ridge Retreat & Lodging
- Pioneer Ridge Nature Area
- Rathbun Lake
- Red Fox Lodging Company
- River Valley Lodge and Campground
- Riverfront Cabins
- Shimek State Forest
- Soap Creek Lodge
- Wapello County Fairgrounds
- Waubonsie Trail Park
- Wilson Lake Park

Boating

Boating is a popular activity in the Corridor. Motor boating is found mainly on the Des Moines River and Rathbun Lake (Table 11). Motorized boats are also allowed on the lakes at Lacey Keosauqua State Park, Lake Wapello State Park and Lake Sugema, though speed limit and/or motor size restrictions are in place.

While not as prevalent, paddlers use canoes and kayaks on all of the above water bodies, especially the water trails on the Des Moines River and Rathbun Lake. Additionally, Rathbun Lake is one of the best sailing lakes in Iowa. In 2015, the Rathbun Yacht Club held its 39th Annual Regatta.

Boat rentals are available at two locations on Rathbun Lake and include fishing boats, paddle boats, pontoons, jet skis, canoes and kayaks. A new outfitter, “Paddle Pedal and More,” will open for business in the spring of 2016 at Bentonsport. They will rent canoes and kayaks for use on the Des Moines River and hold pontoon boat interpretive tours available as river conditions allow.

Assessment: Recreation areas for boating are evenly dispersed across the Byway and offer different types of boating.

Table 11. Boating resources in the Byway Corridor

Rathbun Lake (11,000 acres)	
Rathbun Recreation Areas	ramps
Honey Creek Resort State Park	ramps & rentals
Honey Creek State Park	ramps
South Fork Marina	private, slips and other amenities
Rathbun Marina	private, rentals, slips and other amenities
Rathbun Water Trail	20.7 miles of paddling routes
Des Moines River	
Eldon Access	Concrete boat ramp
Shidepoke Access	Concrete boat ramp
Douds Boat Ramp	Concrete boat ramp
Schulz Conservation Area	no ramp; area accessible only by river
Austin Park	Concrete boat ramp
Keosauqua Boat Ramp	Concrete boat ramp
Bentonsport Boat Ramp	Concrete boat ramp
Bonaparte Boat Ramp	Concrete boat ramp
Des Moines River Access	Concrete boat ramp
Farmington Boat Ramp	Concrete boat ramp
Turkey Run Access	Concrete boat ramp
Des Moines River Water Trail	44-mile paddling route (Eldon to Farmington)
Pedal, Paddle and More (rentals)	kayak rentals
Other	
Indian Lake Park	44-acre lake; boat ramps; canoe rentals
Lake Wapello State Park	289 acre lake; 5 mph speed limit; boat ramps
Lake Sugema	574 acres; not motor restriction but No Wake allowed; boat ramps
Lacey Keosauqua State Park	30-acre lake; electric motors only; boat ramps
Lake Fisher Park	110-acre lake; electric motors only; boat ramps
Wilson Lake Park	6 acres electric motors only; boat ramp

Out-of-state visitors may not think of Iowa as a paddling destination so there is potential to attract this growing population by marketing the Byway's two state-designated water trails (Des Moines River and Rathbun Lake). Lack of a reliable outfitter for canoes/kayaks on the Des Moines River has been an issue for a number of years. If the new outfitter in Bentonsport is successful, new opportunities will be available.

Significance: Regional

Related Resources: Table 11

PROTECTION AND ENHANCEMENT

Protecting and enhancing the recreational intrinsic qualities of the Corridor will mean working mainly with cities and public conservation agencies. City and county parks rely on local taxes for funding which are often inadequate, particularly in areas with low populations and smaller economies.

Funding for Iowa Department of Natural Resources facilities is also problematic. Politics play a role in the dollars allocated each year to conservation. Additionally, some programs rely on money from the sale of hunting and fishing licenses, which seldom have rate increases.

Hunting and wildlife watching opportunities also exist on private property. While landowners

sometimes pay to enhance habitat for their own use, often the work is only done if there are subsidies available from government programs. In addition to creating or enhancing wildlife habitat, these efforts usually are beneficial to water quality as well, especially when environmentally sensitive land is taken out of row crop production and converted to a more sustainable use.

Water quality issues directly affect water-based recreational activities such as boating and fishing.

Threats

- Inadequate/Un dependable funding for city parks and public conservation agencies
- Lack of marketing efforts for outdoor recreation areas and activities
- Water quality issues

Solutions

- Sustainable funding for natural resources and conservation through funding of Iowa's Natural Resources and Outdoor Recreation Trust Fund
- Programs and funding to support improvement of water quality
- Increase landowner education about options for protecting and enhancing natural resources



Boating and fishing , Lake Wapello State Park

- Marketing of outdoor recreation areas and activities
- Education and interpretive efforts at recreation areas

Natural Resources and Outdoor Recreation Trust Fund

In 2006, the legislature appointed the Sustainable Funding Advisory Committee to prepare a report on the viability of a sustainable source of funding for natural resources. The committee unanimously recommended that a constitutionally protected Natural Resources and Outdoor Recreation Trust Fund be established.

According to the Iowa Natural Heritage Foundation (n.d.),

“Over 90% of legislators in the General Assembly, both Democrats and Republicans, voted to refer the IWILL amendment to the ballot in 2010, and 63 percent of Iowa voters supported creation of the Trust Fund. Passage of the amendment was the result of work by supporters of conservation in Iowa, including a bipartisan coalition of over 120 organizations, representing nearly 250,000 members in all 99 of Iowa’s counties.

Revenue from the next sales tax increase will forever be allocated to fund the Trust Fund.”

The Trust will provide permanent funding for conservation and enhancement of water quality in Iowa. As of May 2016, the Trust has not received funding. Iowa’s Water and Land Legacy, a coalition of organizations, agencies and individuals continue to work toward funding the Trust.

County Conservation Boards

County Conservation boards own and manage 22 public recreational areas in the Corridor. They rely on local taxes for operational costs and on grants to fund new acquisitions and capital improvements.

Iowa Department of Natural Resources

The Iowa Department of Natural Resources (DNR) owns and manages public conservation lands including parks, forests and wildlife areas.

Funding for state parks and forests is mainly from the

General Fund so funding levels and funding changes are determined by the Iowa legislature. With many aging structures in the parks, funding for maintenance and capital improvement projects is critical.

The Iowa DNR also has roles in conserving and enhancing natural resources in Iowa. Some of these functions include:

- Funding programs for local entities and private landowners for water quality improvement projects, wildlife habitat and land acquisition
- Technical assistance to landowners for the development of wildlife habitat
- Resources for forestry related issues including technical assistance and funding for private landowners
- Enforcement of policies related to water quality

USDA-Natural Resources Conservation Service/Soil and Water Conservation Districts

The USDA-Natural Resources Conservation Service and local Soil and Water Conservation Districts assist local entities and private landowners with projects related to soil conservation and water quality. They provide both funding and technical assistance. Several watershed projects exist within the Corridor. Landowners in those areas may qualify for additional funding for soil and water conservation projects.

Iowa Natural Heritage Foundation (INHF)

This non-profit organization plays an important role in protecting Iowa’s land, water and wildlife. INHF has the ability to provide interim ownership of properties while public agencies find monies for acquisition.

RECOMMENDATIONS

- Support efforts to fund the Natural Resources and Outdoor Recreation Trust Fund.
- Work with recreation area managers to promote and market recreational opportunities to travelers.
- Establish a Council subcommittee or stakeholder interest group for recreational resources.

CULTURAL QUALITY

Historic Hills Scenic Byway puts visitors right in the middle of rural, small-town Iowa. The key cultural quality is small-town Americana and agriculture and cultural resources are also tightly woven with history. In addition, there are a surprising number of art resources, ranging from diverse artisans at Bentonsport to pottery made in 19th century molds. The themes of art, Americana and agriculture converge at the American Gothic House in Eldon.

Amish and Mennonite settlements add another dimension to the Corridor's cultural resources.

ASSESSMENT AND CONTEXT

The assessment of the Byway's cultural quality focused on resources related to small town life, agriculture, Amish and Mennonites communities, and visual arts.

Small-Town Life

Small-town life as a quality is difficult to describe. The Corridor towns are, indeed, small - Bloomfield is the largest with a population of 2,640 and Keosauqua is a distant second at 1,006. However, these towns are also defined by their authentic charm which is characterized by central down-towns, locally owned businesses, buildings from multiple eras, and the people who live and work there.

Corridor towns have a timeless feel, in part due to a large number of historic structures. While these towns



Parade, Keosauqua

Photo credit: Villages of Van Buren

Cultural Quality Definition:

Cultural resources are derived from the distinctive communities that influence the byway character. Events, traditions, food, and music provide insight into the unique cultural qualities of the area. These cultural qualities are not necessarily expressed in the landscape. Culture encompasses all aspects of a community's life, and it may be difficult to decide what is necessary to define cultural resources as intrinsic qualities. Aspects to consider include geography, economy, community life, domestic life and artistic genres.

have modern commerce, the architecture and age of the buildings give the towns a sense of place not often present in larger communities.

What aspects of small-town life will visitors see? A hotel that has been offering lodging since 1899. Small, locally owned grocery stores and restaurants. Friendly people who say hello.

Assessment: While having historic buildings adds to the charm of the Byway, those buildings can be expensive to maintain. The historic resources section of this document addresses those issues.

Along that same line, "ma & pa" businesses are quaint and endearing to visitors but may not be sustainable. Loss of small businesses is a significant threat to the Byway.

Significance: Local

Related Resources:

- Hotel Manning
- Bloomfield Square Historic District
- Bloomfield Courthouse
- Van Buren County Courthouse
- Bonaparte Riverfront Historic District
- Bentonsport Historic District

Agriculture

Agriculture has been the economic life-blood of Iowa since Euroamericans began settling the land in 1833. Visitors to the Byway will see evidence of both historic and modern farming.

Many historic barns, corn cribs, and farm houses stand throughout the Corridor. A few agricultural buildings and sites are recognized through the National Register of Historic Places (NHRP) program. While many others exist and are visible from the Byway, no inventory has been conducted. A description of significant historic agricultural structures is outlined on page 22 of this document.

Contemporary farm buildings are also visible in the Corridor, along with pastures, livestock, row crops, farm machinery and ag businesses. Amish farms add another element with their blend of newer buildings and old-fashioned techniques.

Agri-Tourism

Iowa's Oldest Orchard

Appleberry Orchard, located in the Corridor near Donnellson, is the oldest operating orchard in Iowa. The first apple tree was planted on the property in 1852. Appleberry Orchard operates an agri-tourism business including a farm market and a petting zoo in a historic 1882 barn.



Harvestville Farm, Lee County



Lee County Fair, Donnellson

Harvestville Farm

Harvestville Farm offers educational-based, rural experiences for families and school groups on a working farm. Hands-on activities include a farm-themed play area, corn maze, pumpkin patch and wagon rides. The market also provides homegrown produce, flowers and home décor.

County Fairs

County fairs in Iowa are a tradition that began in 1841 in Lee County. Area residents organized the event to exhibit their livestock. Those livestock exhibits are still an important part of today's fairs along with entertainment, competitions, 4-H displays and food. The Lee County Fair – Iowa's oldest – is still held in Donnellson. Three other county fairs held in the Corridor each summer include: Davis, Van Buren and Wapello.

The Big 4 Fair Culinary and Art Hall at the Wapello County Regional Fairgrounds is on the National Register of Historic Places for its unique architecture and representation of regional fairs. The 1911 building has a central area from which four wings extend. Each wing represented one of the "Big 4" counties: Wapello County-North, Davis County-West, Jefferson County-East, Van Buren County-South. This building was built to give each county an area to display their "agricultural produce, grain, arts, and crafts including hand work, and canning endeavors" (National Park Service, 1995).

Barn Quilts

The idea of placing large painted quilt blocks on farm buildings is not unique to the area nor did it originate here. However, there are numerous Barn Quilt blocks in the Corridor which are representative of the agricultural character of the area. Davis County Tourism created a Barn Quilt driving tour in and around Bloomfield. A brochure for the Davis County tour interprets the quilt blocks for visitors.

Morris Park

Morris Park, near Stockport, has several buildings containing a large collection of artifacts from the county's farming past. The park was established in 1940 in honor of Henry and Jane Morris, who settled the area in 1938. The first building constructed was a replica of the original log cabin. Other buildings include a school house, Music Hall, Art Hall and a replica of a turn-of-the-century barn. The Van Buren County Conservation Board owns and manages the site with assistance from the Friends of Morris Park.

Assessment: Agricultural resources are the most significant cultural resources in the Corridor. Most of the important resources are also historical and those issues are addressed on page 23 of this document. Agri-tourism fits well with the Byway theme. Currently, there is little interpretation of the agricultural theme.

Significance: Regional

Related Resources:

- John McGreer Barn & Crib
- Livery Barn at Davis County Historic Complex
- Midway Stock Farm Barn
- Trimble Parker Historic Farmstead District
- Wickfield Round Barn
- Modern farms
- Amish farms
- Lee County Fairgrounds
- Big 4 Fair Art Hall
- Barn Quilts
- Appleberry Orchard
- Harvestville Farm
- Morris Park



Morris Park, Stockport

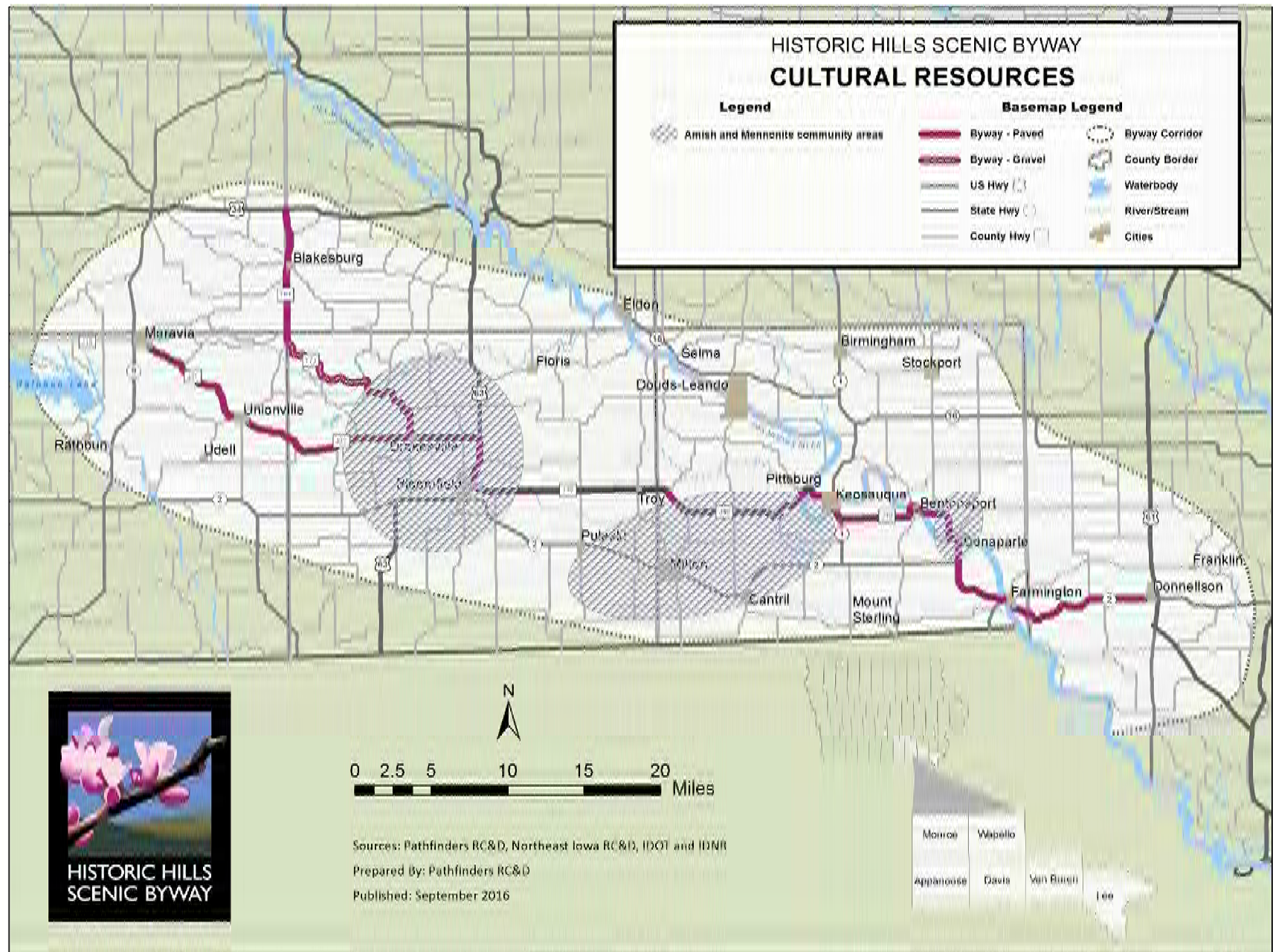
Amish & Mennonite

The Corridor has several settlements of Amish and Mennonite families, including Bloomfield, one of the largest in Iowa.

Mennonites and Amish belong to religious sects that come from a Protestant tradition known as Anabaptism begun in the 16th century. Besides their common historical roots, Mennonite and Amish groups all emphasize living out their beliefs in daily life. While the groups agree on basic Christian doctrine, their differences come in interpreting how those practices should be lived out.

Today some practices among the conservative Amish include: untrimmed beards and hooks and eyes in place of buttons on outer garments of the men; horse and buggy transportation; horse-drawn implements for farming; plain and distinctive dress patterns; no electricity in homes. In contrast, most contemporary Mennonites are not outwardly different. Mennonites believe in simple living, but do not express that simplicity by separating from society as the Amish continue to do (Third Way, n.d.)

Amish sects arrived in southeast Iowa in the 1850s but the first present-day settlement started in 1969 in the Milton/Pulaski area. The Bloomfield/Drakesville community began a few years later and in 2010 had eight churches and about 175 Amish households (Amish America, 2010). The Corridor's most recent Amish community started near Bonaparte in 2005. Map 8 shows the general areas occupied by the three sects.



Map 8. Location of Amish communities in the Byway Corridor

Amish and the Byway

Amish communities are largely agricultural based. With horse-drawn equipment and clothes drying outdoors, their old-fashioned farms add to the nostalgic feel of the Byway. However, their contribution to the Byway extends beyond that. In the Bloomfield/Drakesville area there are 90 Amish businesses (Figure 5). Some that offer unique shopping opportunities have become tourist attractions, especially those selling furniture, plants and food. There are also Amish businesses in the smaller communities around Milton and Bonaparte.

Mennonite Businesses

As stated previously, Amish and Mennonites have a common heritage but different beliefs and customs. To add to the confusion between the two groups, there are conservative Mennonites in the Corridor that dress in similar fashion to Amish. Mennonites and Amish also sell to and buy from each other. That collaboration is apparent in three Mennonite-owned businesses are popular with tourists:

Dutchman's Store (Cantril) – Carries a wide variety of items from food and supplies to fabric.

Milton Creamery (Milton) – Produces local, award-winning cheeses made with milk supplied by local Amish dairies. There is a retail store on site.

Dutch Country General Store (Bloomfield) – Offers food, specialty toys, cookware.



Dutchman's Store, Cantril
© 2011 Kenneth G. West Jr., www.ioscapes.com

A Guide to Photographing the Amish

Question: Is taking photographs of the Amish against their religion?

Answer: No, but Amish religion prohibits *posing* for photographs.

If you ask an Amish person for permission to take their picture, they will politely say no, as this could be construed as a willingness to "pose." Most Amish say they could care less if people take their picture ... provided the photographers are respectful.



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www.ioscapes.com

Privacy & Respect

Try to stay at least 30 feet away from anyone you're photographing. Don't go onto private property (including driveways). Don't be a pest - take a few shots and move along. This is especially true when taking pictures at an Amish school. A car that drives slowly past a school five or six times could generate a call to the county sheriff.

Try to take photos from the back or side - avoid close-ups. If an Amish person covers their face as you're about to take a picture, don't take it. A few of the Amish orders are more sensitive about having their pictures taken than others, and a picture of someone covering their face isn't all that appealing anyway!

Modified from: Wilcox, 2007

Assessment: Amish and Mennonite settlements are a significant resource to the Byway. Issues regarding cultural differences and expectations need to be communicated to visitors. Smaller Amish businesses often have seasonal and irregular hours which can be frustrating to travelers, especially if they are not aware of closures.

Significance: Regional

Related Resources: See above and Figure 5.

Art Resources

Though not extensive, art resources are found in several locations in the Corridor. These resources have roots in other cultural qualities, as well as ties to historic and natural resources.

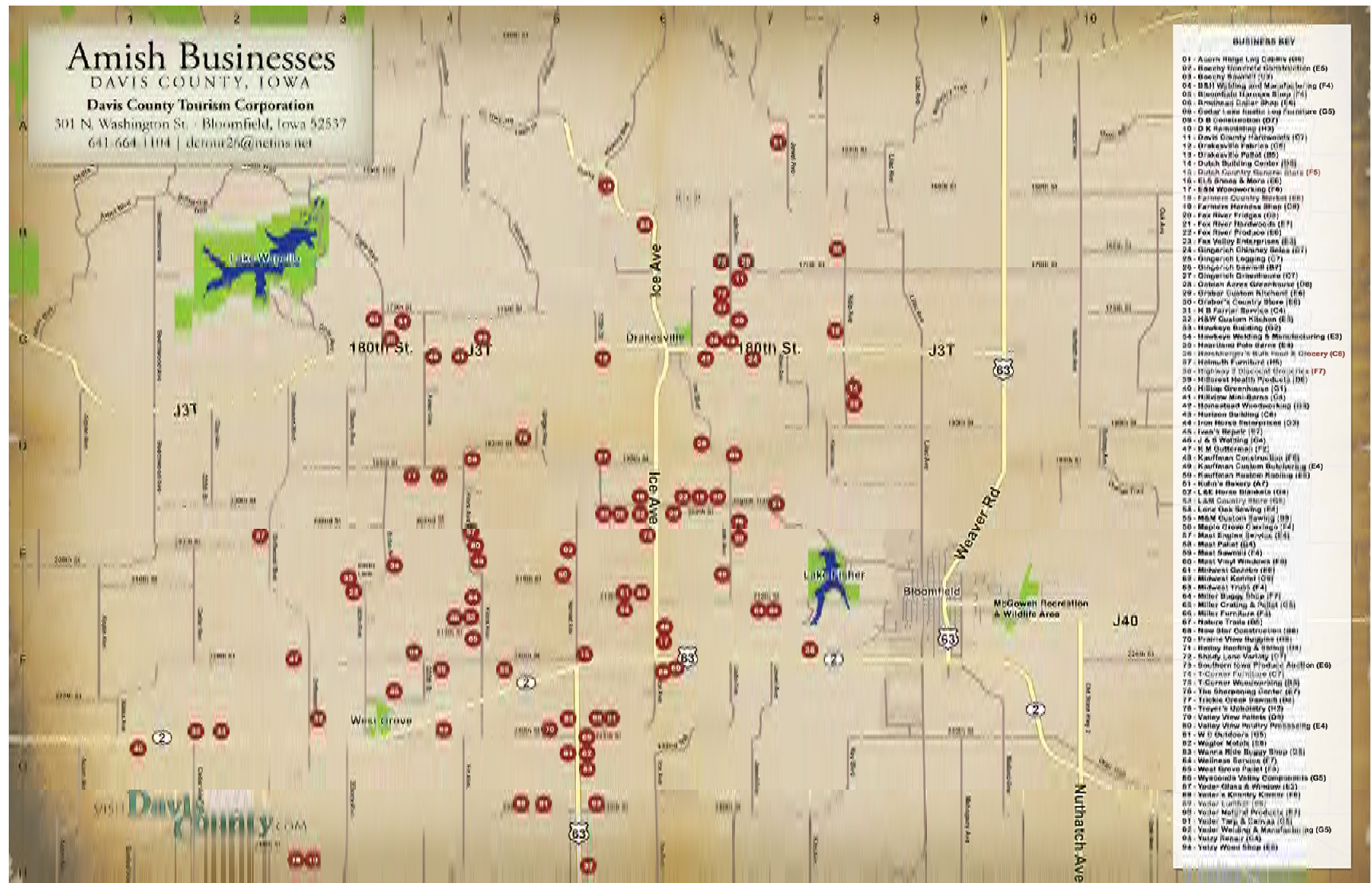


Figure 5. Amish Businesses in Davis County, Iowa (Davis County Tourism, n.d.)

American Gothic House

The backdrop for one of our country's most iconic pieces of art stands in the Corridor. The home in Grant Wood's 1930 painting, *American Gothic*, is located in Eldon. The adjacent visitor center provides information about Wood's life and the history of the house. Visitors are provided props and encouraged to pose for photos in front of the house.

Each year the site draws more than 16,000 visitors from all over the world.

Villages Folk School

The Villages Folk School provides learning experiences in traditional arts and crafts, fine arts, nature study, and skills relating to the home. The school's office is in Keosauqua but the group's 20 artists conduct classes in various locations in Van Buren County. According to the school's website, their "carefully selected blend of classes allows people to return to times when things were simpler and creativity was a way of life."

Over 100 classes in 2015 engaged participants in painting, quilting, making pottery, forging iron, drawing, sculpting, spinning, weaving, cooking, and gardening.

Bonaparte Pottery National Historic and Archaeological Site

Established in 1865, the original pottery produced a variety of stoneware until 1896. Details about this site are included on page 66 of this document. New pottery is currently made on-site using the original



Historic molds at Bonaparte Pottery, Bonaparte



Iron & Lace, Bentonsport

© 2011 Kenneth G. West Jr., www.ioscapes.com

1875 molds found during archaeological digging. Demonstrations and tours are available for visitors and new pottery is sold in the gift shop.

Bentonsport Artisan Coop

The Bentonsport Artisans Co-op is located in the Bentonsport Historic District. The shop carries unique handmade items from regional artists including in nature photography, firefly photography, natural gemstone jewelry, beaded and copper jewelry, tie-dyed textiles, original paintings, and hand-painted ornaments.

Iron & Lace:

This shop in Bentonsport offers handmade, original pieces of Queen Anne's Lace pottery, hand-forged artistic ironwork and hand-woven rugs. The artists at Iron & Lace teach their crafts in classes at the Villages Folk School.

Bentonsport Quilt Company

This seasonal shop in Bentonsport Historic District offers quilts, quilt supplies & quilting classes. <http://bentonsportsquilts.com/>

The Calico Press Design Co

The Calico Press Design Co is a print shop and design studio located near Birmingham. The owner restores and uses antique printing machines alongside modern equipment.

Barn Quilts

The barn quilts bring together the agricultural and artistic qualities of the Corridor. See description above in “Agriculture.”

Southeast Iowa Artists' Studio Tour

This group of artists began sponsoring a self-guided tour of studios in 2009. The tour includes Lee and Van Buren counties in the Corridor as well as Des Moines, Henry and Washington counties. The 2015 tour included seven Byway Corridor artists.

Courtyard Gallery and Studio

This gallery is located on the square in Bloomfield. The gallery focuses the work of 14 very talented artists. Their expertise is varied, including paintings in oils, soft pastels, acrylics and watercolors, gourd art, custom jewelry, pottery, porcelain and china painting, fiber and paper art, and jewelry. Classes are offered in the studio area.

Assessment: The American Gothic House is a nationally significant art resource that fits well with historic and agricultural resources. Marketing and interpretation of that site is excellent and should be cross-promoted.

The artisans in Van Buren County are an excellent fit with other resources of the Byway including historical and natural. This type of art also contributes to the small-town, nostalgic feel of the Corridor, especially in Bentonsport.

Events, like the Southeast Iowa Artists' Studio Tour should be encouraged to promote art resources. Events and festivals that promote agricultural resources should also be considered.

Farmington Arts Council has added an art show in the community center near the Pioneer Museum during the annual Scenic Drive Festival. The combination of art, history, and enjoyment of the fall colors has proved a success and a model for other events.

The Byway Coordinator is currently working with Bonaparte Pottery to locate visiting and resident potters who would create potter and provide hands-on experiences for visitors.

A Davis County Arts Planning Committee is working toward collaboration of music and theater performers in the Davis County area.

Significance: National/Local

Related Resources:

- American Gothic House & Visitor Center
- Barn Quilts of Davis County
- Bonaparte Pottery
- Bentonsport Historic District
- Villages Folk School

PROTECTION AND ENHANCEMENT

Cultural resources are closely tied with the Byway's other intrinsic qualities. Measures to protect and enhance the historic resources (page 25), in particular, are important to the cultural quality as well.

The greatest opportunity for improvement of the cultural resources on the Byway is to increase marketing and interpretation, particularly related to agriculture and art.

Threats

See Historic Quality (page 26) for threats related to historic protection and enhancement

- Little marketing of agricultural resources
- Little marketing of art resources as a group

Solutions

See Historic Quality (page 26) for solutions related to historic protection and enhancement

- Finding ways to enhance visitor experiences with Amish in a respectful way
- Marketing and interpreting agri-tourism businesses
- Promote development of agri-tourism businesses

- Encourage artistic endeavors that build on established traditions and tie into historic or natural intrinsic qualities
- Marketing and interpretation of art resources on the Byway

Businesses and Artisans

Working with private businesses and individual artists will be important in promoting the art resources.

Iowa Department of Cultural Affairs

The Iowa Department of Cultural Affairs (DCA) is the agency with responsibility the state's interest in the areas of the arts, history and other cultural matters.

The Iowa Arts Council is the division within the DCA that supports the arts. The council administers a diversity of art programs as well as grants.

RECOMMENDATIONS

- Encourage events and festivals that incorporate the Byway's agricultural and art resources.
- Work with the Amish communities to establish best practices for promotion of this resource.
- Marketing and interpretation of cultural resources on the Byway.
- Encourage artistic endeavors that build on established traditions and tie into historic or natural intrinsic qualities.
- Establish a Council subcommittee or stakeholder interest group for cultural resources.

ARCHAEOLOGICAL QUALITY

Archaeological resources are found throughout the Corridor (Map 9), with the highest concentration along the Des Moines River. Many of these resources meet the Federal Highway Administration's first stipulation of scientific significance. However, few of the resources have visible physical evidence which would allow them to be directly interpreted.

Nonetheless, these resources are an important part of the Byway story. A key task for protecting and enhancing this intrinsic quality is to decide how and where to tell that story to visitors.

ASSESSMENT AND CONTEXT

Archaeology is the study of the ancient and recent human past through material remains. It is a subfield of anthropology, the study of all human culture. From million-year-old fossilized remains of our earliest human ancestors in Africa, to 20th century buildings in present-day New York City, archaeology analyzes the physical remains of the past in pursuit of a broad and comprehensive understanding of human culture.

Society of American Archaeology

Archaeological resources can represent both prehistoric and historic times. Prehistory is the period prior to the written documentation of a culture. In Iowa, historic time is considered to begin after the French arrived on the Mississippi River in 1673 (Figure 6).

Table 12 shows 1,576 archaeological sites have been

Table 12. Number of archaeological sites recorded in Byway Corridor by county (Office of the State Archaeologist, 2015).

County	Sites		
	Prehistoric	Historic	Total
Monroe	10	12	22
Appanoose	101	33	131
Wapello	108	51	142
Davis	97	124	200
Lee	137	168	279
Van Buren	551	328	802
Total	1,004	716	1,576

Archaeological Definition:

Archaeological quality involves characteristics that are physical evidence of historic or prehistoric human life that are visible and can be inventoried and interpreted.

Archaeological evidence can include ruins, artifacts, structural remains, and other physical evidence of early human activity. The archaeological resources along the corridor must be both important and accessible.

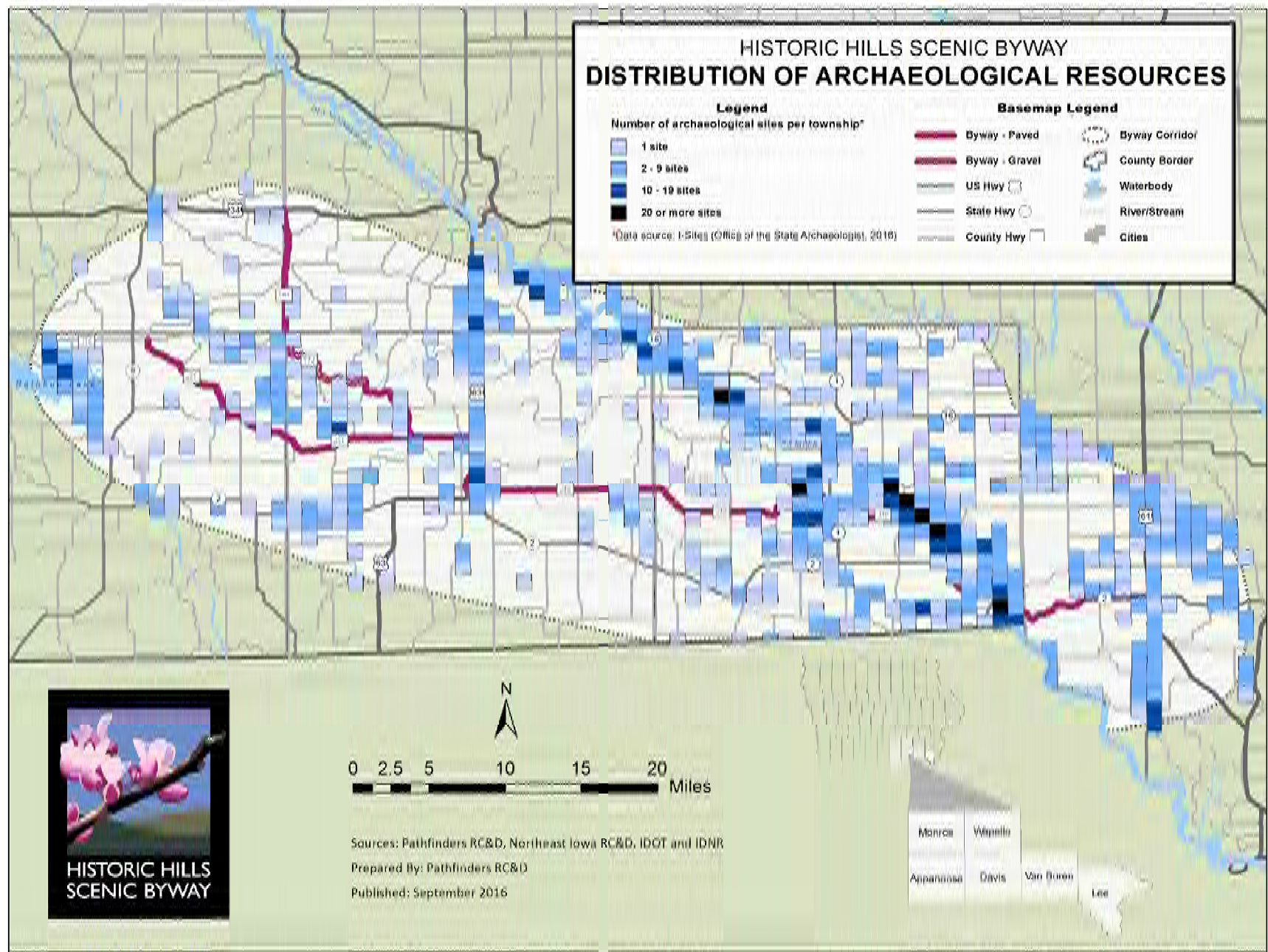
The resources must have scientific significance and represent resources that cannot be commonly found throughout a region or in other places across the country.

The physical evidence must be visible and capable of being inventoried and interpreted. Visitors must be able to experience and learn about the past through direct contact with the resources. If a site is visible, but extremely fragile and sensitive to disturbance, it may not be appropriate as a focus of the byway's story.

recorded in the Corridor. Of those sites, 854 were identified as prehistoric sites, 566 are historic sites, and 150 represent occupation during both historic and prehistoric times. Over one-half the sites are located in Van Buren County.

Archaeological evidence of people in the Byway Corridor dates back more than 8,500 years to the Paleoindian period, though human occupation may have begun earlier (Haury-Artz, 2013).

The discussion below is divided into three groups: Prehistoric Native Americans, Historic Native Americans, and Euroamericans. Some sites were occupied by all three groups.



Map 9. Distribution of Archaeological Resources in the Byway Corridor

Iowa's Archaeological Timeline

Early Paleoindian 11,000 - 10,500 BCE	Late Paleoindian 10,500 - 9,500 BCE	Early Archaic 8,500 - 5,500 BCE	Middle Archaic 5,500 - 3,000 BCE	Late Archaic 3,000 - 1000 BCE	Early Woodland 800 - 200 BCE	Middle Woodland 200 BCE - CE 300	Late Woodland CE 300 - 1250	Late Prehistoric CE 1250 - 1675	Historic CE 1673 - 1832	CE 1832 - 1842	CE 1842 - 1860	CE 1860 - 1885	Beyond 1885
1000 years	2000 years	3000 years	2500 years	2200 years	600 years	500 years	950 years	423 years	159 years	10 years	18 years	25 years	
 <p>"Spear" is fluted. Carved from Elkhorn (Elk) antler. Barbed. Chert.</p> <p>U.S.A. - General Grant (Elk Antler) - 1860 (Donner)</p>	 <p>The spear of "spear thrower" was introduced during the Paleoindian period. Potentially the children's spear could have and the spear of the adult.</p>	 <p>White oaks deer became an important food source and accounts with "spearthrower" across Iowa in the midlands, after the end of the Ice Age.</p>	 <p>The Paleo site in Polk County has the earliest record of corn. In 1986, flint chert (potato) have been found there 4000 BCE).</p>	 <p>Archaeologists have discovered evidence for the earliest flint chert in Polk, Iowa, and Missouri counties. These flint cherts were made from 5,000 years old.</p>	 <p>Native copper from Lake Superior was used to make tools in Iowa. From this, the earliest point was found in Lucas County.</p>	 <p>Agriculture became important during the Woodland period.</p>	 <p>Small points found in Late Woodland sites indicate the use of the bow and arrow.</p>	<p>Specialized vessels and gardens. This basin from soup was used as a grinding stone.</p>	<p>Historical water bottle from a full Creek culture site.</p>	<p>Black Rock Purchase 1672. But government land purchase from Indians in Iowa.</p>	<p>Fort Atkinson (1843-1848) was established to monitor the Mississippi River. It was built on a bluff overlooking the river.</p>	<p>Cassidy Mill in Dubuque County.</p>	<p>Archaeological study of central Iowa. The Missouri River and the Mississippi River. The study was conducted by the University of Iowa.</p>
 <p>The earliest record of people in Iowa is from the Paleoindian period. The earliest record of people in Iowa is from the Paleoindian period.</p>	 <p>Late Paleoindian groups were hunting deer in Iowa for thousands of years ago.</p>	 <p>The spear thrower from Chertown is the oldest flint chert in Iowa.</p>	 <p>Evidence of the first domesticated corn in Iowa (5000 BCE).</p>	 <p>Pottery became important in Iowa after 500 BCE.</p>	 <p>Black Rock Purchase was the largest Middle Woodland mound west of the Mississippi River.</p>	 <p>Black Rock Purchase was the largest Middle Woodland mound west of the Mississippi River.</p>	 <p>Black Rock Purchase was the largest Middle Woodland mound west of the Mississippi River.</p>	<p>Black Rock Purchase was the largest Middle Woodland mound west of the Mississippi River.</p>	<p>Black Rock Purchase was the largest Middle Woodland mound west of the Mississippi River.</p>	<p>Black Rock Purchase was the largest Middle Woodland mound west of the Mississippi River.</p>	<p>Black Rock Purchase was the largest Middle Woodland mound west of the Mississippi River.</p>	<p>Black Rock Purchase was the largest Middle Woodland mound west of the Mississippi River.</p>	

THE ARCHAEOLOGIST

© 2011

Figure 6. Iowa's Archaeological Timeline (Office of the State Archaeologist, University of Iowa).

Prehistoric Native Americans

Archaeological investigations in the Corridor suggest occupation of the area by humans beginning 10,500 to 8,000 years ago. Information about the earliest cultures comes primarily from surface finds of artifacts rather than site excavations, including the study of private artifact collections. *A River of Unrivalled Advantages* (Haury-Artz, 2013) discusses several significant prehistoric sites along the Des Moines River in Van Buren County.

Wenke Site (Late Archaic – Late Woodland)

The Wenke Site is on the west edge of Bonaparte on a terrace of Honey Creek. There are 18 prehistoric sites along a one-mile stretch of the creek. Collections made at the site indicate that people occupied the area over a long period of time. Occupation likely began in the Late Archaic period, with the most intensive use in the Late Woodland.

Mounds (Middle – Late Woodland)

There are 28 documented sites containing burial mounds in Van Buren County. Beginning in the late Archaic period, some cultures in the region begin interment of dead in earthen mounds. These communal burial sites were usually built on bluff tops and terraces above rivers and streams. Mound burial sites became common on most drainages in Iowa during the Woodland period (Alex, 2000). The mounds documented in Van Buren County are from Middle and Late Woodland period. Five mound groups are located in Lacey Keosauqua State Park and seven mounds are in the Iowaville Cemetery.

Lambert Site (Middle – Late Woodland)

Excavations at this Woodland site near Selma revealed features that suggest the presence of a house structure. Other artifacts included stone hunting tools, drills, grinding stones, pottery fragments, shell middens and rock-lined basins. The combination of materials found indicate the site was either used often for an extended period of time or often reused.

Shell Midden (Late Woodland)

An archaeological site in present day Lacey Keosauqua State Park was discovered initially in 1869 by workers digging a hole for a ferry boat guide rope. The hole revealed a large “shell midden” or debris site from human waste with a predominance of shells from river mussels. When the site was investigated in 1961, it was described as being four feet thick. The midden dates to the Late Woodland period and subsequent investigations found fragments of pottery along with bones from deer, bear, wolf, dog and turtles. Three other shell middens have been found in Van Buren County, suggesting the importance of this river as a resource for Woodland era culture.

Oneota Village (Late Prehistoric)

Near the end of prehistoric times, the dominate culture in Southeast Iowa was the Oneota. However, only one significant Oneota site has been discovered along the Des Moines River in the Corridor. Collections made at this site along the river at Lacey Keosauqua State Park point to a substantial occupation, such as a village. Researchers also believe the site was located on a trail that connected the southeastern Iowa Oneota villages on the Mississippi River with villages in central Missouri.

Assessment: The mounds in Lacey Keosauqua State Park and at Iowaville Cemetery are the only visible on-site resources from prehistoric occupation. Interpretation of the mounds may be desirable but must be balanced with the need for protection of the resources.

There are prehistoric artifacts in private collections like the Indian Artifacts Museum in Bentonsport. Other Corridor museums may also have collections. These collections could be assessed to determine suitable locations for interpretation.

Even with a lack of visible resources, human occupation during prehistoric times fits well with the rest of the Byway story. It is worth investigating ways to incorporate that interpretive piece.

Significance: Regional

Related Resources:

- Prehistoric Mounds (Iowaville Cemetery and Lacey Keosauqua State Park)
- Indian Artifacts Museum

Historic Native Americans

Most of the resources related to Native American culture in the historic time period are archaeological, rather than historic resources. Nearly all these resources are from collections and site reports which do not include visible evidence that can be interpreted to visitors. The most significant resources are detailed below.

Thunderbird Petroglyph

There is little information available about this Native American artifact located in Lacey Keosauqua State Park, but it is likely from historic times. According to Horgren and Peterson (2014), “Site 13VB676 is located within Lacey-Keosauqua State Park. Petroglyphs related to Native American mythology and symbolisms are often found carved in sandstone and limestone boulders and outcrops. There are approximately 30 known recorded sites in Iowa that have rock art and attempts to understand their meaning and function have been limited.”

Currently, park officials are reluctant to publicize the location due to concerns about vandalism. However, there is nothing restricting access to the site. While the site would be interesting for visitors, making it more accessible must be weighed against the need for protection and preservation.



Petroglyph, Lacey Keosauqua State Park

Photo credit: John Wenck

Ioway Village

From about 1770 to 1820, the Native American nation usually referred to as “Ioway” had their last great village in Iowa along the Des Moines River near the present-day unincorporated town of Selma (Foster 1996). The Euroamerican town of Iowaville was later established at that same site.

The earliest Ioway villages were found in southwestern Minnesota but eventually the Ioway moved into what would become Iowa through trade and territory disputes. By the early 1700s, Ioway numbers were greatly reduced by war and epidemic diseases. The Ioway withdrew from the northern part of their territory and the main Iowa villages were in southern Iowa, including the Iowaville site. In the early 1800s, a second small pox epidemic further reduced the Ioway population and most of the estimated 800 survivors occupied the Iowaville village. The Ioway were displaced from the site around 1820, either by other tribes or for other reasons (Haury-Artz, 2013).

Extensive surface collections of the site have taken place both by professionally and by private collectors. The collections reflect extensive trading with other tribes and foreign traders. The site was also studied in 2011 using remote sensing techniques, ground penetrating radar and some excavation.

Sauk Village

A Sauk village, which is also the home and burial place of the warrior Black Hawk, was located between Eldon and Selma, not far from the Ioway village site. Sauk war leader Black Hawk is known to have spent at least one summer in this village. He died and was buried there in the fall of 1837, though his body and other burial artifacts were robbed later. There is a memorial to Black Hawk in the nearby Iowaville Cemetery (Haury-Artz, 2013).

Assessment: Other than the petroglyph and Chief Black Hawk memorial marker in the Iowaville cemetery, there is no other visible evidence of the historic Native American archaeological resources.

As stated in the historical assessment in this document (page 17), there is an effort underway to purchase the Ioway village site. The site is privately owned and is currently in row crop production. Collectors can legally take artifacts as long as they

have permission from the landowner. Under public ownership, collection by individuals would no longer be legal. In addition, the area would be seeded to permanent cover to further protect the site. This is a high priority due to the significance of the site and the urgent need for protection.

There are historic Native American artifacts in private collections like the Indian Artifacts Museum in Bentonsport. Other Corridor museums may also have collections. These collections could be assessed to determine a suitable location to interpret this information.

Significance: National

Related Resources:

- Chief Black Hawk Memorial Marker
- Chief Black Hawk burial site
- Iowaville Archaeological Site
- Indian Artifacts Museum and other private collections
- Petroglyph (Lacey Keosauqua State Park)

Euroamericans

There are Euroamerican archaeological resources but most relate to stories better told through historic resources: Iowaville, Mormon Trail, mill and brick industries, and agriculture. One exception is the Des Moines River pottery industry as described below.

Des Moines River Potteries

The 19th century pottery industry in Iowa provided essential household, farming and industrial materials such as butter pots, pickle jars, tableware, paving bricks, drainage tiles and chimney stacks. The pottery industry flourished along the Des Moines River because of the transportation system and readily available clay. The first kiln in Iowa was built in 1836 downriver from the future site of Bonaparte (Haury-Artz 2013).

At one time there were 128 potteries along the Des Moines River from Boone County to Lee County (Table 13). Fifty-seven of the potteries are located in the Corridor counties of Wapello, Lee and Van Buren. Fourteen potteries in the Corridor are recorded as archaeological sites.

Table 13. Known Potteries Along the Des Moines River and Associated Archaeological Sites (Haury-Artz 2013)

County	Number of Potteries	Associated Archaeological Sites
Webster	6	13WB150 13BN111 Nosh Creek Kiln 13BN120 Mangona Pottery Works
Boone	24	13BN132 Flintstone Pottery 13BN138 Griffie Pottery 13BN131 Franklin Kiln
Polk	10	none
Warren	14	13WA127 Waster Dump 13MA106 Gidel Kiln
Marion	15	13MA103 Coalport Kiln 13MA113 Pella-Welch Kiln
Mahaska	2	none
Wapello	16	13WP107 Dahlonga Pottery 13VB200 Bonaparte Pottery
Van Buren	40	13VB427 Dickinson Pottery 13VB433 Rambo Pottery 13VB147 Green Pottery
Lee	1	none

An excellent example of these nineteenth century potteries was unearthed during the flood of 1993. Parts of the Bonaparte Pottery, as it is known today, were exposed when floodwaters retreated. Archeologists later excavated the site and found the pottery remarkably well-preserved. Originally founded as the “Parker and Hanback Pottery” in 1866, it operated until 1895 when mass production took over the market.

The site includes the pottery factory building and the remains of two kilns. There is also a vast area along the river bank with visible deposits of stoneware pieces, whole vessels and other waste. During the excavation process in the 1990s, intact pottery molds were discovered. These molds are used today to produce pottery pieces. The pottery site is open to the public on an intermittent basis.

Not only is the site of interest from a historical perspective, the site’s archaeology is a story in itself – how it was revealed, the excavation process and waste site that is still visible on the river bank.



Bonaparte Pottery Archaeological Site

Assessment: The Bonaparte Pottery site is remarkable example of 19th century potteries. With the careful excavation that was accomplished, it is remarkably intact, easily visible to visitors and offers a wealth of interesting artifacts for interpretation. It also offers the opportunity to tell the story of the whole pottery industry on the Des Moines River. The site is privately owned and not under any known preservation easements. The future of the privately-owned site is in question. Tours are offered by request and the pottery does not have regular open hours. Finding methods to preserve and interpret this site is highly desirable for the Byway.

Significance: Regional and possibly national

Related Resources:

- Bonaparte Pottery & Archaeological District
- Other archaeological sites related to Des Moines River potteries

PROTECTION AND ENHANCEMENT

Protection of archaeological resources presents several challenges. Current archaeological resources need protection and many are on private property.

Two current archaeological sites located on private property need protection or sustainable plans for protection: Iowaville and Bonaparte Pottery. The Iowaville site is under cultivation and new artifacts are exposed each year. Collectors can take artifacts from the site with the permission of the landowner. The historical information associated with that artifact

is lost. The Bonaparte Pottery's threats are related to the owner's ability to keep the site open to the public, along with the ever present threat of another flood.

Sites that have yet to be discovered present another set of challenges. When new sites are exposed through development activities like construction and agriculture or by natural processes like flooding, landowners may not know why or how to report their finds. Artifact collectors can make significant contributions to archaeological knowledge by recording information about their finds and reporting them to the OSA.

Creating awareness and knowledge about the area's past is important to protecting the resources. However, interpretation of the archaeological resources can be difficult. Most of the archaeological sites are on private property while others, like the petroglyph and mounds present a dilemma of protection vs. interpretation. However, there are significant stories to be told and a key task for enhancing this intrinsic quality is to decide how and where to tell the stories. One of the most promising sites is Lacey Keosauqua State Park which has archaeological resources spanning several cultures. Bonaparte Pottery also has potential as a site to interpret the pottery industry as a whole.

Threats

- Collection of archaeological artifacts without recording contextual information for historical records
- Sale and purchase of artifacts
- Destruction of archaeological sites by forces of nature, primarily flooding
- Lack of funding to protect and preserve the Iowaville site
- Lack of a sustainable plan for protecting and interpreting Bonaparte Pottery
- No interpretation of archaeological resources

Solutions

Many of the methods and resources for preservation of archaeological resources are similar to those for historic resources. The list below summarizes programs and resources currently available.

Stewardship of Archaeological Sites

Public awareness regarding private collection of artifacts is critical to protection and enhancement of archaeological resources. Many people enjoy collecting archaeological artifacts and it is legal to do so on private land with permission of the landowner (unless the artifacts are human remains). Laws prohibit collection on public lands.

Perhaps more critical than education about regulations, is helping collectors understand the importance of recording information about artifacts. Gathering and recording data about the location of finds contributes to the context of the item – the story of how and when it was deposited at the site.

Collectors can assist in furthering knowledge about Iowa's past by reporting finds to the OSA through the Archaeological Sites program. According to the OSA website, reporting information on archaeological finds will "contribute to an ever-widening pool of archaeological knowledge." The OSA has procedures to protect information collected on private land.

Office of the State Archaeologist (OSA)

The OSA is a research unit of the University of Iowa. OSA's mission is to develop, disseminate, and preserve knowledge of Iowa's human past through Midwestern and Plains archaeological research, scientific discovery, public stewardship, service, and education. The OSA conducts research and public programs, preserves ancient burial sites, and reinters ancient human remains. The OSA also maintains the state archaeological repository and manages data on all recorded archaeological sites in Iowa.



Indian Artifacts Museum, Bentonsport

Iowa Archeological Society

Both professional and amateur archaeologists are involved in the Iowa Archeology Society. The purpose of the organization is:

- To unite those interested in Iowa archaeology
- To foster cooperation among professional and amateur archaeologists
- To promote the study, investigation, and interpretation of prehistoric and historic remains in Iowa
- To provide for the dissemination of knowledge and research in archaeology and related disciplines
- To encourage the recording and preservation of sites and artifacts
- To develop a constructive attitude toward these cultural resources through education and public involvement

The organization publishes newsletters and an annual journal, hosts meetings and sponsors field schools.

National Register of Historic Places Program

The National Register of Historic Places (NRHP) is the official list of the nation's cultural resources worthy of preservation. The NRHP program is part of a national program to coordinate and support efforts to identify, evaluate, and protect cultural resources. The National Park Service (NPS) administers the program.

Listing on the NRHP assist in preserving historic properties through:

- Recognition that a property is of significance to the nation, state or community
- Consideration in the planning for federal or federally assisted projects
- Eligibility for federal tax benefits
- Qualification for federal assistance for historic preservation, when funds are available

The first step in the process to nominate a property for listing is evaluation and research to determine the significance and integrity of the property. To be considered eligible, a property must meet the National

Register Criteria for Evaluation. This involves examining the property's age, integrity, and significance.

The application is submitted to the State Historic Preservation Office of Iowa prior to being forwarded to the NPS for final review and listing. Submission of a good application to NRHP is a large undertaking. The State Historic Preservation Office of Iowa may offer technical assistance but it is the applicant's must complete the submission. Many property owners hire historians to assist with the process.

Certified Local Government Program

The National Historic Preservation Act established a program to encourage preservation and wise use of the nation's historic resources. Among other things, the Act created the Certified Local Government (CLG) program which supports local historic preservation programs.

The CLG program provides training, technical assistance and funding to its participants. The Iowa State Historic Preservation office administers the program but local governments must follow certain guidelines to qualify. Requirements include operating under and enforcing a historic preservation ordinance or resolution and establishing a historic preservation commission.

In the Corridor, five cities and counties participate in CLG. Appanoose, Monroe and Lee counties do not participate but each have towns outside the Corridor in the CLG program. It may be beneficial to hold discussions with counties that are not certified to determine the barriers and benefits of participation.

CLG Communities in the Corridor

Bloomfield Historic Preservation Commission
Contact: Jon Douglas Dixon, Bloomfield

Davis County Historic Preservation Commission
Contact: Deb Baughman, Pulaski

Eldon Historic Preservation Commission
Contact: Gerald Cranston

Van Buren County Historic Preservation Commission
Contact: Mike Miller, Keosauqua

Wapello County Historic Preservation
Commission
Contact: Steve Siegel, Ottumwa

Local Historic Societies

Local historical societies are critical to historic preservation in the Corridor. They not only work to preserve historic resources, they also foster a love and appreciation for local history. Each county in the Corridor has a county historical society. Equipping these organizations with more resources in the forms of funding and personnel would be a great benefit to the Byway.

Van Buren Co. Historical Society
PO Box 423, Keosauqua

Davis County Historical Society
201 S Dodge St, Bloomfield

Appanoose County Historical Society
100 West Maple Street, Centerville

Wapello County Historical Society
242 W Main St, Ottumwa

Monroe County Historical Society
114 A Ave E, Albia

Lee County Iowa Historical Society
P.O. Box 125, Keokuk

North Lee County Historical Society
P.O. Box 285, Fort Madison

Pioneer Historical Society, Inc.
P.O. Box 132, Farmington

Historic Preservation Easements

Preservation easements (also known as covenants or restrictions) are conservation easements that protect properties having historic, architectural, or archaeological significance. Easements are tools that can address specific characteristics of a property, the property owner's interests, and the mission, goals, and interests of the easement-holding organization.

Preservation easements may protect historic properties not governed by local preservation regulations, and may sometimes be the only protection for significant historic resources.

Iowa Department of Cultural Affairs

The Iowa Department of Cultural Affairs (DCA) is the agency with responsibility the state's interest in the areas of the arts, history and other cultural matters.

The State Historical Society of Iowa is the division of the DCA that deals with education and preservation of the State's history.

The DCA administers programs that provide technical assistance and funding.

Training Opportunities

Volunteers, local officials and property owners can be more effective in historic preservation if they know what resources are available. The Byway Coordinator and Council can assist in bringing workshops to the area and in distributing information about workshops online or in other locations. Examples include:

- Grant writing workshops
- Best practice workshops for museums and historical societies
- How to apply for NRHP status

RECOMMENDATIONS

- Develop interpretive plan for archaeological resources, especially at Lacey Keosauqua State Park, Bonaparte Pottery, and Iowaville.
- Assist Bonaparte Pottery in creating a sustainable plan for preservation and interpretation.
- Stay informed of efforts to purchase and protect the Iowaville site.
- Work with Office of the State Archaeologist to hold public programs.

SCENIC QUALITY

The scenic qualities of the Byway draw heavily from the natural, historic and cultural resources. The forests, hills and Des Moines River provide a backdrop for the agricultural lands interspersed with small, historic towns.

With a few exceptions, the views are not dramatic. Rather, travelers are treated to continual views of southern Iowa's rolling hills and valleys along with glimpses of past and present rural life.

ASSESSMENT AND CONTEXT

The resources below are integral to the scenic quality of the Byway. Each resource is discussed in detail in the historic, natural, and cultural quality sections.

Forests

- Abundant forests, especially around Keosauqua, Farmington and Unionville
- Fall foliage & spring-blooming red buds

Des Moines River

- Intertwines with the Byway for twenty miles
- Hilltop vistas that include river views
- Views of river from bridges (the Byway route crosses the river five times)



Red bud, Bentonsport Historic District
© 2011 Kenneth G. West Jr., www.ioscapes.com

Scenic Quality Definition:

The scenic quality is defined by the contribution of byway resources to the overall visual quality of the landscape. All elements of the landscape influence the scenic quality: landform, water, vegetation, and human-built developments.

This quality is based on the existence of significant scenic views from the road and the absence of features that detract from the overall image of the road. The byway's features must be representative, unique, irreplaceable, or distinctly characteristic of the area. A byway can represent an exceptional example of a common regional landscape.

All byways should share three characteristics for this intrinsic quality:

- Scenic features and views should be frequent enough to give a sense of continuity to the drive along the byway.
- Scenic features relate to each other, which creates a coherent image of the byway.
- A variety of viewing opportunities enhance the experience of a byway. Variety can also be a function of seasonal changes.

Geology

- Diverse topography - river valleys, rolling hills, flat fields
- Sweeping views from hilltops

Small Towns

- Historic buildings
- Small towns, most with local, rather than franchise, businesses
- Nostalgic feel

Agriculture

- Historic farm buildings
- Pastoral scenes with grazing livestock
- Amish horse-drawn vehicles

Seasonal Scenery

The natural scenery on the Byway changes throughout the seasons. The most dramatic change is the fall foliage in the Byway's forests making fall one of the most popular times to visit the Byway.

During the other three seasons, the changes are more subtle or perhaps, more similar to other parts of the state. Spring on the Byway offers a brief burst of color when the abundant roadside redbuds are in bloom. Summer brings the blanket of green that covers nearly all of Iowa. Without leaves on the trees in winter, the views are more expansive.

PROTECTION AND ENHANCEMENT

Protection and enhancement of the resources that contribute to the scenic qualities are covered in the historic, natural and cultural sections.

Threats

Currently there are no traffic pull-offs where travelers can safely stop to view exceptional scenic vistas.

Solutions

To assist in determining suitable locations for scenic traffic pull-offs, a viewshed analysis of the Byway was completed. The Byway Coordinator, with

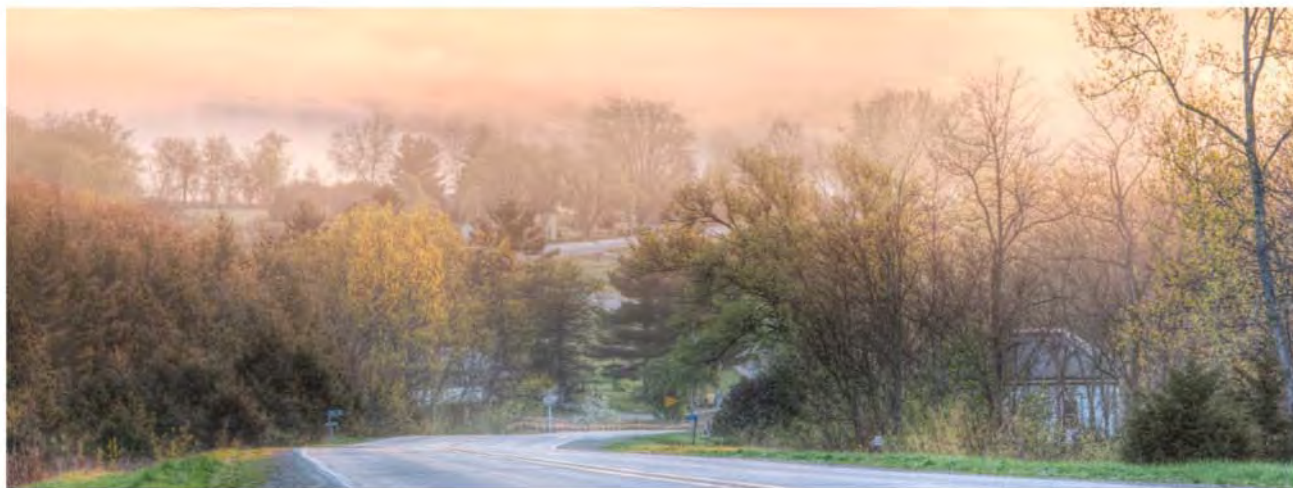
assistance from the Council, identified potential scenic viewpoints. Northeast Iowa RC&D analyzed the proposed sites using LIDAR (Light Detection and Ranging) data to determine:

- Breadth of view (i.e. Degree of visibility on a 360° scale)
- Extent of view (how far you can see)
- Significant natural, historic or cultural features

Figures 7 and 8 show results from the two sites analyzed in the study. The site near Moravia provides a view of the Sundown Lake area. The second location is west of Keosauqua on County Road J40 with views of the Des Moines River valley. The two pull-offs would also provide sites for interpretation.

RECOMMENDATIONS

- Review the proposed viewshed locations and determine the feasibility of adding pull-offs and other amenities.



Scenic view, County Road J40 west of Keosauqua
© 2011 Kenneth G. West Jr., www.ioscapes.com

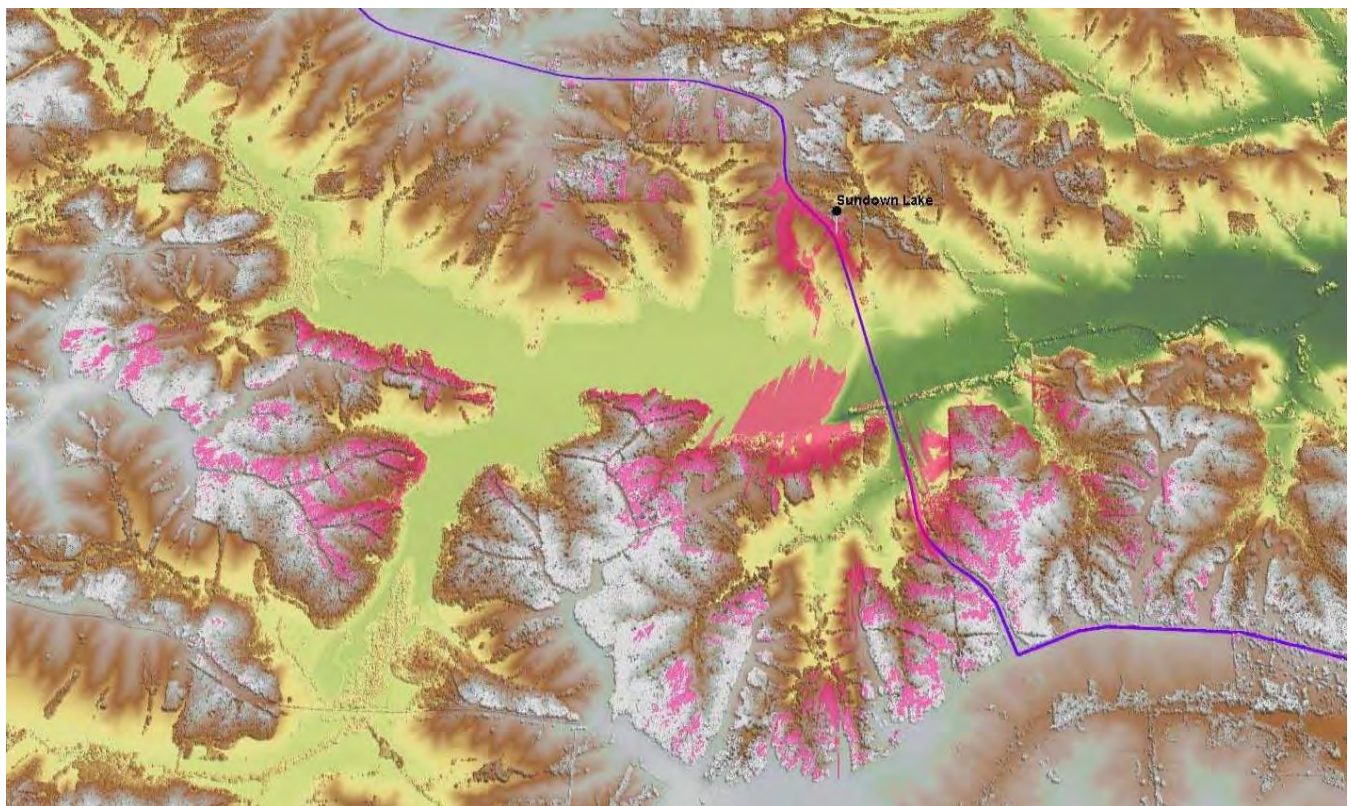


Figure 7. Analysis of potential scenic viewpoint near Sundown Lake. The top map shows the location of the site on the Byway. The areas in pink on the bottom map are parts of the landscape visible from the site.

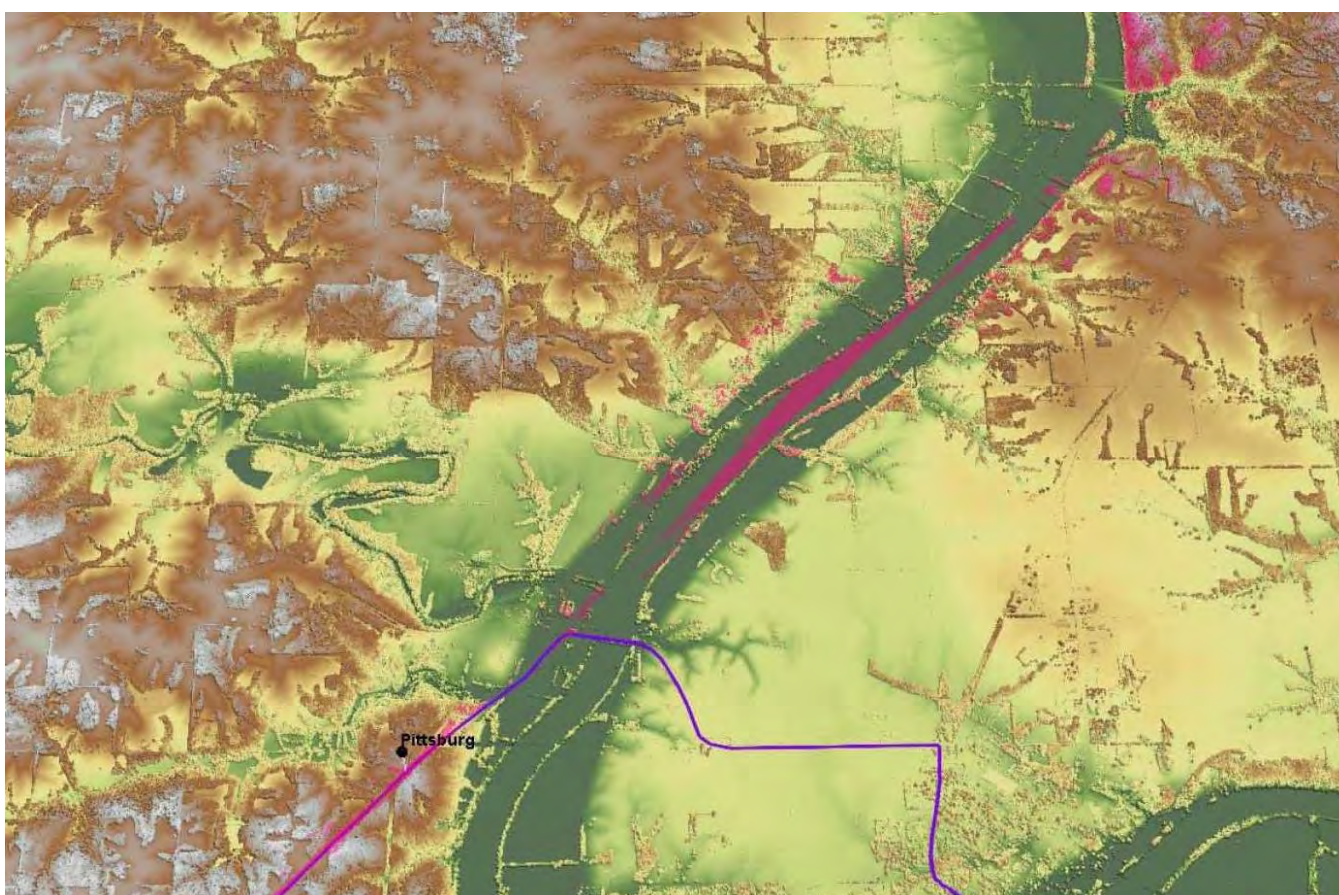


Figure 8. Analysis of potential scenic viewpoint near the Pittsburg bridge on County Road J40 west of Keosauqua. The top map shows the location of the site on the Byway. The areas in pink on the bottom map are parts of the landscape visible from the site.

INTRUSION MINIMIZATION

Visitors to a scenic byway have expectations of a continuous pleasant experience. In reality, there will always be intrusions affecting their experiences, especially where a byway passes private property.

Historic Hills Scenic Byway has mostly pleasant views along the route, with a minimum number of intrusive elements. This section discusses existing intrusions, future issues to avoid, and ways to minimize threats.

EXISTING CONDITIONS

An inventory of current intrusions along the Byway route revealed few problems. The intrusions noted are discussed below.

Hog confinements and cattle feedlots

Only a few confinements and feedlots exist along the Byway and currently are not large distractions from the rest of the scenery. One exception is the confinement next to Richardson's Point, a Mormon trail site and cemetery. The cemetery is on private property adjacent to the confinement but the landowners allow public access. Odor from the confinement could be intrusive on a visitor's experience at the site.

Outdoor Advertising

Two billboards are currently in place on Highway 63 just north of Bloomfield. See page 76 for a full discussion of Outdoor Advertising.

Debris, Abandoned Vehicles and Derelict Buildings

Old and abandoned buildings are scattered along the Byway route. Many are barns and other farm buildings that add to the rural feel rather than detract from it. In other cases, buildings fall into despair and become eyesores. East of Unionville, mobile homes and other buildings have reached that state.

The unincorporated town of Paris-Bunch is a collection of derelict buildings, abandoned vehicles and other debris. It is all on private property.

THREATS

While intrusions along the Byway are minimal now, future development could change that. Additional hog confinements and feedlots are continually being constructed in Iowa. Larger numbers along the Byway could greatly detract from the traveler's experience. Other possible development includes: transmission towers, cell towers and wind turbines.

The biggest threat to minimizing intrusions is a lack of zoning in the corridor. Davis, Lee, and Van Buren counties do not have zoning and planning.

SOLUTIONS

Zoning and comprehensive planning could be used to manage some types of intrusions, if there is local support for these efforts. Appanoose, Wapello, and Monroe counties have zoning policies and comprehensive plans. The City of Keosauqua has zoning.

Monroe and Appanoose county zoning policies have provisions to address communication towers, wind turbines, mobile homes and salvage yards. Wapello County zoning policies address salvage yards and mobile homes. In some cases, zoning restrictions do not apply in agricultural districts.

Stakeholders and officials are more likely to work toward solutions, or prevent intrusions, if they understand Byway benefits to the region and how intrusions can negatively impact those benefits.

RECOMMENDATIONS

- Maintain contact with county and city zoning officials; keep informed of any zoning changes along the Byway or future development.
- Maintain regular contact with the County Board of Supervisors for the Corridor counties to keep them informed of Byway activities and needs.
- Meet with Appanoose County officials to determine if there are potential solutions for Paris-Bunch.

OUTDOOR ADVERTISING

Existing federal and state laws, along with some local ordinances, govern the erection of new off-premise outdoor advertising (aka. “billboards”) along designated scenic byways.

The Federal Highway Beautification Act, 23.U.S.C. 131 prohibits the construction of new billboards along designated scenic byways on interstate, National Highway System, or federal-aid primary roads. The only road meeting this criteria on the Historic Hills Scenic Byway is a 3.5-mile segment of U.S. Highway 63 north of Bloomfield.

Chapter 306C of the Code of Iowa and 761 IAC 117 govern outdoor advertising signage along Iowa’s state roads. New billboard construction on designated scenic byways is prohibited. This law affects State Highway 1 in and south of Keosauqua and State Highway 2 from south of Bonaparte to Donnellson.

Iowa Department of Transportation requires permits for billboards on state and federal highways affected by federal and state laws. Iowa DOT will not issue permits for new billboards on designated scenic byway routes.

Local Ordinances

Three counties (Appanoose, Wapello, and Monroe) have zoning policies regarding signs and billboards. Davis, Lee, and Van Buren counties do not have zoning.

Appanoose County

Outdoor signs are regulated in Agricultural Districts only. The Byway route in Appanoose County is within Agricultural districts. Billboards are permitted except:

- (a) On or within 100 feet of the right-of-way of a public road or where it would encroach thereon.
- (b) Along a highway within 750 feet of the center point of an intersection of such public road at grade with another public road or with a railroad.



Billboard north of Bloomfield

- (c) Along a public road at any point where it would reduce the existing view of traffic in either direction or of traffic control or directional signs to less than 750 feet .

- (d) No billboard within 300 feet of an existing house, church, or school.

- (e) No billboards less than 700 feet apart except back to back or end to end, and no more than 2 billboards facing one direction.

Wapello County

The Byway is located in Agriculture A-1 and A-2 zoning districts in Wapello County. Billboards are only permitted in Commercial C2 districts.

Monroe County

The Byway is located in the Agriculture A-1 zoning district. Billboards are only permitted in Commercial and Industrial districts.

Current Status

An inventory of billboards on the Byway revealed one double-sign on Highway 63 on the north edge of Bloomfield. A few smaller signs may exist but these were not inventoried and the general feel was advertising signage was not distracting.

However, since the majority of the Byway route is on local roads not governed by outdoor advertising ordinances, unwanted signs could become a threat in the future. The counties without sign ordinances also do not have zoning outside of city limits. If zoning is proposed and implemented in those counties in the future, the Byway Council should offer input on the sign permit section. Similarly, in counties with zoning, the Byway Council should review and provide input on any proposed changes.

RECOMMENDATIONS

- Establish a regular schedule to check the Byway for billboard compliance. Pay particular attention to roadways where there is no regulation of billboards.
- Educate Byway Council members about the impact of zoning changes to the Byway and request that they report potential changes in their counties.
- If there are changes proposed to zoning ordinances (or newly implemented ordinances in counties without zoning), the Byway Council should review and give input as it pertains to the Byway.

ROAD SAFETY

A general review of Historic Hills Scenic Byway's safety and accident records shows no major problems related to highway design, maintenance or operation. Compared to statewide statistics, the crash record is low with a couple of exceptions.

Potential traffic hazards along the Byway include agricultural traffic, pedestrian crossings in cities, deer collisions and horse-drawn vehicles.

Traffic Counts

The Annual Average Daily Traffic (AADT) is the total volume of vehicular traffic on a roadway throughout the entire year divided by 365 days (Annual Volume / 365 = AADT). The AADT provides a snapshot of how many vehicles use a roadway at a given time.

The AADT on Byway roads ranges from 20 to 4,760 vehicles per day (Table 14). The highest AADT was on the 3.5-mile segment of U.S. Highway 63.

Crash Analysis

According to the Iowa Department of Transportation (2015b), the crash rate on all Iowa roadways in 2010-2014 was 159 crashes per hundred million vehicle miles traveled (HVMVT). Table 15 shows the statewide crash rates by road system and crash severity.

Analysis of 2010-2015 crash data for the Byway route shows crash rates for most segments were lower than the overall statewide average. The four segments with the highest crash rates include roads inside municipalities, where average statewide crash rates are 248 HVMVT. County Road J3T had a high crash rate that may need further investigation. Sections of County Road J40 near Fir Ave and just east of the Pittsburgh bridge also had clusters of accidents. Neither area appears to have issues related to road design, maintenance or operations.

Local transportation officials noted locations of possible concern and those were analyzed separately.

Table 14. Traffic counts and crash statistics for Historic Hills Scenic Byway

Segment	Average Annual Daily Traffic ¹			Total Crashes ³	Miles	Crashes per HVMVT ⁴
	Min	Max	Average ²			
T61 (Hwy 34 to Blakesburg)	1090	1090	1090	25	4.0	262
T61 (Blakesburg to Davis Co Line)	420	570	528	6	4.5	115
J3T & Hwy 63 (Davis Co line to Bloomfield)	350	4760	1109	58	16.0	149
Hwy 63 & J40 (Bloomfield to Nuthatch Ave)	1150	4760	2955	44	2.5	272
J40 (Nuthatch Ave to Van Buren Co line)	340	830	584	11	11.0	78
T7J & V17 (T61 to Drakesville)	20	470	162	5	13.0	108
J3T (Moravia to Davis Co Line)	350	610	468	28	12.5	219
J40 (Davis Co line to Keosauqua)	340	1180	701	33	12.0	179
J40 & Hwy 1 (Keosauqua to Bentonsport)	820	2190	1163	27	8.0	133
J40 (Bentonsport to Hwy 2)	500	840	668	9	5.5	112
Hwy 2 (to Lee Co line)	1380	1380	1380	21	7.0	99
Hwy 2 (Lee Co)	1380	1850	1568	43	9.0	139

¹ Source: IDOT (2014)

² Average = Sum (AADT for each segment)/total number of segments

³ Source: IDOT (2016)

⁴ Crashes per 100 Million Vehicle Miles Traveled (HVMVT)

Table 15. Crash rates per 100 Million Vehicle Miles of Travel (crashes/HMVMT) by Road System. 5-Year Averages, 2010-2014. (IDOT, 2015b)

Road System	Fatal + Injury Crash Rates	All Crash Rates
Rural		
Interstate	11	50
Primary	23	82
US	22	81
Iowa	25	88
Secondary	<u>61</u>	<u>170</u>
Rural Totals	27	89
Municipal		
Interstate	27	100
Primary	74	253
US	74	250
Iowa	80	277
City Streets	<u>98</u>	<u>375</u>
Municipal Totals	65	248
State		
Interstate	16	67
Primary	39	137
US	38	135
Iowa	43	150
Local	<u>83</u>	<u>292</u>
State Totals	44	159

The intersection of W40 and Highway 2 south of Bonaparte showed only two accidents from 2008-2012 though one involved a fatality. The intersection of Hwy 273 and Highway 63 north of Bloomfield did not have excessive accidents but there was a high concentration of crashes as Highway 63 enters the



Agricultural equipment on the roadway



Horse-drawn vehicle and warning sign, Van Buren County
© 2011 Kenneth G. West Jr., www.ioscapes.com

city limits. Accidents in Bloomfield and Keosauqua were not above average. Highway 2 in Lee County had a high rate of animal collisions (almost 50% of crashes were with animals) but the overall crash rate was not above average.

In the six-year period, there were two fatalities and 21 major injuries out of 310 accidents. Most accidents resulted in property damage only.

Deer-Vehicle Accidents

The odds that a driver in Iowa will have an accident involving a deer are 1 in 68, according to a 2015 report from State Farm Mutual Insurance (2015). That ranks Iowa in third place for the rate of deer-related accidents. According to Iowa DOT crash statistics for the Byway, animal-related incidents were the cause of about one-third of the accidents. Though the statistics analyzed did not specify the type of animal involved, it is likely that almost all were caused by encounters with deer.

Slow-Moving Vehicle Safety

A Slow-Moving Vehicle (SMV) is defined by Iowa Code as a vehicle operating on a highway 35 miles per hour or less. This includes agricultural and construction equipment, as well as horse-drawn vehicles. The Byway is primarily on highways located in agricultural areas. In addition, three areas of the Corridor have Amish settlements creating the presence of horse-drawn vehicles.

Crash data for incidents with SMVs specifically was

not available on the Iowa DOT website. However, local newspapers reported five accidents from 2007-2015 involving horse-drawn vehicles in Davis County, including two fatalities.

According to Iowa research, there are fewer crashes involving SMVs than crashes involving other vehicle types, but SMV crashes tend to be more severe. A crash involving an SMV is about five times more likely to result in a fatality than other crash types. Crashes involving horse-drawn vehicles tend to involve a high speed differential for the colliding vehicles and minimal safety protection for the horse-drawn vehicle occupants (Hawkins, 2009).

Concerns along the Byway stem from travelers who may not be accustomed to encountering an SMV. State and local road departments post warning signs on some Iowa highways with horse-drawn vehicle traffic. Those signs, combined with an education and awareness program, could help reduce the likelihood of horse-drawn vehicle accidents.

The signs alone may even be effective. A study by Kinzenbaw (2008) states “tourists who are unfamiliar with the Amish communities tend to drive more slowly while observing buggies due to their unfamiliarity with the road system. Because of this, tourists are seen as less of a problem to the traffic mix than the local motoring public.”

An informal inventory of the Byway route in areas where Amish live revealed roads in Davis County

without any signs. Signage in Van Buren County seemed to be more consistent. A more thorough review should be conducted.

Road Surface Conditions

In July 2015, the Byway Coordinator conducted a brief analysis of Byway road surface conditions for the Iowa Department of Transportation. Most of the road surface was in good condition (Table 16).

RECOMMENDATIONS

- Maintain contact with transportation officials regarding roads, road conditions and opportunities to improve safety.
- Review Byway roads with high horse-drawn vehicle traffic for warning signs and discuss results with transportation officials.
- Participate and/or initiate education and awareness program for visitors regarding Slow Moving Vehicles.
- Participate and/or initiate education and awareness programs on avoiding collisions with deer.

Table 16. Historic Hills Scenic Byway Road Surface Condition Report, July 2015

Byway Segment	Road Surface Condition
Blakesburg to Unionville	Regular rural pavement condition
Moravia to Unionville	Good surface
Unionville to Paris	Poor condition: Holes, large cracks, uneven surface
Paris to Drakesville	Poor condition: Holes, large cracks, uneven surface
Drakesville to Bloomfield	Overall good but with holes along centerline
Bloomfield to Troy	Regular rural pavement condition
Troy to Keosauqua	Some uneven surfaces
Keosauqua to Bentonsport	Regular rural pavement condition
Bentonsport to Bonaparte	Bad surface
Bonaparte to Farmington	Regular rural pavement condition
Farmington to Donnellson	Regular rural pavement condition

COMMERCE ACCOMMODATION

Byway travelers are not the only vehicles using the roadways. In addition to local traffic, the Byway has agricultural vehicles and equipment, commercial traffic, recreational vehicles, buses, bicycles and pedestrian crossings. This section of the CMP addresses concerns for accommodating commercial traffic while maintaining a safe and efficient level of highway service for other types of traffic, including traveler amenities.

Commercial Traffic

In general, commercial traffic includes vehicles transporting property or passengers for compensation. This discussion focuses on semi-trucks transporting products for commercial and industrial purposes. Commercial traffic on most of the Byway is relatively light because there are few large industries in the Corridor.

U.S. Highway 63 is classified as part of the “Commercial and Industrial Network” (Figure 9). The Iowa Legislature established this network in 1989 to “improve the flow of commerce; to make travel more convenient, safe, and efficient; and to better connect

Iowa with regional, national and international markets” (IDOT, 1992). As part of that network, Highway 63 more commercial traffic than other segments of the Byway.

State Highways 1 and 2 are classified as “area development connectors.” Connectors join towns with roads in the commercial and industrial network. Area development connectors have less commercial traffic than roads in the commercial and industrial network.

U.S. Highway 63

The Byway route follows U.S. Highway 63 for 3.5 miles from County Road J3T/180th Street to County Road J40 in Bloomfield. The Davis County Welcome Center, historic Bloomfield Square, and Davis County Courthouse are located on Highway 63 in Bloomfield. There is parking on Highway 63 in downtown Bloomfield, along with ample parking in nearby areas. Stoplights on the northeast and southeast corners of the square slow traffic and allow pedestrians to cross safely. Presently there are no known major problems or conflicts with commercial traffic, however it should be monitored for changes in commerce or traffic patterns.

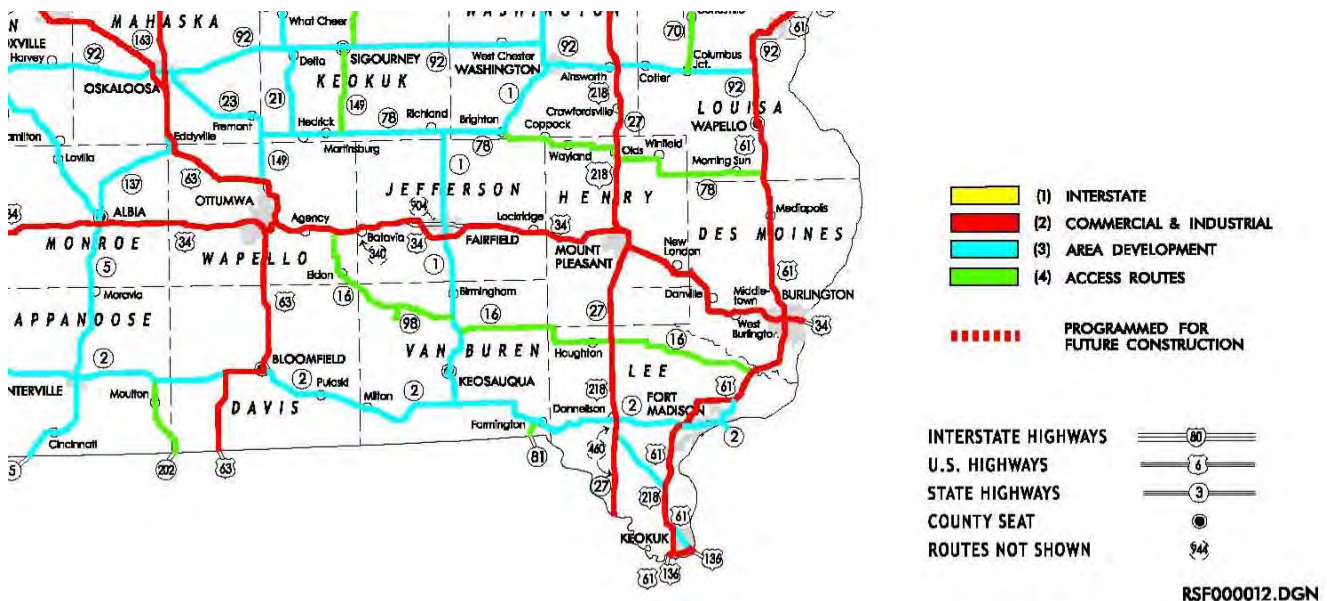


Figure 9. Road Classifications in Southeast Iowa (IDOT, 2012)

Highway 1

County Road J40 joins Highway 1 in Keosauqua for 1.25 miles before turning east. The short segment has potential for problems, especially with travelers unfamiliar with the town.

There is angled parking allowed along the north side of Highway 1 for three blocks. Cars presently back out of parking spots onto Highway 1 and into traffic just entering town. Pedestrians also cross in this three-block area to access a convenience store, two restaurants and the city park. Highway 1 physically divides the city park. In 2015, a paved trail was developed under the bridge to connect the two sides of the park.

Discussions with local authorities did not reveal major incidents in this area but it may be worth investigating. At a minimum, there could be a pedestrian crossing sign installed.

Highway 2

The Byway route follows Highway 2 through Farmington and Donnellson for 16 miles. There were no problems or potential problems related to commerce accommodation noted in either town.

Agricultural Vehicles

In addition to semi-trucks and similar commercial traffic, the Byway also accommodates agricultural machinery. Agricultural vehicles and equipment are more likely to travel on county roads rather than primary highways. A discussion of safety issues pertaining to agricultural vehicles is on page 79.

Horse-Drawn Vehicles

In areas where Amish populations are situated, Byway travelers also share the road with horse-drawn vehicles. As with agricultural traffic, these slow moving vehicles are mostly restricted to lower volume county roads away from other commercial traffic. A discussion of safety issues pertaining to horse-drawn vehicles is on page 79.

Buses and Recreational Vehicles

As tour buses become more common on the Byway, some attractions have noted issues with parking.

Recreation vehicles regularly use the Byway because of the numerous campgrounds. While no problems have been noted, it is likely they encounter the same issues as tour buses.

Bicycle Traffic

Bicycle traffic on Byway roads is relatively light and mainly restricted to county roads.

Two roads on the Byway are marked with bicycle route signs. One marked segment is on County Road T61 from Highway 34 to Blakesburg. The other is on County Road J40 between Bentonsport and Bonaparte. No use data was available for either route.

The state bicycle map (IDOT, 2015a) also shows one “bicycle friendly route” on the Byway, though no signage exists on the road. Figure 4 (page 47) shows the route which loops through Keosauqua and Lacey Keosauqua State Park.

Local officials note bicycle traffic on the route is light except on the Lacey Keosauqua State Park road during camping season. Most bicyclists using the park road are campers riding between park amenities. One potential issue worth investigating is the segment on J40 from the park’s west entrance to the Pittsburg Bridge. This section of road has narrow shoulders with steep ditches in some stretches. Though no incidents were reported locally, the Byway Council may consider a meeting with Van Buren Trails Association, Van Buren County roads department and other stakeholders to proactively discuss issues on this route.

RECOMMENDATIONS

- Maintain contact with transportation officials regarding changes to road classification, operations or design.
- Maintain contact with county trails associations to determine plans for bicycle trails that might impact traffic.

SIGNAGE

Consistent, well-maintained highway and wayfinding signs are critical elements to provide safe and enjoyable experiences for Byway travelers. At a minimum, visitors need to navigate the Byway route and know where to find amenities and attractions.

Iowa Byway Guide Signs

In Iowa, scenic byways are part of a unified sign system provided by the Iowa DOT (IDOT, 2015c). In 2011, graphics were developed for the state program and individual byways, along with a policy manual and detailed signage plans (Figure 10). The project was a joint effort between Iowa DOT and byway coordinators, with additional input from the public and byway stakeholders. The new signs were installed across the state in 2011.

A regular maintenance program for the guide signs is essential to ensure the signs serve as an enhancement and not as a distraction. The Byway Coordinator is responsible for conducting sign inventories, ordering

replacements, and notifying jurisdictions when signs are damaged or missing. Each jurisdiction signed a maintenance agreement prior to initial installation of the Byway guide signs.

The Byway Coordinator, Council and local jurisdictions also watch for signs needing replacement outside of the regular inventory schedule. Due to personnel changes, counties and cities may not be aware of the sign replacement procedure. Periodic contact with local jurisdictions regarding signs could help resolve the issue.

The Byway Council identified the need for additional Byway guide signs. The original signage plan did not include directional signs on Highway 5 at Moravia or on Highway 218 at Donnellson. The sign inventory completed in 2015 included a recommendation to install these directional signs.

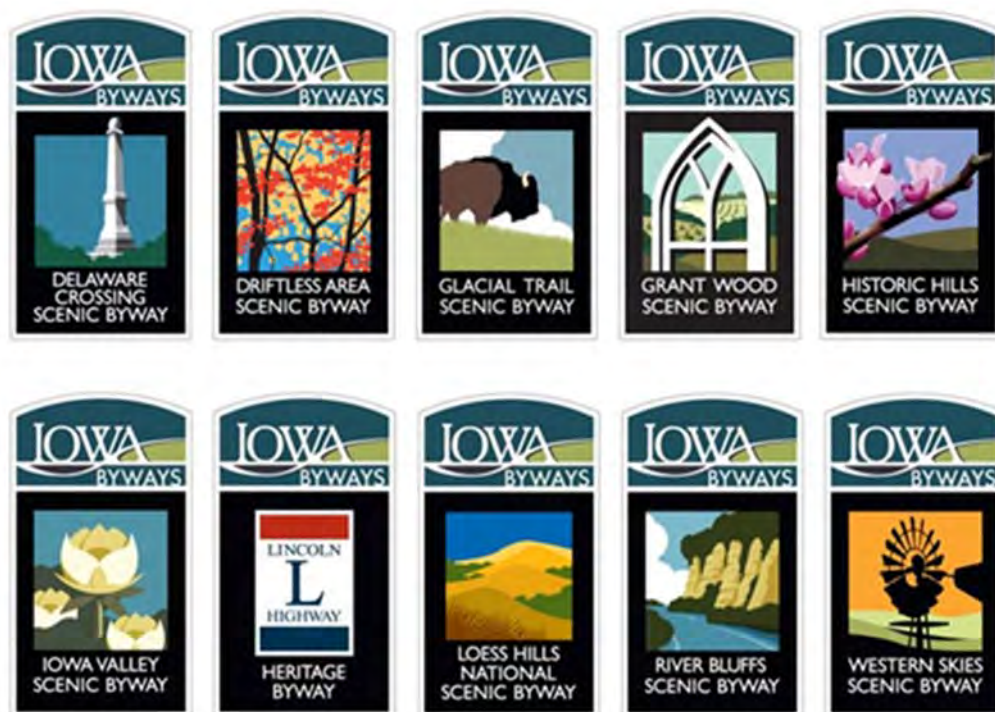


Figure 10. Iowa Byway signs



Byway guide sign in Keosauqua

Other Types of Signage

In addition to wayfinding, visitors need to locate services and attractions. While maps, brochures and websites can play a role, signs immediately point travelers toward amenities they are seeking and toward ones they did not know existed.

All signs placed along roadways should conform to standards set forth by the Manual on Uniform Traffic Control Devices (MUTCD) which sets minimum standards for traffic control devices across the nation. The use of uniform signage (messages, location, size, shapes, and colors) improves efficiency of the surface transportation system, while reducing crashes and congestion (FHWA, 2015).

Informational Signs

Signs with general visitor information and area attractions are needed in some communities, especially those without visitor centers. The three Byway entrance communities – Blakesburg, Donnellson and Moravia – could benefit from informational signs.

Site Identification Signs

Attractions along the Byway should be clearly identified with signage that can be read from the roadway. Ideally, business hours would also be visible from the road or parking lot but, at a minimum, signage at the entrance should give open hours and contact information.

On Historic Hills Scenic Byway, many attractions rely on volunteers and are open by appointment only. Signage should clearly state these circumstances and include a valid phone number.



GRAPHIC IDENTITIES FOR IOWA BYWAYS

The Iowa DOT recognizes that effective graphic identity needs to be associated with Iowa Byways. Consistent graphic identities help create positive memories.

The experiences Iowa Byways provide Iowans and state visitors are important sources of education, enjoyment, community pride, and economic activity. The graphic imagery associated with Iowa Byways should support these desirable outcomes.

A quality graphic identity can suggest the essence of what a byway and a collection of byways represent. In promoting Iowa Byways as travel destinations, an effective graphic identity plays an important role for prospective byway visitors in making decisions about where and how to spend their time.

A consistent and reliable graphic identity is an essential tool that byway travelers rely on to successfully and safely self-navigate byway routes which are, for most byway travelers, coursed through unfamiliar landscapes, towns, and cities.

To be an effective guidance tool, byway graphic identities must:

- Fulfill a need
- Command attention
- Convey a clear, simple meaning
- Command respect from road users
- Give adequate time for proper response

While each Iowa Byway possesses unique characteristics, Iowa Byways represent a collection and the expression of the collection's "wholeness" is valuable and greater than any one byway. The overarching characteristic of the "collection" is expressed graphically and with the words "Iowa Byways."

Most importantly, each Iowa Byway has its own distinction, which needs to be graphically identified.



Site Identification Sign at Herschler Winery in Franklin

The CMP amenities committee noted that many attractions are not signed adequately.

Official Signs

Official Iowa DOT signs give travelers notice of attractions with enough notice to safely exit the roadway. Businesses, attractions and local governments must work with the Iowa DOT on official sign projects.

Destination Signs (Guide Signs)

These signs provide essential information to drivers to help them navigate in the most simple and direct manner possible. They can include a variety of destinations including:

- Communities
- Road intersections
- Recreational areas
- Historic sites or facilities
- Tourist attractions
- Public, non-profit cultural facilities

The type of destination determines the specific color used for a guide sign. Brown is used for cultural and recreational destinations that meet Iowa DOT criteria. Green is for all other destinations. Blue is for information signs related to motorist services. Signs for the Corridor may be requested by contacting the Iowa DOT District V office in Fairfield.

Some cultural and recreational destinations in the Corridor have official destination signs. An inventory could determine if there are other destinations that warrant signage.

Tourist Orientation Directional Signs (TODS)

These signs are located along primary routes in rural areas and identify qualifying activities or sites of significant interest to the traveling public. At this time, each sign costs \$350. An attraction would typically have two signs per highway for a total of \$700. Currently, annual renewal fees are \$50 per sign and due June 30 each year. Sign applications and FAQs about the program are available on the Iowa DOT website.

Official City and County Signs

These signs are authorized by local jurisdictions and display general noncommercial destination information. To qualify as an official city, county or public agency sign, the sign must follow Iowa DOT guidelines.

RECOMMENDATIONS

- Conduct regular sign inventory as specified by Iowa DOT Byways program.
- Follow up with Iowa DOT on placement of directional signs on State Highway 5 and U.S. Highway 218.
- Contact county and city road departments every four years to explain the process for replacing signs.
- Work with communities, businesses and attractions to improve Site Identification, Destination and Tourist Orientation Directional signs.
- Assist communities in developing municipal wayfinding sign plans



Destination Sign for Shimek State Forest

DESIGN STANDARDS

It is possible for road modifications on the Byway route to affect the Corridor's resources. Extreme examples are modifications that alter the Byway route or changes that destroy historic buildings or natural resources. Changes to roads could also offer opportunities to incorporate benefits to Byway travelers, like a scenic pull-off.

According to the 2016-2019 Statewide Transportation Improvement Plan (STIP), there are no Byway roads currently scheduled for work other than routine maintenance (IDOT, 2015d). The STIP lists all projects that are candidates for federal aid from the Federal Highway Administration and the Federal Transit Authority for federal fiscal years 2016-2019. This list represents virtually all transit projects planned in Iowa, regardless of funding sources.

Development of new road projects is ongoing, so it is critical to maintain contact with transportation officials to keep apprised of proposed changes. Cities, county road departments, the Iowa DOT and the Federal Highway Administration all propose and plan roadway maintenance and improvements (Table 17). In addition, three regional planning affiliations (RPA) in the Corridor are responsible for developing regional Transportation Improvement Plans, which become part of the STIP. The Byway currently has a representative on the Transportation Advisory Committee (TAC) convened by Area 15 Regional



Historic buildings close to the road could be affected by changes to the roadway
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Planning Commission. The Byway may seek representation on the TACs convened by Southeast Iowa Regional Planning Commission and Chariton Valley Planning and Development.

RECOMMENDATIONS

- Maintain contact with local, regional and state transportation officials.
- Consider Byway representation on each of the Transportation Advisory Committees convened by the RPAs.

Table 17. Transportation Agencies in Historic Hills Scenic Byway Corridor

Agency	Jurisdiction
Appanoose County Secondary Roads Department	Appanoose County J3T
Davis County Secondary Roads Department	Davis County J3T, T61, T7J, V17
Van Buren County Secondary Roads Department	Van Buren County J40, W40
Wapello County Secondary Roads Department	Wapello County T61
Iowa Department of Transportation, District V	Entire Corridor
Iowa Department of Transportation	Highway 1, 2 & 63
Area 15 Regional Planning Commission	Wapello & Davis Counties
Southeast Iowa Regional Planning Commission	Lee County
Chariton Valley Planning & Development	Appanoose, Davis & Monroe Counties
Cities of Blakesburg, Moravia, Drakesville, Bloomfield, Keosauqua, Farmington & Donnellson	

ECONOMIC DEVELOPMENT STRATEGIES

One benefit of a scenic byway program is economic development opportunity. This section discusses current economic development conditions and potential areas of growth, as well as methods to measure the Byway's economic impact.

Economic development can be a boon or a detriment to a byway. Development that improves and protects the byway's unique assets provides additional resources for travelers and enhanced quality of life for residents. On the other hand, development projects may not take into account the value of preserving historic, cultural, scenic and natural resources. The Byway can be a catalyst for bringing together stakeholders and community members to consider these issues during economic development planning.

EXISTING CONDITIONS

Counties, cities and economic development organizations do economic development planning in the Corridor. In addition, several organizations focus on the tourism sector of the economy.

Due to the rural nature of the Corridor, the current economy is predominantly agricultural-based. Rural development that could detract from the Byway's resources is covered in the section on intrusions (page 75). The lack of a large urban area means development of major industrial/manufacturing facilities is a relatively small issue in the Corridor. However, since that type of development could have an impact on the Byway, maintaining relationships with economic development groups is important.

Tourism

There are no studies for the Byway Corridor regarding tourism impact or visitor numbers. Table 18 shows estimates of tourism impact by county from the U.S. Travel Association. Compared to other Iowa counties, tourism expenditures in Davis and Van Buren counties are in the bottom 15%. Since the data is countywide, the numbers reflect tourism outside the Corridor, especially in Wapello, Lee and Monroe counties.



Greef General Store and Bentonsport Artisan Coop, Bentonsport Historic District

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Table 18. 2014 Domestic travel expenditures, travel-generated payroll and employment, and travel related state and local tax revenue for Iowa counties. Byway Corridor counties are highlighted. (US Travel Association, 2015)

County	2010 Population	Expenditures (\$ Millions)	Payroll (\$ Millions)	Employment (Thousands)	State Tax receipts (\$ Millions)	Local Tax Receipts (\$ Millions)
Polk	430,635	1890.67	328.17	16.28	79.9	29.6
Linn	211,226	770.33	127.96	6.2	31.99	11.23
Scott	165,224	621.67	95.42	6.1	31.61	9.34
Johnson	130,882	386.99	58.05	3.62	17.87	5.91
Black Hawk	131,090	351.01	54.35	2.84	14.55	4.58
Dubuque	93,653	329.01	50.58	2.83	14.72	4.28
Pottawattamie	93,149	304.79	52.86	3.16	16.86	4.48
Woodbury	102,177	283.82	47.28	2.22	11.02	3.96
Dickinson	16,667	275.48	32.55	1.95	14.17	4.75
Story	89,542	201.84	28.09	1.62	8.97	2.54
Cerro Gordo	44,151	191.37	25.15	1.48	8.77	3.15
Dallas	66,137	185.27	28.42	1.76	8.87	1.56
Des Moines	40,325	131.99	22.6	1.03	5.23	1.82
Clinton	49,116	117.33	16.19	0.97	5.67	1.46
Clay	16,667	102.77	21.32	0.72	2.33	1.27
Marshall	40,648	86.31	12.36	0.68	4.16	1.08
Wapello	35,625	85.21	10.95	0.63	4.44	1.06
Muscatine	42,749	80.25	11.73	0.7	4.33	0.95
Jasper	36,842	72.8	9.03	0.53	3.33	0.86
Webster	38,013	65.27	10.29	0.55	3.29	0.59
Lee	35,862	60.93	8.82	0.51	3.14	0.84
Carroll	20,816	56.22	6.99	0.43	2.77	0.4
Bremer	24,276	53.77	6.6	0.44	2.56	0.37
Marion	33,309	50.51	6.12	0.35	2.53	0.4
Poweshiek	18,914	47.45	5.7	0.3	2.62	0.89
Iowa	16,355	42.88	6.46	0.42	2.37	0.63
Jefferson	16,843	40.61	5.93	0.37	1.91	0.32
Allamakee	14,328	40.12	3.76	0.2	1.94	0.94
Warren	46,228	36.86	3.28	0.19	1.85	0.29
Sioux	33,704	36.04	4.43	0.24	1.93	0.25
Palo Alto	9,421	33.83	4.63	0.25	1.98	0.63
Clayton	18,129	33.25	4.27	0.24	1.69	0.63
Jackson	19,848	31.15	4.05	0.23	1.76	0.62
Buena Vista	20,260	29.92	3.66	0.2	1.46	0.26
Winneshiek	21,058	29.52	5.06	0.33	1.71	0.28
Harrison	14,937	27.92	3.37	0.22	1.45	0.19
Buchanan	20,958	27.15	2.53	0.13	1.48	0.29
Cass	13,956	26.93	2.81	0.16	1.4	0.18

Table 18 continued

County	2010 Population	Expenditures (\$ Millions)	Payroll (\$ Millions)	Employment (Thousands)	State Tax receipts (\$ Millions)	Local Tax Receipts (\$ Millions)
Boone	26,306	25.93	2.9	0.16	1.49	0.2
Clarke	9,286	25.01	2.83	0.18	1.28	0.2
Hamilton	15,673	24.8	3.04	0.18	1.26	0.19
Plymouth	24,981	24.35	2.71	0.15	1.38	0.17
Cedar	18,495	23.29	2.52	0.14	1.41	0.29
Hardin	17,534	22.24	2.03	0.1	0.96	0.15
O'Brien	14,398	22.14	2.67	0.15	1.19	0.16
Henry	20,145	21.58	3.07	0.17	1.05	0.29
Jones	20,638	21.52	2.03	0.11	1.24	0.14
Crawford	17,096	20.81	3.16	0.18	1.24	0.18
Montgomery	10,740	20.77	3.52	0.22	1.44	0.21
Tama	17,767	20.4	3.06	0.18	1.05	0.21
Monona	9,243	19.98	3.1	0.17	1.01	0.24
Mahaska	22,381	19.79	3.77	0.21	1.48	0.29
Benton	26,076	19.06	1.72	0.1	1.18	0.12
Floyd	16,303	18.32	2.66	0.12	0.9	0.16
Page	15,943	17.89	1.7	0.1	0.95	0.16
Wright	13,229	17.77	1.84	0.09	0.92	0.27
Fayette	20,880	17.72	1.76	0.09	0.92	0.14
Appanoose	12,887	17.32	2	0.11	0.92	0.22
Kossuth	15,543	17.02	1.73	0.1	0.92	0.11
Washington	21,704	16.25	1.79	0.11	0.89	0.11
Adair	7,682	16.12	1.47	0.09	0.62	0.11
Union	12,534	15.5	2.05	0.12	0.97	0.16
Cherokee	12,072	15.4	2.19	0.13	1.03	0.13
Sac	10,350	15.36	1.42	0.07	0.83	0.29
Fremont	7,441	15.04	1.97	0.12	0.77	0.13
Shelby	12,167	14.58	1.59	0.09	0.78	0.13
Louisa	11,387	14.23	1.72	0.1	0.97	0.34
Madison	15,679	13.61	1.15	0.06	0.75	0.12
Guthrie	10,954	13.34	1.86	0.1	1.05	0.32
Decatur	8,457	13.18	1.05	0.06	0.59	0.11
Humboldt	9,814	12.36	1.91	0.07	0.44	0.14
Franklin	10,680	12.19	1.25	0.07	0.69	0.07
Winnebago	10,866	11.99	1.03	0.06	0.67	0.09
Emmet	10,302	11.72	1.46	0.07	0.65	0.13
Mitchell	10,772	10.95	1.09	0.06	0.54	0.1
Calhoun	10,177	10.73	1.21	0.06	0.65	0.26

Table 18 continued

County	2010 Population	Expenditures (\$ Millions)	Payroll (\$ Millions)	Employment (Thousands)	State Tax receipts (\$ Millions)	Local Tax Receipts (\$ Millions)
Ringgold	5,131	10.35	0.93	0.04	0.61	0.19
Chickasaw	12,439	10.34	1.52	0.1	0.63	0.11
Butler	14,867	9.05	0.7	0.03	0.55	0.05
Delaware	17,764	9.01	0.91	0.05	0.49	0.09
Monroe	7,970	8.43	1.43	0.09	0.6	0.1
Mills	15,059	8.09	0.92	0.06	0.59	0.07
Lucas	8,898	7.69	0.84	0.05	0.4	0.08
Wayne	6,403	6.98	0.82	0.05	0.5	0.1
Davis	8,753	6.83	0.63	0.04	0.35	0.08
Worth	7,598	6.64	0.48	0.03	0.33	0.04
Lyon	11,581	6.56	0.62	0.03	0.39	0.05
Van Buren	7,570	6.49	0.82	0.05	0.41	0.08
Ida	7,089	6.36	0.81	0.05	0.41	0.07
Greene	9,337	6.31	0.66	0.03	0.35	0.07
Hancock	11,341	6.28	0.88	0.04	0.36	0.1
Grundy	12,453	5.26	0.71	0.04	0.36	0.05
Audubon	6,119	5.14	0.52	0.02	0.33	0.05
Keokuk	10,511	4.95	0.44	0.02	0.27	0.05
Howard	9,566	4.67	0.53	0.03	0.26	0.05
Pocahontas	7,310	4.56	0.49	0.03	0.25	0.05
Osceola	6,462	3.51	0.41	0.03	0.19	0.03
Taylor	6,317	3.45	0.32	0.02	0.24	0.03
Adams	4,029	2.75	0.3	0.02	0.16	0.03
Statewide Totals	3,046,869	8,059.2	1,228.6	66.5	374.7	111.3

Tourism organizations operating in the Corridor include Davis County Tourism, Villages of Van Buren, Centerville-Rathbun Lake Area Chamber of Commerce, and Ottumwa Area Convention and Visitor's Bureau.

Comprehensive Planning and Zoning

Zoning and comprehensive planning may help control development, if there is local support for these efforts. In the Byway Corridor, Appanoose, Wapello, and Monroe counties have zoning policies and comprehensive plans. Davis, Lee, and Van Buren counties do not have zoning and planning. The City of Keosauqua has zoning.

None of the comprehensive plans has policies/ordinances addressing development specific to the Byway.

Economic Development Planning

Each Corridor county has an economic development organization (Table 19). These groups work with public and private sectors to expand and retain businesses, provide community development, and improve the quality of life for area residents.

Southeast Iowa Regional Planning Commission and Area 15 Regional Planning Commission are federally -designated Economic Development Districts (EDD). As part of the process, the regional planning commissions work with local entities to develop comprehensive economic development plans and assist with implementation of the plan. The EDD designation makes cities/counties eligible for

Economic Development Administration grants and loan funds.

HELPING GROW LOCAL ECONOMIES

The discussion below focuses on the tourism sector of economic development in the Corridor. The Byway can be a catalyst for bringing together stakeholders and community members from both the private and public sectors to support tourism projects and combine resources.

Cultural/Heritage Tourism

The National Trust for Historic Preservation (2015) defines heritage tourism as “traveling to experience the places, artifacts, and activities that authentically represent the stories and people of the past and present.” It further describes heritage tourism as “visits to cultural, historic, and natural resources.”

Though no formal studies exist, it is likely that cultural, historic, and natural resources already attract the most visitors to the Corridor. However, heritage tourism also provides the most potential for economic growth.

A 2003 study by the Travel Industry Association of America (2003) showed that heritage travelers spend more money than other types of travelers. Travelers said that trips are more memorable if they include a heritage activity where they learn something. Furthermore, visitors extended their stay because of a heritage activity.

Table 19. Corridor Economic Development

Organization	Jurisdiction
Albia Industrial Development Corporation	Monroe County
Appanoose Economic Development Corporation	Appanoose County
Davis County Development Corporation	Davis County
Lee County Economic Development Group	Lee County
Villages of Van Buren	Van Buren County
Ottumwa Economic Development Corporation	Wapello County
Southeast Iowa Regional Planning Commission	Lee County
Area 15 Regional Planning Commission	Davis, Van Buren & Wapello counties

The National Trust for Historic Preservation suggests the keys to a successful heritage program are:

- Collaboration
- Find the fit between communities and tourism
- Make sites and programs come alive
- Focus on quality and authenticity
- Preserve and protect resources

The Byway Corridor has resources to offer heritage travelers (see Table 4, page 13). As outlined in the intrinsic quality sections of this document, needed improvements include accessibility of sites, interpretation, and marketing.

Ways to strengthen heritage tourism include:

- Form a historic/cultural Byway committee
- Develop a Byway interpretive plan
- Develop a Byway marketing plan
- Encourage events and festivals that promote historic resources

Agritourism

Agritourism can be defined as “...activities that include visiting a working farm or any agricultural, horticultural or agribusiness operation to enjoy, be educated or be involved in what is happening at that locale. This growing trend includes visits to on-farm attractions, roadside and farmers markets, B&Bs, corn mazes, and hayrides (Nasers, 2009).

An informal inventory of potential agritourism sites in the Corridor showed at least 15 businesses in this category. Some actively market themselves as agritourism business, but others do not, creating an opportunity for growth.

Current resources include:

- Amish businesses
- Appleberry Orchard
- Christian Herschler Winery and B&B
- Crane Winery
- Farmers’ markets
- Greenhouses
- Harvestville Farm
- Trimble Parker Historic Farmstead B&B

Ideas for encouraging growth in agritourism include:

- Conduct feasibility study of agritourism businesses and events in the Corridor
- Develop a Byway marketing plan
- Form an agritourism Byway committee
- Encourage farmers markets and farm stands
- Establish specialty dining using local foods
- Hold festivals and events with a focus on agriculture and/or food



Kayakers, Keosauqua

Adventure Travel

The Byway Corridor offers many diverse opportunities for recreation positioning the Byway to market itself as an “adventure travel” destination.

A study conducted for the Adventure Travel Trade Association by George Washington University (2013) defines a trip as adventure travel if it involves two of following three elements:

- connection with nature
- interaction with culture
- a physical activity

The study further describes “soft” and “hard” activities. The Corridor’s recreation areas provide many activities that fall into the “soft” category including: hiking, biking, mountain biking, paddling, hunting, fishing, bird watching, horseback riding and sailing.

Marketing the area as a destination for adventure travel could provide excellent opportunities for small niche business ventures. Adventure travelers often use services like outfitters and guides.

Current resources for this sector include recreation and wildlife areas as well as current private businesses listed on page 42.

Possible strategies for promoting adventure travel:

- Conduct surveys to determine if having outfitters and guides available could increase recreation visitors
- Promote adventure travel packages with multi-sport activities, i.e., biking and paddling; hiking and horseback riding; camping and bird watching
- Form an adventure travel Byway stakeholder group
- Hold festivals and events that promote recreational activities in the Corridor: bird watching, paddling, hiking, horseback riding

Restaurants and Lodging

Restaurants and lodging are important services for Byway travelers and contribute to the local economy. An informal count of lodging options in the Corridor includes around 20 hotels, inns, and B&Bs. Restaurant/food service establishments about 30. These businesses not only offer essential services, they also add to the character of the Byway communities.

Restaurants and accommodations are well positioned to benefit from the Byway through partnerships in travel packages, marketing and event planning.

Additional Resources

Supporting Local Economic Goals

Each local entity has its own goals regarding economic development.

Local governments, economic development organizations and tourism groups should be encouraged to consider using the Byway to leverage economic growth. The Byway Coordinator and Council will need to educate these groups about the Byway and provide ongoing information about activities, events and opportunities.

Iowa State University Extension and Outreach

Iowa State University Extension and Outreach coordinates a number of resources focusing on economic and community development. These include:

- Workshops and trainings
- Opportunities to work with ISU staff, faculty and students on local projects
- Assistance with data collection and analysis

RECOMMENDATIONS:

- Assess the current economic impacts of the Byway and/or tourism.
- Maintain contact with county and city zoning officials; keep informed of any zoning changes along the Byway or future development.
- Maintain regular contact with the County Board of Supervisors for the Corridor counties to keep them informed of Byway activities and needs.
- Provide resources and information to economic development organizations about the Byway and benefits of protecting the intrinsic resources.
- Work closely with Corridor tourism groups to promote the Byway along with community attractions.
- Establish Heritage, Agricultural & Adventure Tourism Council subcommittees or stakeholder interest groups.

TRAVELER AMENITIES & SERVICES

Traveler amenities include basic amenities along the Byway route as well as non-essential services which enhance the Byway experience. An inventory of Byway communities shows a presence of essential amenities (food, fuel and lodging) throughout the Corridor (Map 10). The CMP Traveler Amenities Committee identified desired traveler services and ideal distribution along the Byway (Table 20).

Food, lodging, shopping and other services each meet the defined criteria. Information/Technology does not currently meet the criteria. An assessment and suggested improvements for all services follows.

Table 20. Recommended distribution of Byway traveler amenities and services

Type of Amenity	Recommended Distribution
Food	
Restaurants	Across the Byway
Grocery	Across the Byway
Convenience stores	Every 30 miles
Lodging	
Large/Chain hotels	At least one; Additional in hub communities
Small/local hotels	Across the Byway
B&Bs	Across the Byway
Cabins	Near recreation hubs
Camping	Near recreation hubs
Shopping	
Souvenirs	Across the Byway
Local Artisans/Unique/Local Flavor	Across the Byway
Necessities	every 30 miles
Information/Technology	
Welcome/Info Center	Entrance communities
Maps, brochures, rack cards	Every community
Wi-Fi Access	Every community
Other	
Gas	every 30 miles
Restrooms	every 30 miles
Picnic area/park	every 30 miles

Food

Travelers are always within 30 miles of a restaurant, and usually closer. However, many have limited or even seasonal hours. Only Keosauqua, Bloomfield and Honey Creek Resort State Park have restaurants where sit-down eating is available for all three meals.

Grocery and convenience stores are well distributed along the Byway though many have limited hours. There are no 24-hour stores.

Lodging

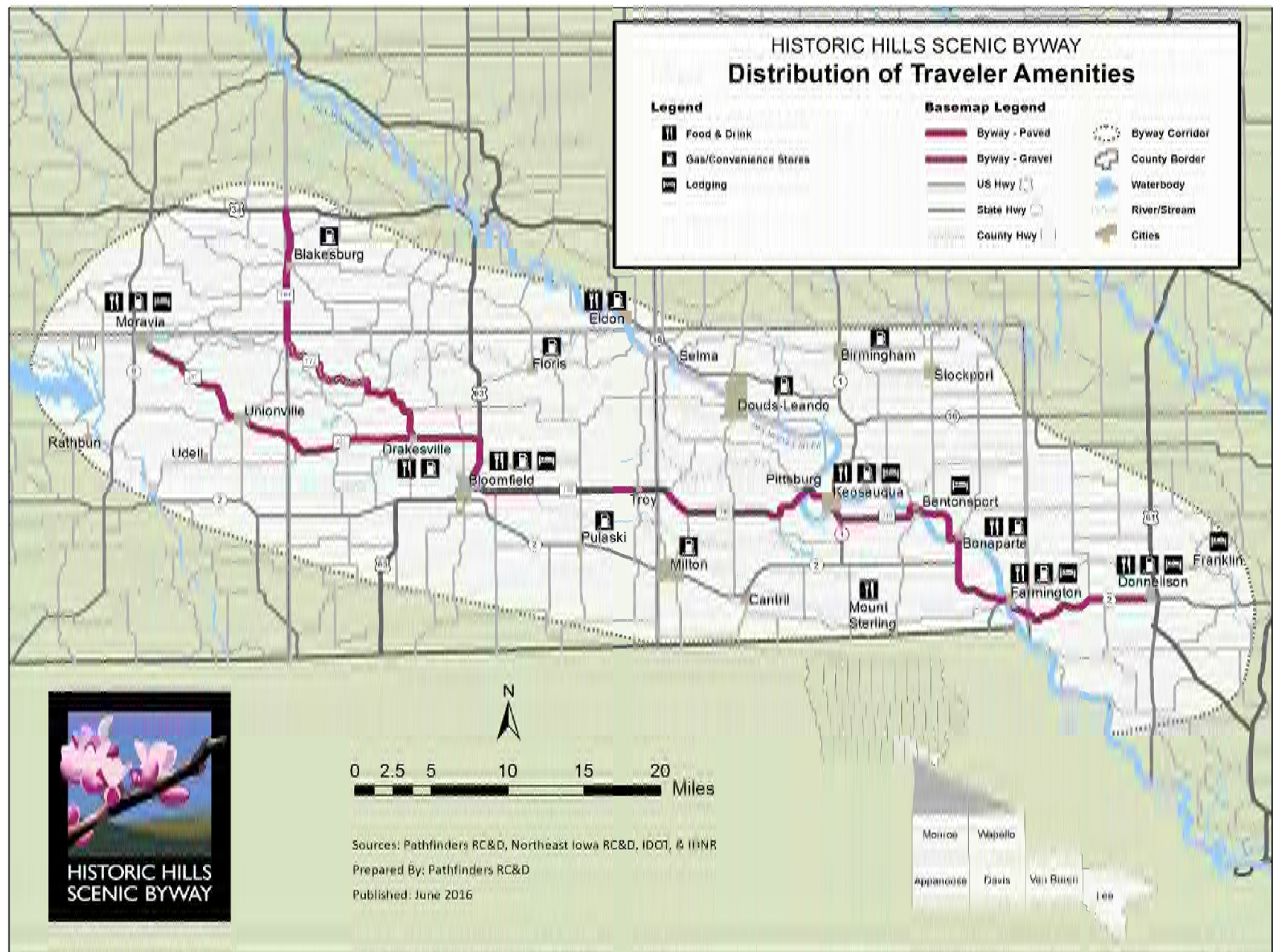
Hotel accommodations are adequate across the Byway. Bloomfield and Moravia have larger/chain hotels as well as smaller/local hotels. Keosauqua currently has a locally-owned historic hotel along with a modern building of rooms. Hub communities (Ottumwa, Fairfield, Fort Madison) offer additional rooms within a short drive.

Clusters of B&Bs are concentrated on the east end of the Byway and in Bloomfield. B&Bs are a desirable lodging option because they match the small town feel and historic qualities of the Byway. This service should be encouraged and evaluated periodically, especially since B&Bs tend to be a fluctuating part of the lodging market.



Mason House Inn, Bentonport

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Map 10. Distribution of Traveler Amenities on the Historic Hills Scenic Byway

Cabins are available at public parks and by private businesses across the Byway.

All areas with high concentrations of recreation areas also have cabins. There are abundant camping opportunities with 21 campgrounds and 12 wildlife areas that allow dispersed camping.

Visitor Information

Welcome/visitor centers are located on the Byway in Bloomfield and Keosauqua. The American Gothic Visitor Center in Eldon draws a high volume of visitors and offers information about other local attractions. Most communities on the Byway and some Corridor communities have at least one location where travelers can obtain Byway maps and other printed materials. However, travelers may not know where to find these locations.

The Byway entry communities of Blakesburg, Moravia and Donnellson do not have visitor centers, though each has a location where maps are available. Byway kiosks, information panels or signs directing travelers to information locations could be a desirable solution in these three towns.

Wi-Fi is available at public libraries except for Farmington and Milton. Hours at small libraries are often limited, however. There is also Wi-Fi at Greef Store in Bentonsport. Many lodging businesses and some restaurants have Wi-Fi available for customers.

Shopping

Travelers can purchase many necessities at convenience and groceries stores across the Byway. Bloomfield and Keosauqua provide more options to purchase general merchandise. Bloomfield has a Shopko (with pharmacy), Hy-Vee Clinic Pharmacy, hardware store and a Dollar General store. Keosauqua has a hardware store and pharmacy.

Shopping can also offer travelers unique experiences, especially those that offer unique, locally made items that match with the Byway's intrinsic qualities. Business that fit this criteria on the Byway include:

Dutchman's Store (Cantril) – Originally intended to supply Amish customers with groceries and supplies, it is now also a tourist destination.

Milton Creamery (Milton) – Produces local, award-winning cheeses made with milk supplied by local Amish dairies. There is a retail store on site.

Dutch Country General Store (Bloomfield) – Mennonite business offers food, specialty toys, cookware.

Amish businesses (Bloomfield/Drakesville area) – More than 90 Amish businesses, though not all are open to or of interest to travelers. Items for sale include baked goods and other food, plants, fabric, and furniture. (Figure 5, page 58).



Van Buren County Welcome Center and McCoy Historical Museum, Keosauqua

Photo credit: Melinda Stockwell



Milton Creamery, Milton

Bonaparte Pottery – Offers pieces of pottery made from original, historic molds.

Bentonsport shops – Several shops offer high quality handmade crafts, quilting supplies, antiques and artistic work.

Antique stores/stores selling antiques – Currently located in Bonaparte, Keosauqua, Bentonsport, and Farmington.

Other Amenities

Restrooms, fuel and places to picnic are easily accessible across the Byway Corridor.

While restrooms are available in most towns, not all meet ADA criteria, open hours may be limited and cleanliness can be an issue. Since most restrooms are located at private facilities, the Byway Council is limited in its ability to affect improvements. Working with businesses on marketing and hospitality training may offer opportunities to mention the importance of first impressions, including pleasant, clean restrooms to travelers.

RECOMMENDATIONS

- Work with communities to ensure that travelers know where to find information about the Byway.
- Work with area development groups to help attract businesses that are desirable but lacking for Byway travelers.
- Create opportunities for hospitality training.

MARKETING

Promotion of the Byway is an important function of the Byway Coordinator and Council. The CMP will be the first step in formally developing a marketing plan for Historic Hills Scenic Byway.

Key aspects of the marketing plan will include the Byway message, intended audiences, and methods to promote the Byway.

EXISTING CONDITIONS

Though the Byway Coordinator and Council do some marketing activities to promote the Corridor and area attractions, currently others complete the majority of marketing. This section outlines the organizations and associations that currently promote tourism in the Corridor.

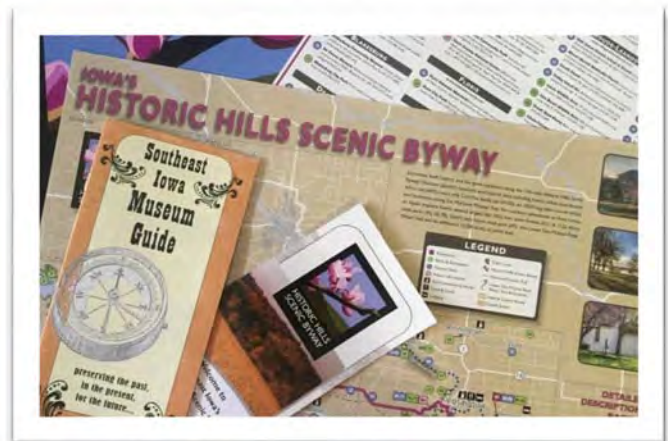
Byway Coordinator & Council

The Byway Coordinator and Council currently market the Byway through the following methods:

- Historic Hills Scenic Byway Facebook page: Coordinator and Council contribute content
- Byway logo: Consistent use of the Byway logo in all promotional media
- Website: Maintain pages on Iowabyways.org
- Byway Brochure: Distribute Byway brochures to sites in the Corridor where visitors stop for information
- Byway Tear Sheet: Distribute map with information about Byway resources to where visitors stop for information
- Other Media: Articles in publications like *Edible Iowa* and *The Iowan*
- Events: Organize events including Bike the Byway, Museum Crawl, and Historic Hills Scenic Byway Annual Fundraising Event

Iowa Byways

The Iowa Department of Transportation directs Iowa's Scenic Byway program, working closely with byway coordinators.



Byway marketing materials

Currently, the Iowa DOT assists with:

- The byway brand: Consistent use of the Iowa Byways logo and logos for individual byways in all promotional media to establish the Iowa Byways brand.
- Iowa Byways Travel Guide: Prints and distributes guides promoting Iowa's byways.
- Website: Hosts and manages Iowabyways.org website.
- Other promotion: Coordinates booths and displays at various events.

Byways of Iowa Foundation

The Byways of Iowa Foundation is a non-profit organization established to protect, enhance and promote cultural, natural and scenic resources along Iowa's byways, fostering authentic experiences with byway partners and communities to increase visitor-related economic development."

Some of the foundation's work will focus on marketing Iowa's byways. Their first statewide project was a promotion with Casey's General Stores, which helped raised funds for public art pieces.



Davis County Welcome Center, Bloomfield

Corridor Welcome Centers

There are three visitor information/welcome centers in the Corridor: Davis County Welcome Center, Van Buren County Visitor Center, and American Gothic House Visitor Center. Tourists go to these locations to acquire information about attractions and services. All three are active partners and represented on the Byway Council.

Davis County Tourism

Davis County Tourism markets attractions, events and traveler services in Davis County, along with operating the official Iowa Welcome Center in Bloomfield. Davis County Tourism is an active Byway partner and serves on the Byway Council.

Villages of Van Buren

Markets attractions, events and traveler services in Van Buren County and staffs a visitor center in Keosauqua. Villages of Van Buren is an active Byway partner and serves on the Byway Council.

Centerville-Rathbun Lake Area Chamber of Commerce

The Centerville-Rathbun Lake Area Chamber of Commerce promotes attractions, events and traveler services in the Centerville-Rathbun Lake Area. The organization is not currently involved with the Byway Council.

Ottumwa Area Convention and Visitor's Bureau

The Ottumwa Area Convention and Visitor's Bureau markets attractions in all of Wapello County as well

as some events and traveler services. A marketing plan was implemented beginning in 2016.

Iowa Group Travel Association

The Iowa Group Travel Association (IGTA) is an organization dedicated to the motor coach travel industries. The group helps attractions work together to assemble multi-day itineraries and attract group travel. Historic Hills Scenic Byway is not currently a member of IGTA but has participated in IGTA events in partnership with other organizations.

Iowa Tourism Office

The Iowa Tourism Office markets visitor attractions, services and events statewide. Information to be posted on their website must be submitted by the Byway or other local entity.

The office also administers grants, holds an annual tourism conference, hosts educational events and conducts research on tourism. The Byway Coordinator has worked with the Iowa Tourism Office and attended events.

Eastern Iowa Tourism Association and Central Iowa Tourism Region

Two regional tourism associations serve the Byway Corridor.

Eastern Iowa Tourism Association (EITA) covers Van Buren and Lee Counties. They have a website with attractions, online event calendar, and printed visitor guide. EITA also sponsors workshops.

Central Iowa Tourism Region (CITR) covers Davis, Appanoose, Wapello, and Monroe counties. They have a website with attractions and a printed travel guide. CITR also sponsors workshops.

Historic Hills Scenic Byway is not currently a member of either EITA or CITR, though some organizations and attractions in the Corridor are members.

OPPORTUNITIES AND FUTURE NEEDS

The Byway does not have a marketing plan. The CMP Marketing Committee discussed ideas for marketing and what should be included in a Byway marketing plan. The committee believes a marketing plan should address:

- Who are the target audiences
- What is the Byway story and how it can be used to attract travelers
- How is the Byway distinguished from other places to visit in Iowa
- How is Historic Hills unique compared to other byways
- How to educate locale people about the value of the Byway, particularly those who interact directly with tourists
- How to ensure the Byway is included other's marketing efforts
- Which niche markets does the Byway appeal to
- Which key attractions or themes are most likely to attract new visitors
- What is the Byway's economic impact on the Corridor communities

Until a marketing plan is developed, the following strategies can be used to promote the Byway:

- Improve the Byway's online presence including Facebook and website
- Make sure Byway tear sheets and brochures are stocked at key locations
- Partner with other agencies/attractions in the Corridor
- Improve partnerships with other agencies/attractions marketing in the Corridor
- Host a hospitality training such as an open house or other training targeting customer service employees who interact with tourists (convenience stores, museums, restaurants, etc.)
- Develop the Byway story
- Give Byway presentations to local clubs

Resources

Iowa State University Extension and Outreach

ISU Extension and Outreach offers resources for community and economic development, including some focused on tourism. There are fees associated with these services.

Community Tourism Assessment

Through this program, the community learns how current tourism assets and readiness place them within today's tourism marketplace. In addition, the community receives recommended steps for building tourism as an economic tool.

The program typically consists of a one-day site visit to the community. The Tourism Economic Development Specialist initially meets with a small group of key community tourism representatives to identify current strengths, weaknesses, opportunities, and threats. The remainder of the day involves touring existing/potential tourism sites. The day ends with a final meeting, to present recommendations to the community group.

Customer Service and Hospitality Training

This program teaches basic and advanced techniques to improve customer service and community hospitality skill sets.

Iowa Tourism Office and Regional Tourism Organizations

The three tourism organizations serving the Byway offer workshops and webinars that may assist the Byway Coordinator and Byway Council with marketing.

RECOMMENDATIONS

- Continue to work in partnership with state, regional and local tourism associations.
- Improve the Byway's online presence.
- Develop the Byway's story through the Historic Hills Scenic Byway Interpretive Master Plan.
- Establish a Byway marketing committee to consider options for developing a marketing plan.

INTERPRETATION

[Interpretation is] an educational activity which aims to reveal meanings and relationships through the use of original objects, by firsthand experience, and by illustrative media, rather than simply to communicate factual information.

(Tilden, 1967)

Determining and telling the Byway's story is a critical piece in promoting and preserving the area's intrinsic qualities. An effective interpretive program tells the Byway's story in an interesting, cohesive and memorable way that engages visitors. Marketing attracts visitors to the Byway but effective interpretation entices them to stay or return for a subsequent visit. Interpretation will also increase local awareness of the Byway and encourage collaboration between entities.

This section will provide only a brief discussion of the Byway's interpretive efforts because a comprehensive interpretive master plan will be developed for Historic Hills Scenic Byway in 2016-2017. Through a grant from the Federal Highway Administration, Schmeckle Reserve has been contracted to develop interpretive master plans for ten of Iowa's eleven byways. The process for each byway includes:

- Inventory and Analysis of Byway Resources
- Stakeholder Coordination and Public Input Process
- Development of Interpretive Themes and Conceptual Interpretive Plan
- Recommendations and Design of Interpretive Elements

EXISTING CONDITIONS

Many of the historic sites and museums provide some interpretation. A few cultural resources have interpretation. Almost no interpretation is available for the natural and recreational resources in the Corridor. A complete inventory of existing interpretation will be tabulated during the interpretive master planning process.

Historic Resources

Museums

Each of the Corridor museums educates visitors about its artifacts. All sites present basic information – facts, figures and dates. Some also interpret the facts, figures and dates for visitors. Interpretation “forges emotional and intellectual connections between the interests of the audience and the meanings inherent in the resource” (National Association for Interpretation, n.d.). All of the museums could benefit from additional interpretation to communicate their stories.

See page 25 for a list of Corridor museums.

Interpretive/Informational/Memorial Signs

These types of signs are typically installed to commemorate an event or a place that no longer has buildings on the site. Often these signs are more informational than interpretive.

Examples of this type of signage include:

- Guerilla Raid Civil War Monument
- Chief Blackhawk Memorial (Iowaville Cemetery)
- Ely Ford Mormon Crossing
- Mennonites in Lee County
- Forgotten Towns of Van Buren County



Salubria, one of the Forgotten Towns of Van Buren County

Walking/Driving Tours

Bentonsport, Bonaparte, and Bloomfield each have brochures with information about historic buildings in their communities.

The National Park Service provides a map and directions for an Auto Tour of the Mormon Pioneer National Historic Trail from Iowa to Utah.

Natural/Recreational

Interpretive signs

The Byway Council installed two interpretive signs in 2016. A panel interpreting the geology of the Des Moines River is located in the Keosauqua Riverfront Park. A panel located in McGowen Recreation and Wildlife Area interprets the prairie.

The panels were part of a statewide project of 20 panels. A unified design process provides a consistent look and feel among Iowa's Byways.

Pioneer Ridge Nature Area

The nature center features permanent and rotating interpretive displays.

Cultural

Davis County Barn Quilts

A brochure for the Davis County Barn Quilts has a map and information about each quilt block.

American Gothic House

The visitor center has a large display focusing on the life and work of Grant Wood. There is also a documentary film about Grant Wood and the painting.

THE BYWAY'S STORY

During analysis of the Byway's resources for this plan, several possible interpretive themes/subthemes emerged. The list below is a starting point for development of the Byway's story:

- Mormon Trail
- The Westward Movement
- Agriculture, Past & Present
- The Des Moines River
- Iowaville – four cultures documented to occupy this area (Prehistoric Native people, Ioway, Sauk, Euro-American)
- Birding on the Byway
- Amish & Mennonite
- Small Town Life, Past & Present (subthemes might include art, church, education, etc.)
- Transportation – changes over time from prehistoric to present day
- Civil War
- Trails – hike, bike, equestrian, water, Mormon, Native American

RECOMMENDATION

- Byway Coordinator, Council and other stakeholders will work with Schmeekle Reserve to develop a comprehensive interpretive master plan.
- Establish an interpretation committee to work on implementation of the interpretive master plan.

IMPLEMENTATION

Perhaps the most important part of a strategic plan, like this CMP, is outlining how to take the plan from vision to reality. Implementation is the process that turns strategies into action. This section discusses considerations for implementation of the CMP:

- Coordination and Oversight
- Public Participation
- Strategies, Time Frame and Partners
- Detailed Plan of Work
- Potential Funding Sources
- Review and Evaluation

Coordination and Oversight

The Byway Coordinator and Council are essential to the implementation phase of the CMP. A Coordinator is needed to oversee and administer Byway programs, especially those that are multi-jurisdictional or statewide Byway efforts. The Council, as described below, brings stakeholders into the process.

Byway Coordinator

Currently Pathfinder's RC&D fulfills the role of Coordinator with monetary support from the Iowa Department of Transportation. Some Iowa DOT funding is likely to continue through 2019, though the amount is not enough to fully support a half-time position. A sustainable source of funding for the coordinator position is needed to ensure the long-term viability of the Byway.

Byway Council

The Byway Council will be critical to implementation of the CMP and involvement of other stakeholders.

Currently, the Byway Council acts in an advisory capacity to the Byway Coordinator and Pathfinders RC&D.

According to the stated purpose for the group, "the Byway Council has the responsibility to advise the Byway Coordinator of affairs that relate to the Byway program. The Byway Council shall:



Byway Event - J40 Farm Crawl



Byway Council Meeting

- Aid in finding sources for funding the Byway Coordinator position;
- Prioritize strategies for marketing the Byway;
- Prioritize projects along the Byway;
- Set direction for the Byway organization;
- Be community advocates for the Byway.”

Though there are no formal bylaws in place for the Council, suggested membership is: at least one individual from each of the Byway counties plus two at large members, with membership terms of one year, beginning June 1. In reality, the organization has continued to operate in a more informal capacity and all stakeholders with an interest are included in the group.

One threat to the sustainability of an informal group is waning interest with no method of recruiting new members. With the assistance of the Byway Coordinator, the Byway Council should establish methods for engaging additional stakeholders to serve on the Council.

Development of Council subcommittees and stakeholder interest groups would offer new opportunities for involvement and augment the council’s efforts. These committees/groups could focus on topics such as marketing, interpretation, historical resources, and events. Bringing new participants into the council’s work will also contribute to sustainability of the organization.

Public Participation

Engaging the public in CMP implementation will involve raising awareness of the Byway and

providing opportunities for involvement in Byway activities. A variety of strategies is needed to obtain widespread knowledge and participation.

Creating Awareness

Raising awareness of the Byway to communities, residents and other stakeholders is the first step in the engagement process. This is different from marketing of the Byway to travelers, though there will be overlap between the two. Suggestions for outreach efforts include:

- Present programs for local organizations, government officials, and the general public.
- Hold workshops on various topics.
- Create media packages and standard presentation materials.
- Use social media and media releases to distribute information about the Byway.
- Hold events on the Byway and help sponsor/promote events along the Byway held by other groups
- Publically recognize Byway Council members and other volunteers
- Maintain one-on-one contact with key Byway businesses and resource managers

Byway Events

Events not only create awareness of the Byway, they provide opportunities for participation by volunteers with a wide range of skills and interests.

Volunteer Opportunities

In addition to events and serving on the Council, there may be other ways for stakeholders to serve the Byway organization. The Coordinator and Council may consider development of a volunteer program.

Strategies, Partners and Time Frame

Each section of the CMP outlines recommendations for achieving the Byway vision. Table 21 is a compilation of those strategies, along with a targeted timeframe and list of potential partners for each item. For details and background on each strategy, please refer to the corresponding section. The scope of the implementation plan is broad and will be used as the framework for a detailed plan of work.

Table 21. Implementation Strategies, Partners and Time Frame.

Strategy	Partners	Time Frame
Route & Corridor		
Review and apply for route changes with Iowa DOT Scenic Byways program	Iowa DOT Iowa Byways Program	1 - 3 years
Historic Resources		
Develop a plan for public education and involvement	Visitor Sites and Museums Historical Organizations	1 - 3 years
Assist communities and organizations in holding/attending training workshops	Visitor Sites and Museums Historical Organizations Tourism and Economic Development Organizations	1 - 3 years
Work with museums to develop plans for preservation and volunteer recruitment	Visitor Sites and Museums Historical Organizations	1 - 3 years
Encourage events and festivals that promote historic resources	Visitor Sites and Museums Historical Organizations Tourism and Economic Development Organizations	1 - 3 years
Stay informed of efforts to purchase and protect the Iowaville site	Office of the State Archaeologist Historical Organizations Iowa Department of Natural Resources	1 - 3 years
Establish a Council subcommittee or stakeholder interest group for historic resources.	Historical Organizations	1 - 3 years
Natural & Recreational Resources		
Support efforts to fund the Natural Resources and Outdoor Recreation Trust Fund	Natural Resources and Recreation Organizations	1 - 3 years
Inventory the Byway Corridor to identify important natural resource areas not currently protected by public ownership or permanent easement	Natural Resources and Recreation Organizations	3 - 5 years
Prioritize areas found in the natural resource inventory	Natural Resources and Recreation Organizations	3 - 5 years
Identify programs to help landowners protect and enhance the natural resources on their property. Distribute this information to landowners in priority area	Natural Resources and Recreation Organizations	3 - 5 years
Using the inventory and information from other IQ assessments, identify key properties well-suited for public ownership, if they become available for purchase	Natural Resources and Recreation Organizations	3 - 5 years
Establish a Council subcommittee or stakeholder interest group for recreational resources.	Natural Resources and Recreation Organizations	3 - 5 years

Table 21 continued

Strategy	Partners	Time Frame
Cultural Resources		
Encourage events and festivals that incorporate the byway's agricultural and art resources	Visitor Sites and Museums Arts and Cultural Organizations Tourism and Economic Development Organizations	1 - 3 years
Work with the Amish communities to establish best practices for promotion of this resource	Amish business owners Tourism and Economic Development Organizations	1 - 3 years
Develop plans for marketing and interpretation of cultural resources	Tourism and Economic Development Organizations	1 - 3 years
Encourage artistic endeavors that build on established traditions and tie into historic or natural intrinsic qualities	Arts and Cultural Organizations Historic Organizations	Ongoing
Establish a Council subcommittee or stakeholder interest group for cultural resources.	Arts and Cultural Organizations	1 - 3 years
Archaeological Resources		
Develop interpretive plan for archaeological resources, especially at Lacey Keosauqua State Park, Bonaparte Pottery, and Iowaville	Office of the State Archaeologist Bonaparte Pottery Lacey Keosauqua State Park	1 - 3 years
Assist Bonaparte Pottery in creating a sustainable plan for preservation and interpretation	Office of State Archaeologist Bonaparte Pottery	1 - 3 years
Stay informed of efforts to purchase and protect the Iowaville site	Office of the State Archaeologist Historical Organizations Iowa Department of Natural Resources	1 - 3 years
Work with Office of the State Archaeologist to hold public programs	Office of the State Archaeologist Historical Organizations	3 - 5 years
Scenic Resources		
Review the proposed viewshed locations and determine the feasibility of adding pull-offs or other amenities.	Public Works and Transportation Agencies	3 - 5 years
Intrusions		
Maintain contact with county and city zoning officials; keep informed of any zoning changes along the Byway or future development	Planning and Policy Agencies	Ongoing
Maintain regular contact with the County Board of Supervisors for the corridor counties to keep them informed of Byway activities and needs	County Boards of Supervisors	Ongoing
Meet with Appanoose County officials to determine if there are potential solutions for Paris-Bunch	Appanoose County officials	1 - 3 years

Table 21 continued

Strategy	Partners	Time Frame
Outdoor Advertising		
Establish a schedule to check the Byway for billboard compliance. Pay particular attention to roadways where there is no regulation of billboards		1 - 3 years
Educate Byway Council members about the impact of zoning changes to the Byway and request that they report potential changes in their counties		Ongoing
If there are changes proposed to zoning ordinances (or newly implemented ordinances in counties without zoning), the Byway Council should review and give input as it pertains to the Byway	Planning and Policy Agencies	Ongoing
Road Safety		
Maintain contact with transportation officials regarding roads, road conditions and opportunities to improve safety on the Byway	Public Works and Transportation Agencies	Ongoing
Periodically check that Byway roads with high horse-drawn vehicle traffic have warning signs	Public Works and Transportation Agencies	Ongoing
Participate in and/or initiate education and awareness program for visitors regarding Slow Moving Vehicles (SMV)	Public Works and Transportation Agencies	1 - 3 years
Participate in and/or initiate education and awareness programs on avoiding collisions with deer	Public Works and Transportation Agencies	1 - 3 years
Commerce Accommodation		
Maintain contact with transportation officials regarding changes to road classification, operations or design	Public Works and Transportation Agencies	Ongoing
Maintain contact with county trails associations to determine plans for bicycle trails that might impact traffic	Public Works and Transportation Agencies Wapello County Trails Council Van Buren Trails Association	Ongoing
Signage		
Conduct sign inventory as specified by Iowa DOT Byways program	Department of Transportation Iowa Byways	Ongoing
Follow up with Iowa DOT on placement of directional signs on State Highway 5 and U.S. Highway 218.	Public Works and Transportation Agencies	1 - 3 years
Contact county and city road departments every four years to explain the process for replacing signs	Public Works and Transportation Agencies	Ongoing
Work with communities, businesses and attractions to improve site identification, destination and Tourist Orientation Directional signs	Public Works and Transportation Agencies Planning and Policy Agencies Visitor Sites and Museums Tourism and Economic Development Organizations	1 - 3 years

Table 21 continued

Strategy	Partners	Time Frame
Design Standards		
Maintain contact with local, regional and state transportation officials	Public Works and Transportation Agencies	Ongoing
Consider Byway representation on each of the three Transportation Advisory Committees convened by the Regional Planning Commissions	Public Works and Transportation Agencies	1 - 3 years
Economic Development Strategies		
Assess the current economic impacts of the Byway and/or tourism	Tourism and Economic Development Organizations	1 - 3 years
Maintain contact with county and city zoning officials; keep informed of any zoning changes along the Byway or future development.	Planning and Policy Agencies	Ongoing
Maintain regular contact with the County Board of Supervisors for the corridor counties to keep them informed of Byway activities and needs	County Boards of Supervisors	Ongoing
Provide resources and information to economic development organizations about the Byway and benefits of protecting the intrinsic resources	Tourism and Economic Development Organizations	Ongoing
Work closely with corridor tourism groups to promote the Byway along with community attractions	Tourism and Economic Development Organizations	Ongoing
Establish Heritage, Agricultural & Adventure Tourism Council subcommittees or stakeholder interest groups	Tourism and Economic Development Organizations Historical Organizations Arts and Cultural Organizations Visitor Sites and Museums Natural Resources and Recreation Organizations	1 - 3 years
Traveler Amenities and Services		
Work with communities to ensure that travelers know where to find information about the Byway	Tourism and Economic Development Organizations Planning and Policy Agencies	Ongoing
Work with area development groups to help attract businesses that are desirable but lacking for Byway travelers	Tourism and Economic Development Organizations Planning and Policy Agencies	1 - 3 years
Create opportunities for hospitality training.	Tourism and Economic Development Organizations	1 - 3 years
Marketing		
Continue to work in partnership with state, regional and local tourism associations	Tourism and Economic Development Organizations	Ongoing
Improve the byway's online presence including Facebook and website	Byway Coordinator Byway Council	1 - 3 years

Table 21 continued

Strategy	Partners	Time Frame
Marketing, continued		
Develop the byway's story through the Historic Hills Scenic Byway Interpretive Master Plan	Tourism and Economic Development Organizations Historical Organizations Arts and Cultural Organizations Visitor Sites and Museums Natural Resources and Recreation Organizations	1 - 3 years
Establish a Byway marketing committee to consider options for developing a marketing plan	Byway Coordinator Byway Council	1 - 3 years
Interpretation		
Byway Coordinator, Council and other stakeholders will work with Schmeekle Reserve to develop a comprehensive interpretive master plan	Tourism and Economic Development Organizations Historical Organizations Arts and Cultural Organizations Visitor Sites and Museums Natural Resources and Recreation Organizations	1 - 3 years
Establish an interpretation committee to work on implementation of the interpretive master plan	Byway Council and Coordinator	1 - 3 years
Implementation		
Develop strategies to find sustainable funding for Byway Coordinator	Byway Council and Coordinator	1 - 3 years
Implement strategies for sustainable funding for Byway Coordinator	Byway Council and Coordinator	3 - 5 years
Develop a plan for outreach efforts to raise awareness of the Byway to local stakeholders	Byway Council and Coordinator	1 - 3 years
Develop outreach media packages, presentations, and a social media policy	Byway Council and Coordinator	3 - 5 years
Annually review the structure and purpose of the Byway Council to ensure it is fulfilling its purpose.	Byway Council and Coordinator	Ongoing
Create a development plan to bring new members onto the Council	Byway Council and Coordinator	1 - 3 years
Hold minimum of one Byway event annually	Byway Council and Coordinator	Ongoing
Create a Biennial Plan of Work	Byway Council and Coordinator	Ongoing
Review and evaluate Plan of Work on an annual basis	Byway Council and Coordinator	Ongoing
Review and update CMP every five years	Byway Council and Coordinator	Ongoing

To help guide prioritization of actions, the list includes a suggested time frame for each strategy. The actual time frame will be impacted by availability of funding, stakeholder interest, and available resources.

The Byway Coordinator, Council, and Council subcommittees will be involved in all aspects of the implementation plan but other partners will also be part of the process. The implementation plan lists categories of potential partner organizations for each strategy. The following categories are referenced in the table. The full list of potential partner organizations in each category is included in Appendix A.

Plan of Work

The next step in the implementation process is development of a biennial Plan of Work for the Byway Council and Coordinator. This action plan will identify detailed tasks for implementation of the strategies outlined in Table 21. The plan specifies items to be performed during the two-year period and identifies the parties responsible for each task.

CMP Review and Evaluation

An effective strategic plan is a dynamic document. Both the implementation plan and the Plan of Work must be reviewed on a regular basis. The review should evaluate whether the Plan of Work was accomplished for the time period, as well as the effectiveness of the tasks completed. A proposed schedule of review is listed below:

Annually

- Byway Coordinator develops a report on the year's accomplishments.
- Byway Council reviews the report.
- Byway Coordinator leads the Council in determining changes in the Plan of Work needed for the upcoming year.
- Byway Council assigns tasks to subcommittees and plans for work to be accomplished with partners.

Biennially

- Byway Coordinator leads the Council in developing a Plan of Work for the upcoming two-year period.

Every Five Years

- Byway Coordinator leads the Council in review of the Corridor Management Plan strategies to determine if any changes are needed.
- Byway Coordinator prepares CMP supplement with updates to the plan, as needed.

RECOMMENDATIONS

- Develop strategies to find sustainable funding for Byway Coordinator position
- Annually review the structure and purpose of the Byway Council to ensure it is fulfilling its purpose.
- Create a council development plan to bring new members onto the Byway Council.
- Establish Byway Council subcommittees and stakeholder interest groups.
- Develop a plan for outreach efforts to raise awareness of the Byway to local stakeholders.
- Develop outreach media packages, presentations, and a social media policy.
- Publically recognize Byway Council members and other volunteers.
- Maintain one-on-one contact with key Byway businesses and resource managers.
- Hold minimum of one Byway event annually.
- Create a Biennial Plan of Work.
- Review and evaluate Plan of Work on an annual basis.
- Review and update CMP every five years.

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Appendix A. Potential Implementation Partners

Arts and Cultural Organizations

Bentonsport Artisan Coop
Bonaparte Pottery
Burns Gallery
Historic Hills Scenic Byway Arts Council
Iowa Arts Council
Office of the State Archeologist
Villages Folk School

Historical Organizations

Appanoose County Historical Society
Bloomfield Historic Preservation Commission
Davis County Historic Preservation Commission
Davis County Historical Society
Eldon Historic Preservation Commission
Iowa Mormon Trail Association
Lee County Historical Society
Monroe County Historical Society
Moravia Historical Society
National Register of Historic Places Program
North Lee County Historical Society
Office of the State Archaeologist
Pioneer Historical Society, Inc.
State Historical Society of Iowa
Van Buren County Historic Preservation Commission
Van Buren County Historical Society
Wapello County Historic Preservation Commission
Wapello County Historical Society

Natural Resources and Recreation Organizations

Appanoose County Conservation Board
Appanoose County Soil & Water Conservation District
City park and rec departments
Davis County Conservation Board
Davis County Soil & Water Conservation District
Davis County Trails Council

Iowa Department of Natural Resources
Iowa Natural Heritage Foundation
Lee County Conservation Board
Lee County Soil & Water Conservation District
Monroe County Conservation Board
Monroe County Soil & Water Conservation District
Van Buren County Conservation Board
Van Buren County Soil & Water Conservation District
Van Buren Trails Association
Wapello County Conservation Board
Wapello County Soil & Water Conservation District
Wapello County Trails Council

Planning and Policy Agencies

Appanoose County Board of Supervisors
Chariton Valley Planning & Development
City of Blakesburg
City of Bloomfield
City of Donnellson
City of Drakesville
City of Eldon
City of Farmington
City of Keosauqua
City of Moravia
Davis County Board of Supervisors
Lee County Board of Supervisors
Monroe County Board of Supervisors
Pathfinders RC&D
Regional Planning Affiliation 15
Southeast Iowa Regional Planning Commission
Van Buren County Board of Supervisors
Wapello County Board of Supervisors

Public Works and Transportation Agencies

Appanoose County Engineer
Chariton Valley Planning & Development
City public works departments
Davis County Engineer
French-Reneker (represents several corridor cities)
Iowa Department of Transportation
Iowa Department of Transportation, District V
Iowa DOT Byways Program
Lee County Engineer
Regional Planning Affiliation 15
Southeast Iowa Regional Planning Commission
Van Buren County Engineer
Wapello County Engineer

Tourism and Economic Development Organizations

Albia Industrial Development Corporation
Appanoose Economic Development Corporation
Area 15 Regional Planning Commission
Bentonsport Improvement Association
Bloomfield Main Street
Bonaparte Main Street
Centerville-Rathbun Lake Area Chamber of Commerce
Central Iowa Tourism Region
Davis County Development Corporation
Davis County Tourism
Eastern Iowa Tourism Association
Keosauqua Chamber of Commerce
Lee County Economic Development Group
Ottumwa Area Convention and Visitor's Bureau
Ottumwa Economic Development Corporation
Southeast Iowa Regional Planning Commission
Travel Iowa
Villages of Van Buren

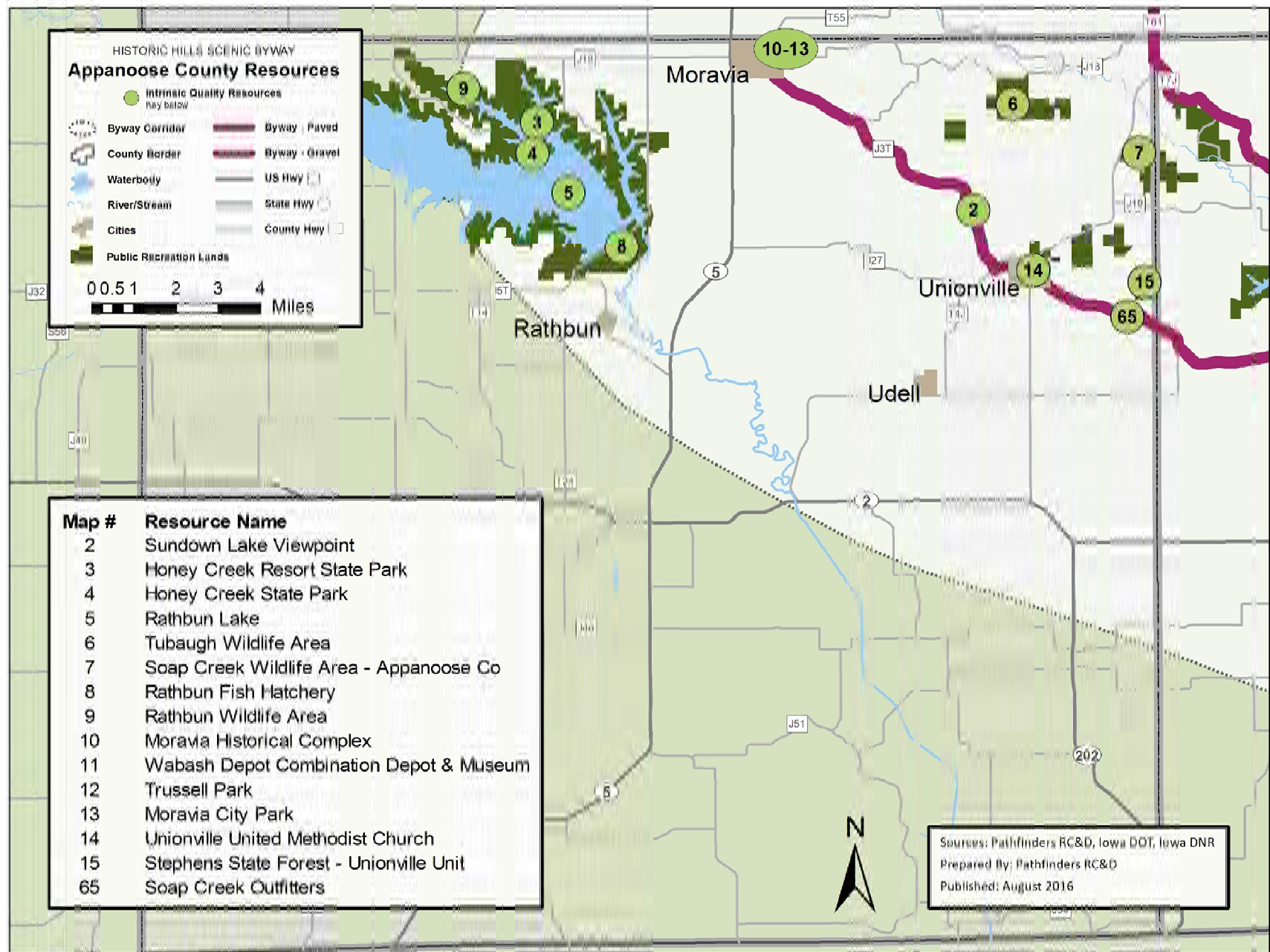
Visitor Sites and Museums

Air Power Museum
American Gothic House Center
Appleberry Orchard
Aunty Green Hotel Museum and Bonaparte Library
Bentonsport Artisan Coop
Blakesburg Community Museum
Bonaparte Pottery & Archeological District
Bonaparte Retreat
Davis County Historic Complex
Davis County Welcome Center
Eldon Depot Museum
Herschler Winery and Historic District
Honey Creek Resort State Park
Honey Creek State Park
Hotel Manning
Indian Artifact Museum
Mason House Inn
Milton Heritage House
Moravia Historical Complex
Morris Memorial Park
Paddle Pedal and More
Pearson House Museum Complex
Peavine Line Railroad Depot & Museum
Pioneer Museum
Pioneer Ridge Nature Area
Railroad Park & Museum
Rathbun Lake
Rent a Horse
River Valley Lodge Campground and Horse Camp
Trimble Parker Historic Farmstead District
Troy Academy
Van Buren County Welcome Center & McCoy Museum
Voltaire Twombly Building/Museum
Wabash Depot Combination Depot & Museum
Weaver House

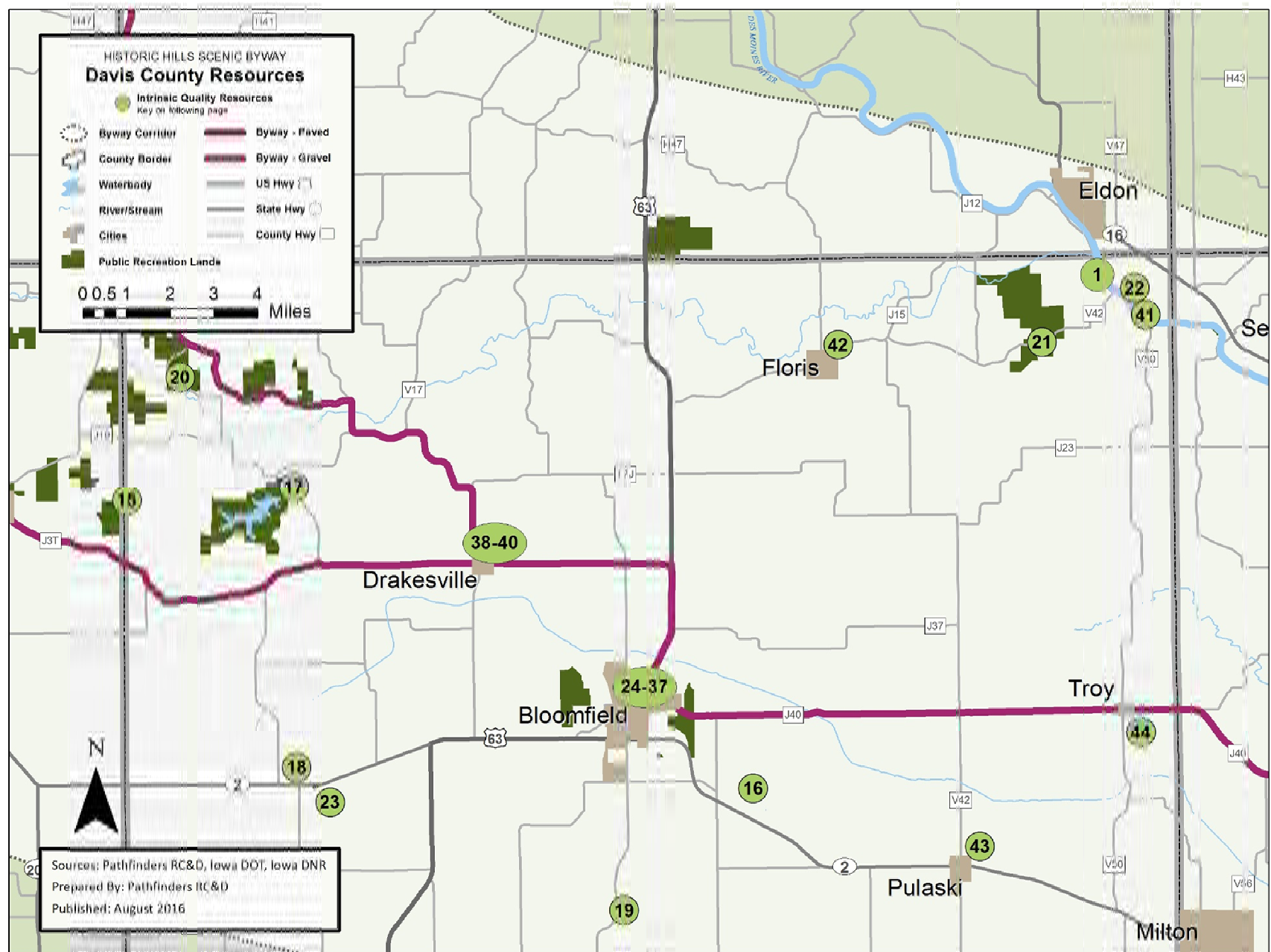
Appendix B. Acronyms Used in this Plan

AADT - Annual Average Daily Traffic
FHWA - Federal Highway Administration
BBA - Breeding Bird Atlas
BCA - Bird Conservation Area
CCB – County Conservation Board
CITR - Central Iowa Tourism Region
CLG - Certified Local Government
CMP – Corridor Management Plan
CVPD - Chariton Valley Planning and Development
DCA - Iowa Department of Cultural Affairs
DNR – Department of Natural Resources
DOT - Department of Transportation
EDD - Economic Development Districts
EITA - Eastern Iowa Tourism Association
HMMVT Hundred Million Vehicle Miles Traveled
IGTA - Iowa Group Travel Association
IHAP - Iowa Habitat and Access Program
INHF – Iowa Natural Heritage Foundation
LIDAR - Light Detection and Ranging
MUTCD - Manual on Uniform Traffic Control Devices
NPS – National Park Service
NRHP – National Register of Historic Places
OSA - Office of the State Archaeologist
RC&D - Resource Conservation and Development
SGCN - Species of Greatest Conservation Need
SMV - Slow-Moving Vehicle

Appendix C. County Maps of Intrinsic Quality Resources



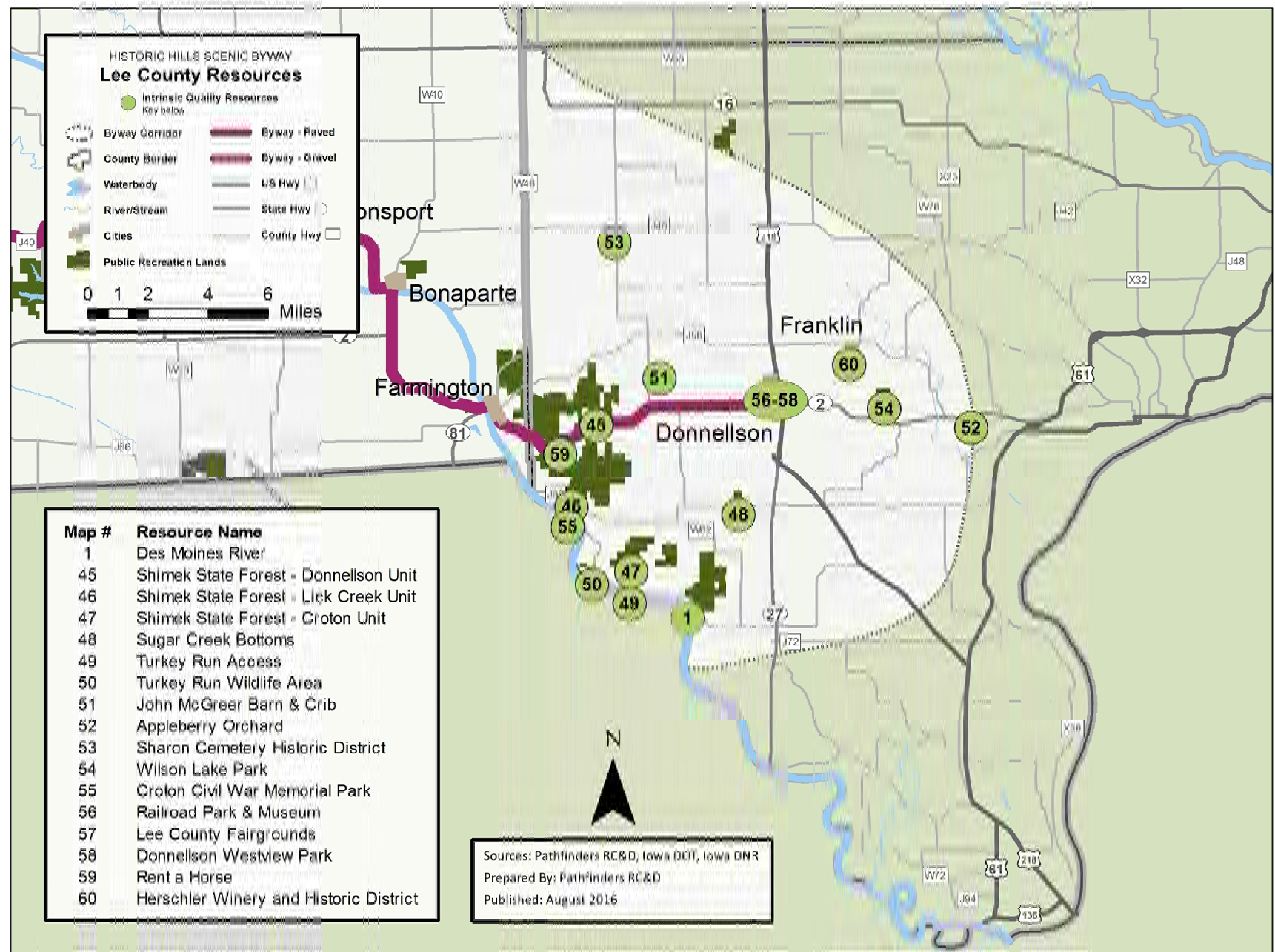
Map 11. Appanoose County Intrinsic Quality Resources in Historic Hills Scenic Byway Corridor



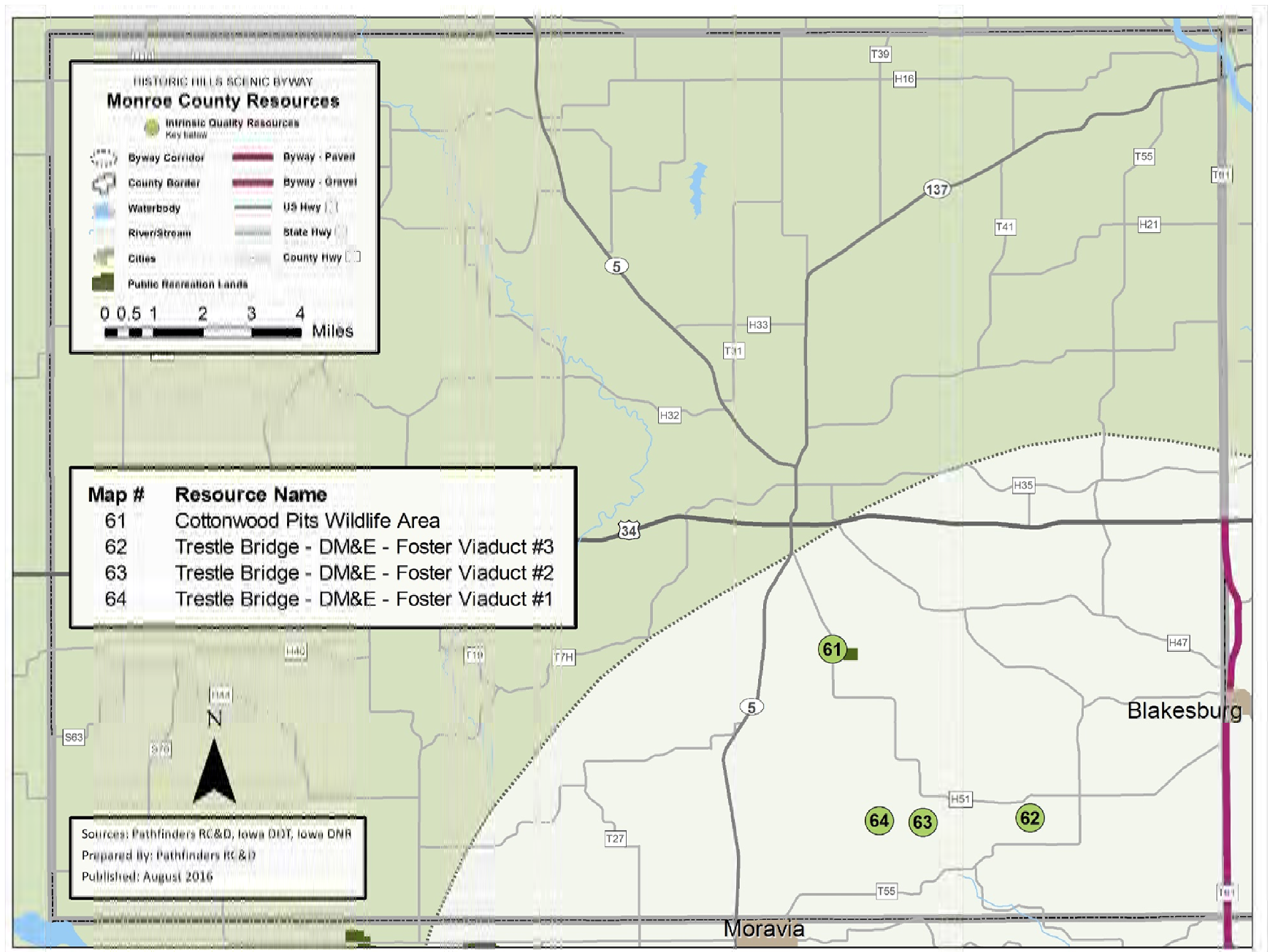
Map 12. Davis County Intrinsic Quality Resources in Historic Hills Scenic Byway Corridor

Key to Davis County Intrinsic Quality Resources in Historic Hills Scenic Byway Corridor

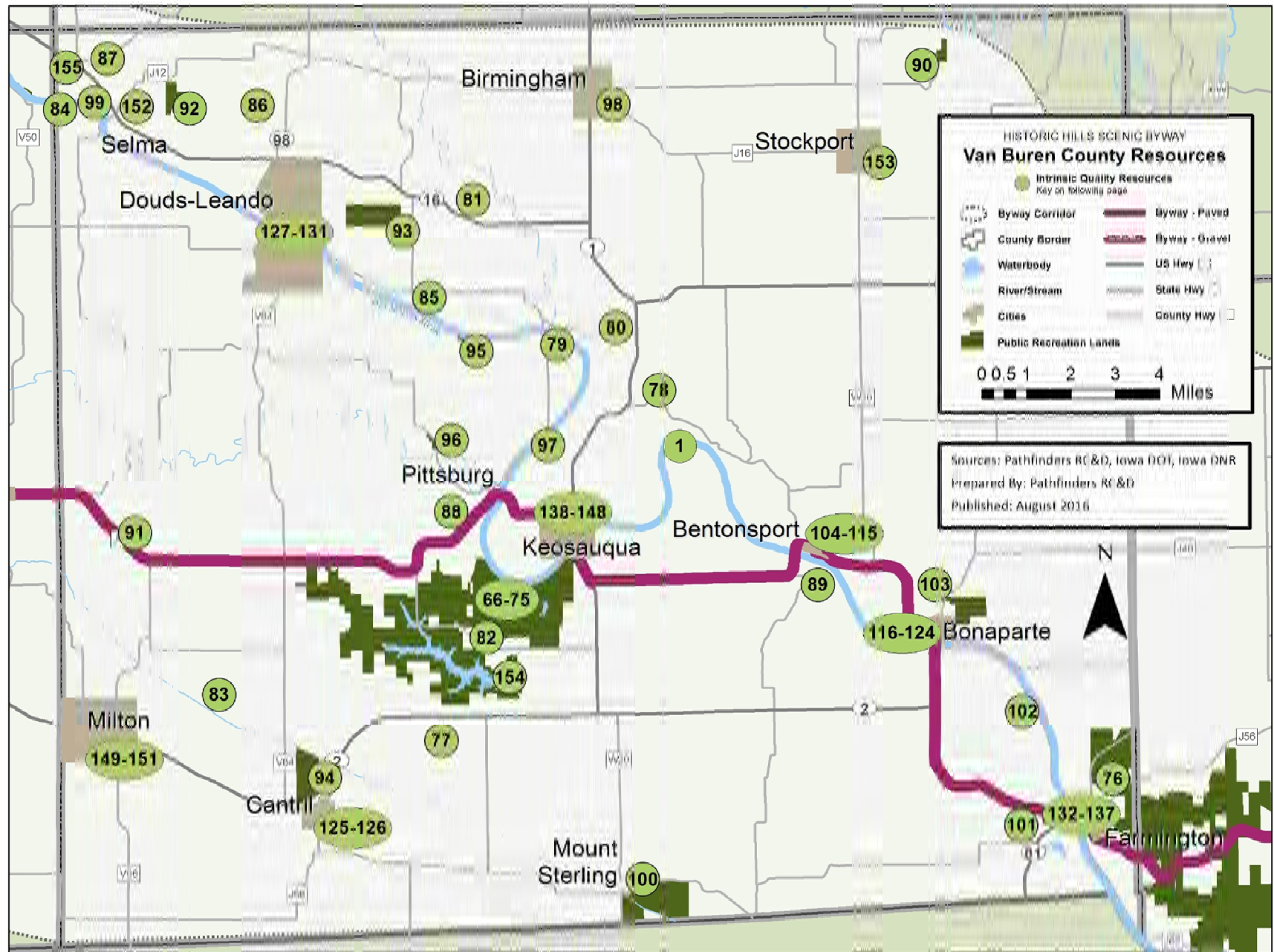
Map #	Resource Name
1	Des Moines River
15	Stephens State Forest - Unionville Unit
16	Trimble Parker Historic Farmstead District
17	Lake Wapello State Park
18	West Grove United Methodist Church
19	Guerilla Raid Civil War Monument
20	Soap Creek WMA - Davis County
21	Eldon Wildlife Area
22	Selma Access
23	West Grove County Park
24	James B. Weaver House
25	Davis County Courthouse
26	Davis County Welcome Center
27	Bloomfield Public Library
28	Henry Wishard House
29	Bloomfield Square Historic District
30	Greenleaf Place
31	William Findley House
32	Asa Wilson House
33	Harbour Mormon Cabin
34	Davis County Historic Complex
35	Lake Fisher Park
36	McGowen Recreation & Wildlife Area
37	Bloomfield City Park
38	Drakesville Oval
39	Mormon Log Cabin
40	Drakesville Park
41	Lockkeeper's House
42	Floris City Park
43	Pulaski City Park & Historic Depot
44	Troy Academy



Map 13. Lee County Intrinsic Quality Resources in Historic Hills Scenic Byway Corridor



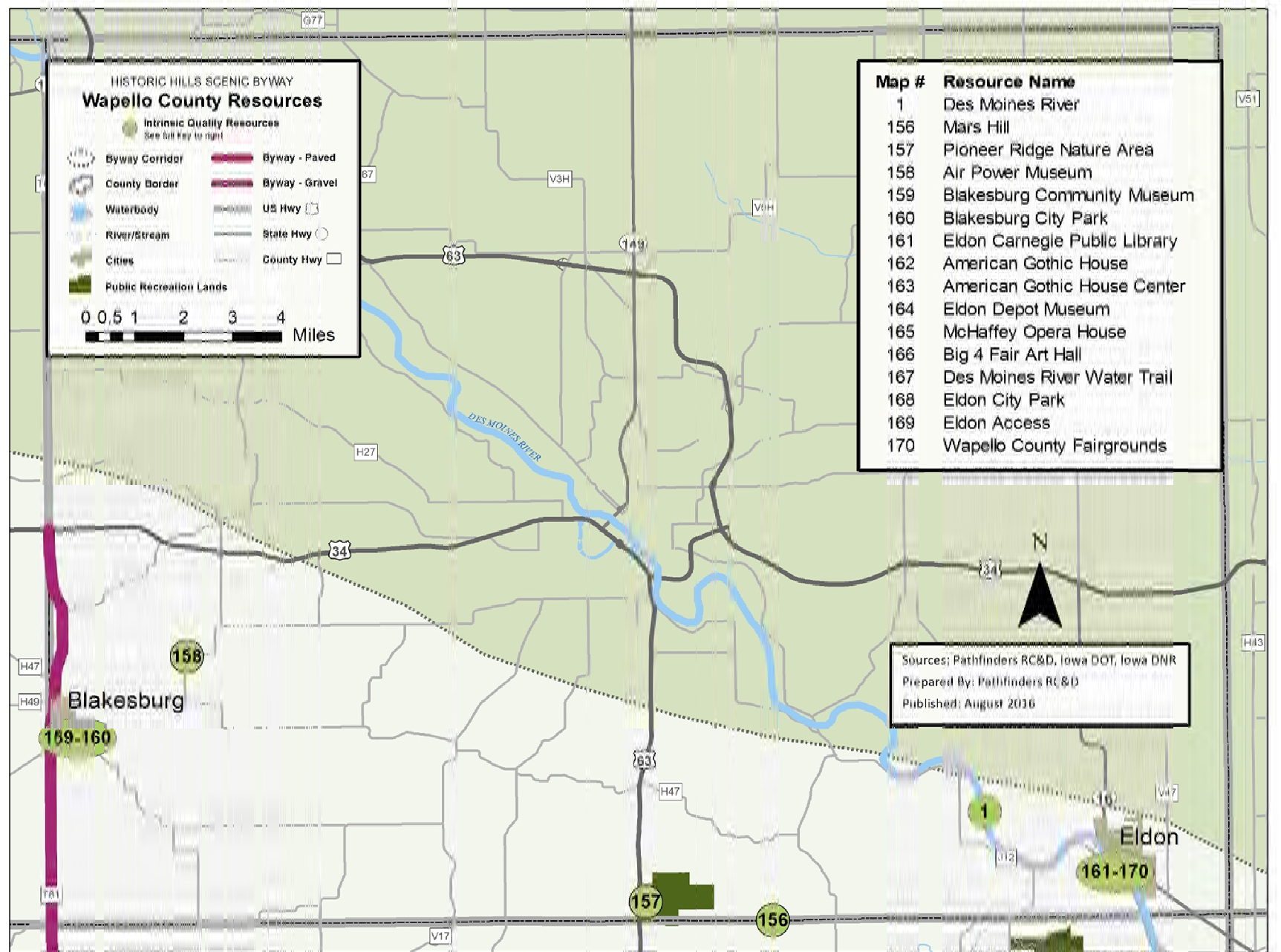
Map 14. Monroe County Intrinsic Quality Resources in Historic Hills Scenic Byway Corridor



Map 15. Van Buren County Intrinsic Quality Resources in Historic Hills Scenic Byway Corridor

Key to Van Buren County Intrinsic Quality Resources in Historic Hills Scenic Byway Corridor

Map #	Resource Name	Map #	Resource Name	Map #	Resource Name
1	Des Moines River	96	Chequest Wildlife Area	127	Douds Boat Ramp
66	CCC Interpretive Display	97	Austin Park	128	Leando Memorial Park
67	Ely's Ford	98	Birmingham City Park	129	Valley School No. 3
68	Lacey Keosauqua State Park Lodge Area	99	Shidepoke Access	130	Douds Depot
69	Lacey Keosauqua State Park -Picnic Group	100	Fox River Wildlife Area	131	Douds Park
70	Lacey Keosauqua Indian Mounds	101	White Timber	132	Burg Wagon Works
71	Thunderbird Petroglyph	102	Des Moines River Access	133	Pioneer Museum
72	Lacey Keosauqua State Park Bathing Area	103	Lindsay Wilderness Area	134	Indian Lake Park
73	Shimek State Forest - Keosauqua Unit	104	Bentonsport Bridge	135	River Valley Lodge & Horse Camp
74	Lacey Keosauqua State Park	105	Mason House Inn	136	Farmington Park
75	Daugherty Timber	106	Bentonsport Historic District	137	Goodin Building
76	Shimek State Forest - Farmington Unit	107	Bentonsport Nature Trail	138	Des Moines River Lock & Dam at Keosauqua
77	Wickfield Round Barn	108	Stone House	139	GAR Park Monument & Cannons
78	Abner Martin House	109	Indian Artifact Museum	140	Keo Loop Trail
79	Kilbourn Bridge	110	Historic Presbyterian Church	141	Van Buren Co. Welcome Cntr/ McCoy Museum
80	Midway Stock Farm Barn	111	Paddle Pedal and More	142	Hotel Manning
81	White Schoolhouse No. 5	112	Bentonsport Academy	143	Old Creamery
82	Lake Sugema Wildlife Area	113	Des Moines River Lock & Dam, Bentonsport	144	Keosauqua City Park
83	Eisenhower Bridge	114	Bentonsport Riverside Park	145	Voltaire Twombly Building/Museum
84	Iowaville Archeological Site	115	Bentonsport Timber	146	Pearson House Museum
85	Oak Grove Historic School & Church	116	Whitely Opera House	147	Riverfront Trail
86	Mount Moriah Methodist Church	117	Bonaparte Retreat	148	Van Buren County Courthouse
87	Iowaville Cemetery	118	Aunty Green Hotel Museum & Library	149	Milton Train Depot
88	Pittsburg Scenic Viewpoint	119	Bonaparte Pottery & Archeological District	150	Milton Heritage House
89	Vernon School	120	Bonaparte Historic Riverfront District	151	Milton School Park and Trail
90	Morris Park	121	Bonaparte Mormon Trail River Crossing	152	Selma Log Cabin Park
91	Richardson's Point	122	Riverside Park	153	Peavine Line Railroad Depot & Museum
92	Selma Wildlife Area	123	Des Moines River Lock & Dam, Bonaparte	154	Lake Sugema Campground
93	Van Buren Wildlife Area	124	Bonaparte Cemetery	155	Chief Black Hawk Gravesite Memorial
94	De Voss-Foster Wildlife Area	125	Township Hall		
95	Schulz Conservaton Area	126	Waubonsie Trail Park		



Map 16. Wapello County Intrinsic Quality Resources in Historic Hills Scenic Byway Corridor

Appendix D. Intrinsic Quality Resources Listed Alphabetically

Map #	Resource Name	County	Community
78	Abner Martin House	Van Buren	
158	Air Power Museum	Wapello	
162	American Gothic House	Wapello	Eldon
163	American Gothic House Center	Wapello	Eldon
52	Appleberry Orchard	Lee	
32	Asa Wilson House	Davis	Bloomfield
118	Aunty Green Hotel Museum and Bonaparte Library	Van Buren	Bonaparte
97	Austin Park	Van Buren	
112	Bentonsport Academy	Van Buren	Bentonsport
104	Bentonsport Bridge	Van Buren	Bentonsport
106	Bentonsport Historic District	Van Buren	Bentonsport
107	Bentonsport Nature Trail	Van Buren	Bentonsport
114	Bentonsport Riverside Park	Van Buren	Bentonsport
115	Bentonsport Timber	Van Buren	
166	Big 4 Fair Art Hall	Wapello	Eldon
98	Birmingham City Park	Van Buren	Birmingham
160	Blakesburg City Park	Wapello	Blakesburg
159	Blakesburg Community Museum	Wapello	Blakesburg
37	Bloomfield City Park	Davis	Bloomfield
27	Bloomfield Public Library	Davis	Bloomfield
29	Bloomfield Square Historic District	Davis	Bloomfield
124	Bonaparte Cemetery	Van Buren	Bonaparte
120	Bonaparte Historic Riverfront District	Van Buren	Bonaparte
121	Bonaparte Mormon Trail River Crossing	Van Buren	Bonaparte
119	Bonaparte Pottery & Archeological District	Van Buren	Bonaparte
117	Bonaparte Retreat	Van Buren	Bonaparte
132	Burg Wagon Works	Van Buren	Farmington
66	CCC Interpretive Display	Van Buren	
96	Chequest Wildlife Area	Van Buren	
155	Chief Black Hawk Gravesite Memorial	Van Buren	
61	Cottonwood Pits Wildlife Area	Monroe	
55	Croton Civil War Memorial Park	Lee	Croton
75	Daugherty Timber	Van Buren	
25	Davis County Courthouse	Davis	Bloomfield
34	Davis County Historic Complex	Davis	Bloomfield
26	Davis County Welcome Center	Davis	Bloomfield
94	De Voss-Foster Wildlife Area	Van Buren	
1	Des Moines River	Davis, Lee, Van	
102	Des Moines River Access	Van Buren	
113	Des Moines River Lock & Dam at Bentonsport	Van Buren	Bentonsport
123	Des Moines River Lock & Dam at Bonaparte	Van Buren	Bonaparte
138	Des Moines River Lock & Dam at Keosauqua	Van Buren	Keosauqua
167	Des Moines River Water Trail	Wapello	Eldon

Appendix D. continued

Map #	Resource Name	County	Community
58	Donnellson Westview Park	Lee	Donnellson
127	Douds Boat Ramp	Van Buren	Douds-Leando
130	Douds Depot	Van Buren	Douds-Leando
131	Douds Park	Van Buren	Douds-Leando
38	Drakesville Oval	Davis	Drakesville
40	Drakesville Park	Davis	Drakesville
83	Eisenhower Bridge	Van Buren	
169	Eldon Access	Wapello	Eldon
161	Eldon Carnegie Public Library	Wapello	Eldon
168	Eldon City Park	Wapello	Eldon
164	Eldon Depot Museum	Wapello	Eldon
21	Eldon Wildlife Area	Davis	
67	Ely's Ford	Van Buren	
136	Farmington Park	Van Buren	Farmington
42	Floris City Park	Davis	Floris
100	Fox River Wildlife Area	Van Buren	
139	GAR Park Monument & Cannons	Van Buren	Keosauqua
137	Goodin Building	Van Buren	Farmington
30	Greenleaf Place	Davis	Bloomfield
19	Guerilla Raid Civil War Monument	Davis	
33	Harbour Mormon Cabin	Davis	Bloomfield
28	Henry Wishard House	Davis	Bloomfield
60	Herschler Winery and Historic District	Lee	Franklin
110	Historic Presbyterian Church	Van Buren	Bentonsport
3	Honey Creek Resort State Park	Appanoose	
4	Honey Creek State Park	Appanoose	
142	Hotel Manning	Van Buren	Keosauqua
109	Indian Artifact Museum	Van Buren	Bentonsport
134	Indian Lake Park	Van Buren	Farmington
84	Iowaville Archeological Site	Van Buren	
87	Iowaville Cemetery	Van Buren	
24	James B. Weaver House	Davis	Bloomfield
51	John McGreer Barn & Crib	Lee	
140	Keo Loop Trail	Van Buren	Keosauqua
144	Keosauqua City Park	Van Buren	Keosauqua
79	Kilbourn Bridge	Van Buren	
70	Lacey Keosauqua Indian Mounds	Van Buren	
74	Lacey Keosauqua State Park	Van Buren	
72	Lacey Keosauqua State Park - Bathing Area	Van Buren	
68	Lacey Keosauqua State Park - Lodge Area	Van Buren	
69	Lacey Keosauqua State Park - Picnic Group	Van Buren	
35	Lake Fisher Park	Davis	Bloomfield
154	Lake Sugema Campground	Van Buren	
82	Lake Sugema Wildlife Area	Van Buren	
17	Lake Wapello State Park	Davis	
128	Leando Memorial Park	Van Buren	Douds-Leando

Appendix D. continued

Map #	Resource Name	County	Community
57	Lee County Fairgrounds	Lee	Donnellson
103	Lindsay Wilderness Area	Van Buren	
41	Lockkeeper's House	Davis	Eldon
156	Mars Hill	Wapello	
105	Mason House Inn	Van Buren	Bentonsport
36	McGowen Recreation & Wildlife Area	Davis	Bloomfield
165	McHaffey Opera House	Wapello	Eldon
80	Midway Stock Farm Barn	Van Buren	
150	Milton Heritage House	Van Buren	Milton
151	Milton School Park and Trail	Van Buren	Milton
149	Milton Train Depot	Van Buren	Milton
13	Moravia City Park	Appanoose	Moravia
10	Moravia Historical Complex	Appanoose	Moravia
39	Mormon Log Cabin	Davis	Drakesville
90	Morris Park	Van Buren	
86	Mount Moriah Methodist Church	Van Buren	
85	Oak Grove Historic School & Church	Van Buren	
143	Old Creamery	Van Buren	Keosauqua
111	Paddle Pedal and More	Van Buren	Bentonsport
146	Pearson House Museum	Van Buren	Keosauqua
153	Peavine Line Railroad Depot & Museum	Van Buren	Stockport
133	Pioneer Museum	Van Buren	Farmington
157	Pioneer Ridge Nature Area	Wapello	
88	Pittsburg Scenic Viewpoint	Van Buren	
43	Pulaski City Park & Historic Depot	Davis	Pulaski
56	Railroad Park & Museum	Lee	Donnellson
8	Rathbun Fish Hatchery	Appanoose	
5	Rathbun Lake	Appanoose	
9	Rathbun Wildlife Area	Appanoose	
59	Rent a Horse	Lee	Farmington
91	Richardson's Point	Van Buren	
135	River Valley Lodge Campground and Horse Camp	Van Buren	Farmington
147	Riverfront Trail	Van Buren	Keosauqua
122	Riverside Park	Van Buren	Bonaparte
95	Schulz Conservaton Area	Van Buren	
22	Selma Access	Davis	
152	Selma Log Cabin Park	Van Buren	Selma
92	Selma Wildlife Area	Van Buren	
53	Sharon Cemetery Historic District	Lee	
99	Shidepoke Access	Van Buren	
47	Shimek State Forest - Croton Unit	Lee	
45	Shimek State Forest - Donnellson Unit	Lee	
76	Shimek State Forest - Farmington Unit	Van Buren	
73	Shimek State Forest - Keosauqua Unit	Van Buren	
46	Shimek State Forest - Lick Creek Unit	Lee	
65	Soap Creek Outfitters	Appanoose	

Appendix D. continued

Map #	Resource Name	County	Community
7	Soap Creek Wildlife Area - Appanoose Co	Appanoose	
20	Soap Creek WMA - Davis County	Davis	
15	Stephens State Forest - Unionville Unit	Appanoose, Davis	
108	Stone House	Van Buren	Bentonsport
48	Sugar Creek Bottoms	Lee	
2	Sundown Lake Viewpoint	Appanoose	
71	Thunderbird Petroglyph	Van Buren	
125	Township Hall	Van Buren	Cantril
64	Trestle Bridge - DM&E - Foster Viaduct #1	Monroe	
63	Trestle Bridge - DM&E - Foster Viaduct #2	Monroe	
62	Trestle Bridge - DM&E - Foster Viaduct #3	Monroe	
16	Trimble Parker Historic Farmstead District	Davis	
44	Troy Academy	Davis	Troy
12	Trussell Park	Appanoose	Moravia
6	Tubaugh Wildlife Area	Appanoose	
49	Turkey Run Access	Lee	
50	Turkey Run Wildlife Area	Lee	
14	Unionville United Methodist Church	Appanoose	Unionville
129	Valley School No. 3	Van Buren	Douds-Leando
141	Van Buren Co. Welcome Center & McCoy Museum	Van Buren	Keosauqua
148	Van Buren County Courthouse	Van Buren	Keosauqua
93	Van Buren Wildlife Area	Van Buren	
89	Vernon School	Van Buren	
145	Voltaire Twombly Building/Museum	Van Buren	Keosauqua
11	Wabash Depot Combination Depot & Museum	Appanoose	Moravia
170	Wapello County Fairgrounds	Wapello	Eldon
126	Waubonsie Trail Park	Van Buren	Cantril
23	West Grove County Park	Davis	
18	West Grove United Methodist Church	Davis	
81	White Schoolhouse No. 5	Van Buren	
101	White Timber	Van Buren	
116	Whitely Opera House	Van Buren	Bonaparte
77	Wickfield Round Barn	Van Buren	
31	William Findley House	Davis	Bloomfield
54	Wilson Lake Park	Lee	

Appendix E. Mormon Trail Points of Interest by County

Mormon Trail points of interest as reported in “Embarking for the Kingdom: Historical, Archaeological, and Natural Resources Inventory of the Mormon Trails in Iowa” (Rogers and Artz, 2015).

Description	County
Trail Marker (Unionville)	Appanoose
Town of Moravia (some Mormons settled here because of Illness on the trail)	Appanoose
Soap Creek Camp	Appanoose
Mormon Gardens Campsite (Mormon graves nearby)	Appanoose
Trail Ruts on old Caylor Farmstead	Appanoose
Mormon Grave on Harrington farm	Appanoose
Denny Cemetery (may contain a Mormon grave)	Appanoose
Mormon Graves (overlooking South Soap Creek)	Appanoose
Moravia Cutoff	Appanoose
Davis County Historical Complex - Mormon-built log cabin exhibit and interpretive panels	Davis
Mormon Trace (begins just west of Drakesville)	Davis
Fox River Crossing (by the Brigham Young companies)	Davis
West Grove (Mormons rested here during flight from Missouri in 1838-1839)	Davis
Evan's Camp	Davis
Mormon-built log cabin, trail marker, and interpretive signs (Drakesville)	Davis
Trail ruts/bent oak tree; Site 13DV207 (trail ruts)	Davis
Trail ruts/bent oak tree; Site 13DV207 (bent limb oak tree)	Davis
Prominent trail swale Site 13DV208	Davis
Fox/Stringtown alt route (Stringtown Cemetery Site 13DV209 & Prominent Trail Swale Site 13DV208)	Davis
Davis County Camp (after crossing Fox River)	Davis
Trail remnant? (possibly former RR grade)	Davis
Sugar Creek Camp 2 (west side of creek)	Lee
Lick Creek Camp	Lee
Camp east of Sugar Creek (near 1835 Dragoon Trail & just north of Sullivan Line)	Lee
Alternate Route via New Boston & Charleston	Lee
Spring near Welch Cemetery	Monroe
Trail to 2nd Mormon Garden in Monroe County	Monroe
Spring ("great spring" used by Mormons following the Trace)	Monroe
Bentonsport NRHP District - Mason House Inn	Van Buren
Van Buren County Courthouse (NRHP)	Van Buren
Brattan's Grove (D.A.R. marker for 1835 Dragoon Trail at Utica)	Van Buren
Oak Point Cemetery	Van Buren
Boston Cemetery (Mormon burials)	Van Buren
Farmington (Brigham Young's company stopped and bought supplies here)	Van Buren
Reed's Creek Camp	Van Buren
Vernon Prairie (Camp of Israel stopped here)	Van Buren
Indian Creek Camp location 2	Van Buren
Richardson's Point - Richardson family homestead/Mormon Camp Site 13VB866	Van Buren
Ely's Ford (near Keosauqua)	Van Buren
Bonaparte/Des Moines River Ford	Van Buren
Ely's Ford (Historical Site/Markers)	Van Buren
Indian Creek Camp location 1 (located at B. Ellis farm)	Van Buren

Appendix E. continued

Description	County
Fordyce Tavern	Van Buren
Philips Cemetery - Mormon Cemetery	Van Buren
Pittsburg Crossing (Des Moines River)	Van Buren
Mormon Cemetery (Gabby Farm)	Van Buren
Dr. Elbert's Campground (west of Keosauqua)	Van Buren
Bentonsport NRHP District - Stone House	Van Buren
Mormon Cemetery (in Vernon)	Van Buren
Fordyce Cemetery (Mormon burials) Site 13VB867	Van Buren
Mormon graves at Richardson's Point; Site 13VB865	Van Buren

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