INTRUSION MINIMIZATION

Visitors to a scenic byway have expectations of a continuous pleasant experience. In reality, there will always be intrusions affecting experience, 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

Confinements and feedlots exist along the Byway but 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 X 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 disrepair 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

In addition to the intrusions discussed above, the following could be proposed or constructed along the Byway in the future:

- Transmission towers
- Cell tower
- Wind turbine

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. Davis, Lee, and Van Buren counties do not have zoning and planning. 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.
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.USC 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 2-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 (reference to brochure). 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. 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.

(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 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
Byway roads carry traffic ranging from a low of 20 average vehicles per day to a maximum of 4,760 vehicles per day (Table X). Except for the two-mile segment of U.S. Highway 63, the other Byway roads carry a maximum of 2,190 vehicles per day. The average for all Byway segments is just over 1,000 vehicles per day.

Crash Analysis
Analysis of crash data on the Byway for 2010-2015 shows most segments had crash rates lower than the 2010-2014 statewide average of 159 crashes per hundred million vehicle miles traveled (Table X, IDOT reference). Of the four segments higher than average, three include city streets which have a higher average crash rate statewide. 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 expressed concern about several locations and those were analyzed separately. The intersection of W40 and Highway 2 south of Bonaparte showed only two accidents from 2008-

<p>| Table X. Traffic counts and crash statistics for Historic Hills Scenic Byway |</p>
<table>
<thead>
<tr>
<th>Segment</th>
<th>Traffic*</th>
<th>Total Crashes**</th>
<th>Miles</th>
<th>Crashes per HMVMT***</th>
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<tbody>
<tr>
<td></td>
<td>Min</td>
<td>Max</td>
<td>Average</td>
<td></td>
</tr>
<tr>
<td>Monroe/Wapello Hwy 34 to Blakesburg</td>
<td>1090</td>
<td>1090</td>
<td>1090</td>
<td>25</td>
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<tr>
<td>Monroe/Wapello Blakesburg to Gravel</td>
<td>420</td>
<td>570</td>
<td>528</td>
<td>6</td>
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<tr>
<td>Davis - Appanoose Co to Bloomfield</td>
<td>350</td>
<td>4760</td>
<td>1109</td>
<td>58</td>
</tr>
<tr>
<td>Davis - Bloomfield and J40 to Nuthatch</td>
<td>1150</td>
<td>4760</td>
<td>2955</td>
<td>44</td>
</tr>
<tr>
<td>Davis - nuthatch to VB Co</td>
<td>340</td>
<td>830</td>
<td>584</td>
<td>11</td>
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<tr>
<td>Davis - T61 to Drakesville</td>
<td>20</td>
<td>470</td>
<td>162</td>
<td>5</td>
</tr>
<tr>
<td>Appanoose</td>
<td>350</td>
<td>610</td>
<td>468</td>
<td>28</td>
</tr>
<tr>
<td>Van Buren - Davis co to Keo</td>
<td>340</td>
<td>1180</td>
<td>701</td>
<td>33</td>
</tr>
<tr>
<td>Van Buren - Keo to Bentonspor</td>
<td>820</td>
<td>2190</td>
<td>1163</td>
<td>27</td>
</tr>
<tr>
<td>Van Buren - Bentonspor to Hwy 2</td>
<td>500</td>
<td>840</td>
<td>668</td>
<td>9</td>
</tr>
<tr>
<td>Van Buren - Hwy 2 to Lee Co.</td>
<td>1380</td>
<td>1380</td>
<td>1380</td>
<td>21</td>
</tr>
<tr>
<td>Lee</td>
<td>1380</td>
<td>1850</td>
<td>1568</td>
<td>43</td>
</tr>
<tr>
<td>Totals/Average</td>
<td>20</td>
<td>4760</td>
<td>1031</td>
<td>310</td>
</tr>
</tbody>
</table>

*Source: Iowa DOT Average Daily Traffic Count (2014)
**Source: Iowa DOT Crash Analysis Database, January 1, 2010 to December 15, 2015
***Crashes per 100 Million Vehicle Miles Traveled (HMVMT)
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 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 only resulted in property damage.

**Deer-Vehicle Accidents**
The odds that a driver in Iowa will have an accident involving a deer are one in 68, according to a 2015 report from State Farm Insurance (reference). 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, an online search found at least five accidents from 2007-2015 involving horse-drawn vehicles in Davis County including two fatalities.

According to Iowa research, though the number of crashes involving SMVs is lower than crashes involving other vehicle types, 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 (2008, Hawkins).

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 Iowa highways with horse-drawn vehicle traffic (photo). 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. One study 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” (2009, Kinzenbaw).
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 X).

**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 X. Historic Hills Scenic Byway Road Surface Condition Report, July 2015

<table>
<thead>
<tr>
<th>Byway Segment</th>
<th>Road Surface Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blakesburg to Unionville</td>
<td>Regular rural pavement condition</td>
</tr>
<tr>
<td>Moravia to Unionville</td>
<td>Good surface</td>
</tr>
<tr>
<td>Unionville to Paris</td>
<td>Poor condition: Holes, large cracks, uneven surface</td>
</tr>
<tr>
<td>Paris to Drakesville</td>
<td>Poor condition: Holes, large cracks, uneven surface</td>
</tr>
<tr>
<td>Drakesville to Bloomfield</td>
<td>Overall good but with holes along centerline</td>
</tr>
<tr>
<td>Bloomfield to Troy</td>
<td>Regular rural pavement condition</td>
</tr>
<tr>
<td>Troy to Keosauqua</td>
<td>Some uneven surfaces</td>
</tr>
<tr>
<td>Keosauqua to Bentonport</td>
<td>Regular rural pavement condition</td>
</tr>
<tr>
<td>Bentonport to Bonaparte</td>
<td>Bad surface; dangerous for motorcycles</td>
</tr>
<tr>
<td>Bonaparte to Farmington</td>
<td>Regular rural pavement condition</td>
</tr>
<tr>
<td>Farmington to Donnellson</td>
<td>Regular rural pavement condition</td>
</tr>
</tbody>
</table>
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” (reference). 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 X). 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” (reference). As part of that network, it carries the heaviest commercial traffic.

State Highways 1 and 2 are classified as “area development connectors.” These roadways join towns with roads in the commercial and industrial network. They 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 (Figure/Map X). 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 may be good to monitor this in the future if commerce or traffic patterns change.

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**Figure X. Road classifications in Southeast Iowa (reference)**
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 X.

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 X.

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 (reference) also shows one “bicycle friendly route” on the Byway, though no signage exists on the road. Figure X 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.

Figure X. Bicycle Friendly Route from Iowa DOT Bicycle Map (reference)
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 DOT (2015, Iowa DOT). In 2011, graphics were developed for the state program and individual byways, along with a policy manual and detailed signage plans (Figure X, Appendix X). 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.

Map X shows the location of each Historic Hills Scenic Byway guide sign. 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.
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) helps reduce crashes and congestion, and improves the efficiency (reference).

Informational Signs
Signs with general visitor information about the Byway 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.

Byway guide sign in Keosauqua

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.
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 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 guidelines which are available on the Iowa DOT website.

RECOMMENDATIONS
- Conduct regular sign inventory as specified by Iowa DOT Byways program.
- Follow up with 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.
DESIGN STANDARDS

Proposed modifications to road on the Byway route have the potential to affect resources of the Corridor. 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.

According to the 2016-2019 State Transportation Improvement Plan (STIP), there are no Byway roads currently scheduled for work other than routine maintenance (reference). 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 X). 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 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 X. Transportation Agencies in Historic Hills Scenic Byway Corridor

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