Cultivating the Future:

Dickinson County Comprehensive Plan, 2050

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Table of Contents

Preface

This book has been developed as the 2022 Dickinson County Comprehensive Plan. The plan is an update to the previous plan from 2007, which was created by K-State graduate students in Regional and Community Planning and fifth-year architecture students. The Spring 2007 Plan Preparation Class, led by Professor John Keller, performed research, surveys and other tasks to write the new plan. The original County Comprehensive Plan was adopted in 1975.

To develop the plan update in 2022, Dickinson County utilized in-house Planning staff, with guidance from the Plan Steering Committee. Due to the COVID 19 Pandemic, public participation was limited to an on-line survey. Based on the responses to the survey, it was determined by staff, the Steering Committee, and Planning Commission that the goals and recommendations as outlined in the 2007 plan were mostly still relevant, and in the process of being implemented. As a result, only wording changes to various sections of the Plan were made, along with updates to the demographic data and revised future land use map.

This Plan contains historical background and projects future populations through the year 2050. These projections are used to analyze the current status of the county and recommend guidance and policy for the county and its communities.

This document was officially adopted by the Dickinson County Board of County Commissioners on February 2, 2023 through Resolution #020223.

1-HISTORY

DICKINSON COUNTY

ROAD TO
SUCCESS

Est. 1857

KANSAS

Dickinson County's Location

Dickinson County is one of 105 counties in the state of Kansas and is located approximately 130 miles west of the Missouri River. The county measures 36 miles from north to south, and 24 miles from east to west. The county contains 544,640 acres or 851 square miles of land for cattle grazing or farming. The county is divided with approximately 1/3 of the county to the north of Interstate 70 and 2/3 of the county south of it. I-70 serves as the link between several communities in Dickinson County to the Manhattan-Junction City area to the east and to Salina and points beyond to the west. The county is a "prairie county" with an undulating surface, except in the northwest and southwest portions which are somewhat bluffly and broken. The county is steadfast in landscape, rural in nature, and agrarian-based.

Dickinson County is bordered by six counties. To the east are Geary and Morris, to the west are Ottawa and Saline, to the north is Clay and to the south is Marion. Four other counties are in close proximity from diagonal directions as seen in the map below; they are Riley (northeast), Chase (southeast), McPherson (southwest) and Clay (northwest).

Map 1.1
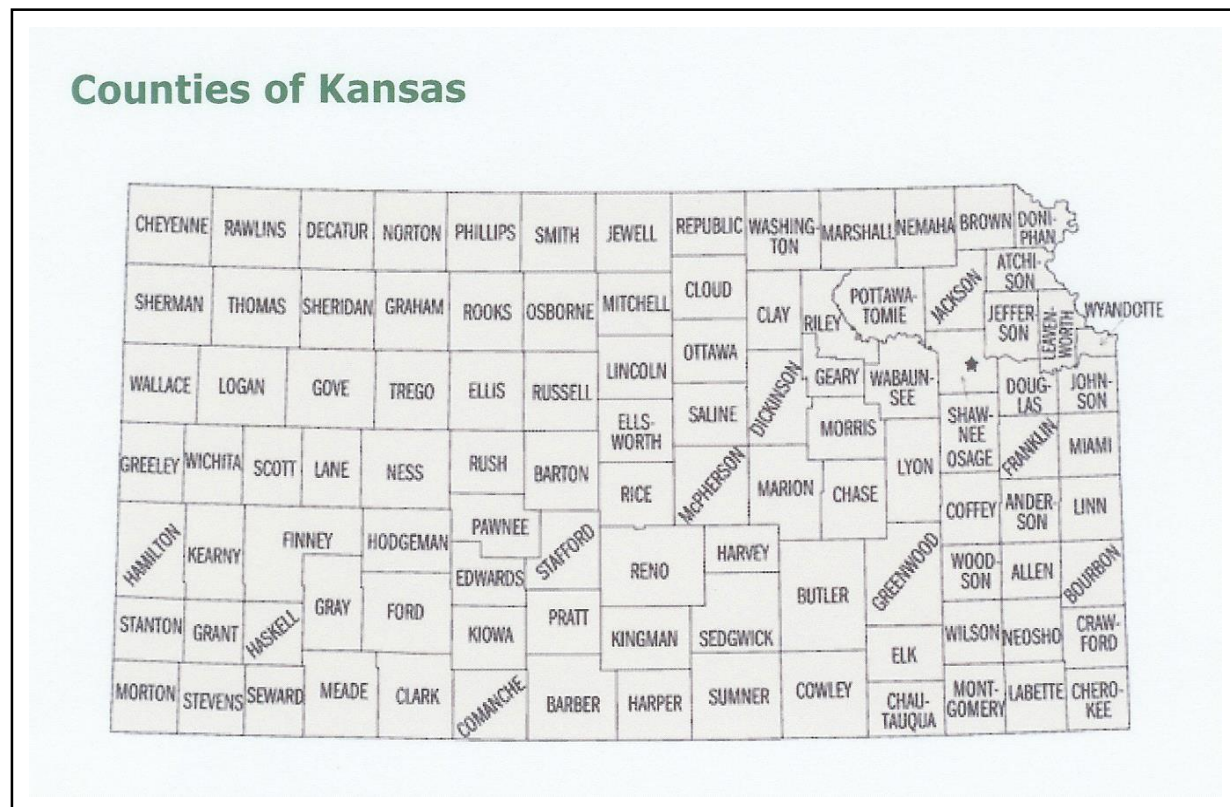
Source: Census of Population and Housing, U.S. Bureau of the Census, 2000.

History of Dickinson County

Map 1.2 Dickinson County on I-70 and Larger Towns

Source: MelissaData

The county was organized in 1857 and was named for Senator Daniel S. Dickinson of New York, who, while a U.S. Senator introduced resolutions respecting Territorial government which embodied the doctrine of popular sovereignty.

Early settlers included:
o   George Freeman, Chapman Creek, 1855
o   T.F. Hersey, Mud Creek, 1856
o   C. S. Staatz, Lyon Creek
o   J. Markley, Turkey Creek, 1858

Every new arrival sought bottom land in the valleys of the creeks and streams in order to be close to water and timber. As late as 1860, the region was a favorite retreat and hunting area for Native Americans, including the Kaw, Sioux, Pawnee and Cheyenne tribes.

Under Territorial Law forty acres could be platted to town lots, which entitled claim to 160 acres of land ... a quarter section. Consequently, many towns were platted and laid out in Territorial Kansas. Under this law, a party consisting of Nicholas White, H. M. Rulison and Dr. Gerot founded the town of Newport, which became the first platted town in Dickinson County, and thus Newport was designated as the county seat and voting precinct of Dickinson County. The town consisted of three log cabins and a hewn log store when platted. Today, Newport is one of several "lost towns" in Dickinson County, as it was speculated that the promoters of Newport disbanded the community and moved to greener pastures.   In 1860, when Kansas became a state, there were 378 people and twenty-three horses in all of Dickinson County. Shortly thereafter, the City of Abilene was established as the County Seat by a vote of the citizens.

The first ground was broken for the purpose of raising crops in 1857 on Chapman Creek. Since that time, agriculture has been the economic base upon which the county was built. Not until 1867 did anyone open up an upland prairie farm. Up to that time, the prairie was thought to be good only for grazing purposes. The first successful experimental crops of fall wheat were grown in Dickinson County by T. C. Henry, who became known as "Wheat King of Kansas."

Much of Dickinson County was settled by "Colonist" from Ohio, Michigan, Illinois and Pennsylvania. For ten to twelve years after the county was founded, the population

increased very slowly, held back by labels placed on Kansas such as "The Great American Desert" and "Bleeding Kansas". Settlers were not to come in any numbers until after the arrival of the railroad in 1866. Most of the settlements in Dickinson County were located near the railroad, and each had its own grain elevator for the storage of harvested crops to be exported to other areas.

Table 1.1 Dickinson County Population Statistics

Year	County Population
1860	378
1870	3043
1880	15,251
1890	22,273
1900	21,816
1910	24,361
1920	25,777
1930	25,870
1940	22,929
1950	21,190
1960	21,572
1970	19,993
1980	20,175
1990	18,948
2000	19,344
2010	19,754
2020	18,402
2022	18,459*

Source: Census of Population, U. S. Bureau of the Census, various years
http://www.census.gov/population/cencounts/1900-90.txt

*Website: Resident Population in Dickinson County, KS (KSDICK1POP) | FRED | St. Louis Fed (stlouisfed.org)

Graph 1.1
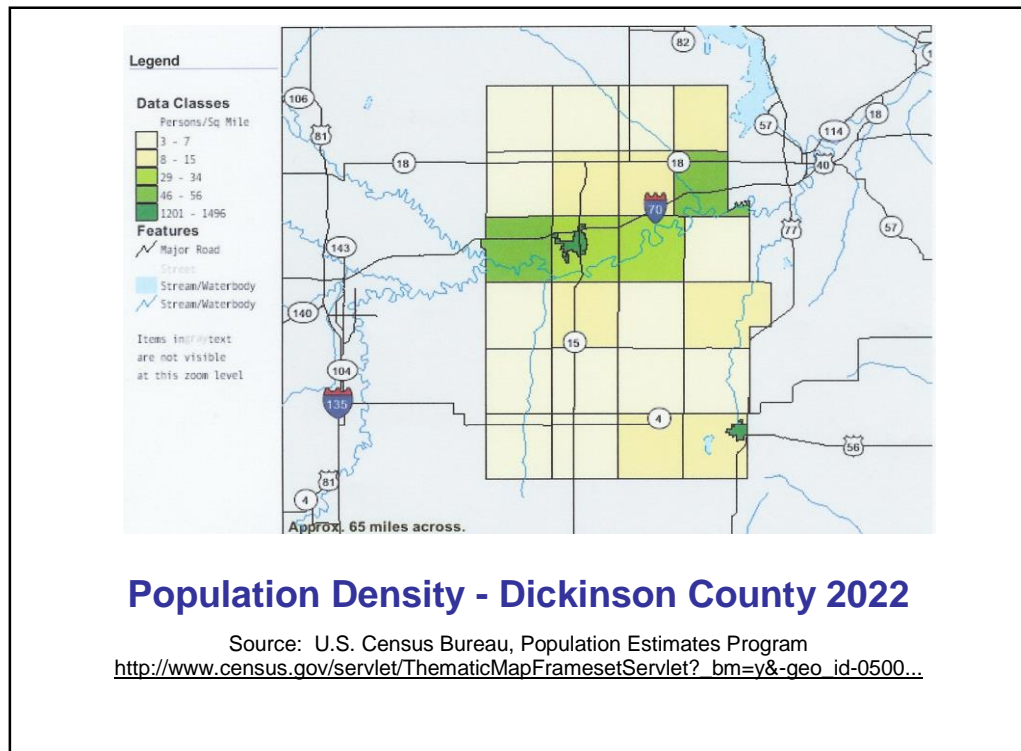

Historical Population 1860-2022
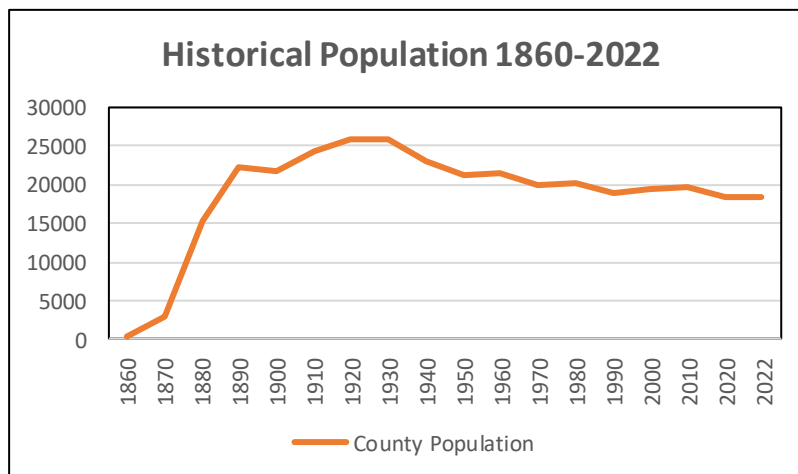
Source: Census of Population, U. S. Bureau of the Census
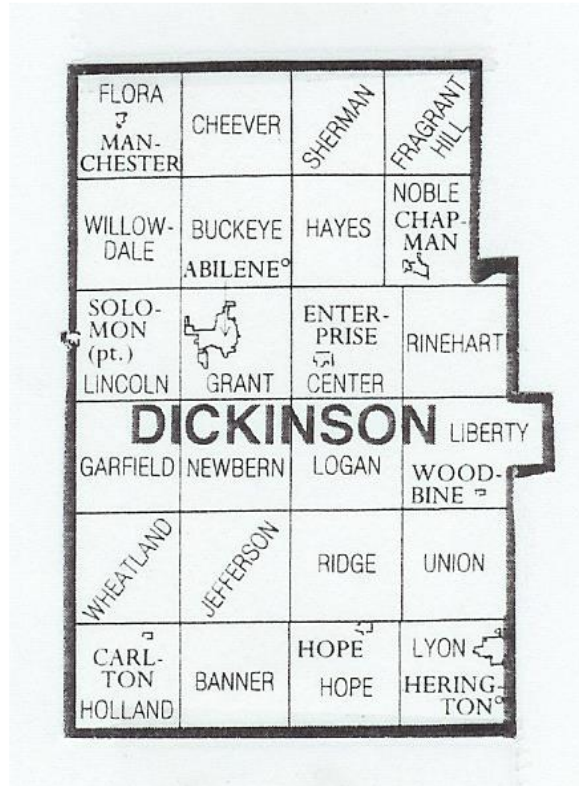
Townships in Dickinson County

Dickinson County is composed of twenty-four townships, nine incorporated cities, and several unincorporated communities. The population of Dickinson county has fluctuated slightly over the past 100 years, ranging from 21,816 in 1900 to 19,344 in the year 2000 (source: Census of Population, various years).

The population density in Dickinson County varies considerably, with the greater density occurring in the communities located along or near to the I-70 corridor which runs across the county from east to west. The only exception to this occurs in the community of Herington, which is located in the extreme southeast corner of the county. The rest of the county has a rural density in the range of three to seven persons per square mile, as shown on **Map 1.3** below. The average population density for the entire county is 22.8 persons per square mile in year 2020.

Map 1.3

Population Density - Dickinson County 2022

Source: U.S. Census Bureau, Population Estimates Program
http://www.census.gov/servlet/ThematicMapFramesetServlet?_bm=y&-geo_id-0500...

Map 1.4 Townships in Dickinson County

As noted above, 24 townships exist in Dickinson County. Eight of the townships are located north of Interstate 70 and 16 are located south of Interstate 70.

Brief Development History of the Incorporated Cities in Dickinson County

Abilene

Abilene, Kansas is the County seat of Dickinson County and is the largest town in Dickinson County. Abilene town began in 1860 and is one of nine incorporated cities in its county. Abilene (population 6,543) is located in central Kansas, approximately 25 miles east of Salina (population 45,679) and Junction City (population 18,866). The main highway is Interstate 70 running from the west through Denver to the east through Kansas City is located in the northern portion of Abilene. Interstate 135 runs north-south through Kansas and is approximately 25 miles to the west of Abilene. Abilene is approximately 90 miles from both Topeka (population 122,377) and Wichita (population 354,865). Kansas City is about 150 miles away. Abilene is 4.1 square miles and at 1,153 foot elevation. Land area is 9.205 square kilometers, positioned 38.91 degrees north of the equator and 97.22 degrees west of the prime meridian.
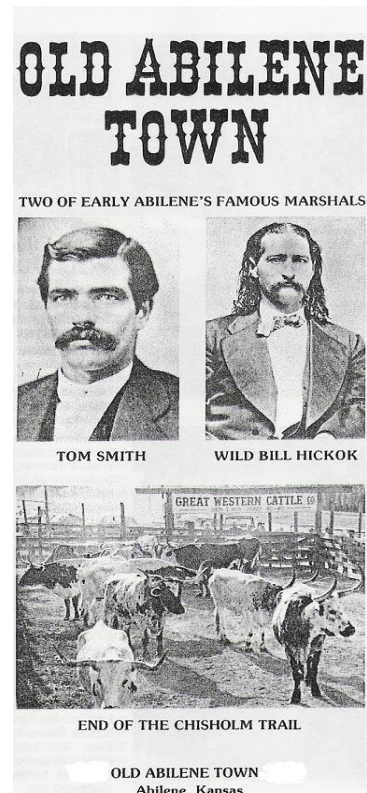
Map 1.5
Abilene Location

Source: Abilene Area Chamber of Commerce

In 1857 Timothy Hersey followed the Indian trails west to the Mud Creek. He built a dugout, log cabin, and a stable at the site of the Lebold-Vansholtz mansion. It was known as Hersey's Station or Mud Creek Station. In 1860 the original town site was platted east of Mud Creek by Hersey and C.H. Thompson. Hersey's wife Elizabeth Hersey

Lebold Mansion
Source: http://www.lebold-mansion.com/

named Abilene. It comes from the Bible, Luke 3:1 and means "city of the plains" (Dingler, 1999). The small town is two miles north of Smoky Hill River and is located on Sections 16 and 21, Township 13, Range 3 east. Initially the town was only 40 acres.

In 1861 the governmental politics battled for county seat, and Abilene won. This small log cabin village grew but slowly. There was little recorded before the railroad came rolling into town on March 15, 1867, when the Union Pacific Eastern Division Railroad arrived and was renamed the Kansas Pacific in 1869 (Dingler, 1999).

Kansas Pacific Railroad
http://en.wikipedia.org/wiki/Image:Kansaspacificgrants.jpg
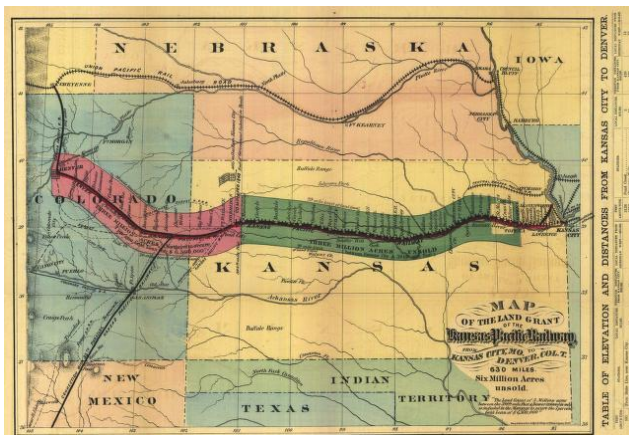
After the Civil War there was no longer a market for the vast herds of Longhorn cattle on the Texas plains. The Beeves were worth $3 to $4 per head in Texas while in Eastern cities they were worth $30 to $40 per head. An experienced entrepreneur by the name of Joseph McCoy from Illinois believed that longhorns could be herded north and shipped by the railroad to eastern these eastern markets. His idea was to make Abilene the shipping point for Texan cattle, He was successful.

Shortly after Abilene was established as a cattle point, the town was populated with cutthroats, black legs, thugs, gambler, and prostitutes. This portion of the population built their own houses, fitted up gambling dens, opened up saloons, when the cattle trading began (Cutler, 1883).

13

"The Chisholm Trail was a route used in the late 19th Century in the western United States for cattle drives. The trail stretched from southern Texas across the Red River to Abilene, Kansas and was used from 1867 to 1884 to drive cattle northward to the railhead of the Kansas Pacific Railway, where they were shipped eastward" (Wikipedia, October 2006).

Chisholm Trail
Source: http://www.onthechisholmtrail.com/trai.htm

Prior to 1870 there was little law and order in Abilene, Kansas. However, in 1869 this town was incorporated into a third-class city. Many trail headers found out about this and showed their opposition by shooting out shop windows along Texas Street (Dingler, 1999).

Abilene's first Marshal was Tom Smith. A powerful man by the name of T.C. Henry was the mayor at the time. Smith was popular with merchants, gamblers, citizens, saloon keepers, and most cowboys because "he liked to use his fists rather than his guns." However, in November 1870 Smith died by the hands of two homesteaders in an argument over stray cattle (Harris, 1994).

Marshal Tom Smith's Memorial

Wild Bill Hickok

Abilene then hired another marshal who turned out to be a hustler and gambler known as "Wild Bill" or James Butler Hickok. This overbearing flamboyant chap was hired in April 1871. The citizens of Abilene did not care for him because he spent much time drinking and gambling in the saloons. Many disputes arose between City Council and Hickok. He was fired after eight months of employment (Harris, 1994).

In 1870, farmer and land agent T.C. Henry had an interest in land more than cattle. He sowed 5 acres of winter wheat that he harvested the following spring. He then began planning larger fields of winter wheat on inclines and slopes. He was a success.   As a result, word spread that one could use the topsoil to plant and harvest winter wheat. This opened a market for prairie homesteads on what was previously thought to be useless land (Dingler, 1999).

In 1875 Henry planted 5,000 acres of wheat fields east of Abilene. His achievement became known as the "Golden Belt". Train conductors would draw their passengers' attention to this section in Central Kansas. Before Highway 40 was constructed, the Golden Belt road followed the section lines through Central Kansas (Dingler, 1999).

In 1870 Abilene began to see a steady new growth. The town expanded and developed north of the railroad tracks. In 1879 city mills were built on the east side of Abilene, later known as the Abilene Flour Mills. In 1882 Dickinson County Mills were built and owned by Johntz, Rice and Company, east of Mud Creek (Dingler, 1999).

By 1882 Abilene's population grew to 3,500 residents. In 1881 the courthouse was built on the corner of second and Broadway Street. This building eventually burned but was replaced by a brick building. As with many of the building fronts, it has received a new face. Banks, a creamery, Duckwalls-ALCO's, and many various other retail stores began to pop up. The town was booming in the early 1890s.

Cleyson L. Brown began acquiring utilities. Several of his companies were United Power and Light (KPL), United Telephone Company (Sprint), Union Electric Company, and United Trust Company. Headquarters was located at Third and Cedar Streets (Dingler, 1999).

In 1901 Abilene held local greyhound races. This became a major industry. In 1945 the National Greyhound Association's Headquarters offices moved from Kansas City to Abilene. And, in 1973, the Greyhound Hall of Fame building opened (Dingler, 1999).

Abilene's present post office was built in 1914 on the site of the former Continental Hotel. The Henry House also known as the Union Pacific Hotel and Depot was built by T.C. Henry in 1875 and raised in 1928. The Union Pacific Depot now serves as Abilene's Civic Center (Dingler, 1999).
In the 1880s, Abilene's city services were introduced to its citizens: police, fire protection, limited phone and electric services, and a mule-drawn streetcar. Prior to the turn of the century there were various fines and laws in place for the Abilene citizens. There was a $5 fine assessed for leaving horses unhitched or hogs running loose in the town's streets. Livestock was subject for sale by the city if found loose. Another $5 was

imposed for riding or driving a horse in a reckless manor along town streets (Dingler, 1999).

In 1903 city water was piped from Sand Springs to Abilene. For 50 years it was advertised at 99.98% pure. In the 1950s, the drought coupled with Abilene's rising population, came the advent of air conditioners and other water consuming household appliances. This forced the city to find additional water sources from wells. In 1906 the first curb and gutter was installed followed by the sewer system. Ordinances were passed by city fathers that required sidewalks and public water fountains (Dinger, 1999).

In 1909, Dwight D. Eisenhower graduated from Abilene's high school. Since his presidency, this has brought much attention to this small cow town. In 1947 Eisenhower's childhood home was opened as a museum.   The Eisenhower Center was built on 13 acres with five separate and distinct units to include the museum, presidential library, place of meditation, and a visitor's center that is on the site of the former Lincoln Elementary School.

Dwight D. Eisenhower Childhood Home
And Museum
http://www.galenfrysinger.com/kansas_abilene.htm

Eisenhower Center
http://www.galenfrysinger.com/kansas_abilene.htm

Carlton

Carlton is a city located in the southwest region of Dickinson County along Kansas Highway 4. It is about 30 miles southeast of Salina and 20 miles southwest of Abilene. Carlton got its name when a postal station was built on the farm of a blacksmith in 1872. This postal station was named Carlton and remained open until 1995. But, this area didn't become a town until the Missouri Pacific Railroad came through in 1886. This is a picture of the Missouri Pacific Depot that was built prior to the platting of Carlton. The depot was the main focal point of the area.

Missouri Pacific Depot
Source: WSU Library

Carlton was platted in the same year and became a convenient layover spot for cattle drivers traveling from Texas to Abilene along the Chisholm Trail. A rural school was established in 1874, but didn't receive books and a building until a few years later. The money for this was donated by the Cornell family of Carlton. These are the same Cornells of Cornell University in Ithaca, New York. The school reached its highest record attendance of 90 students in 1888, and by 1938 the school employed three teachers and offered two years of high school. Carlton became an incorporated community in 1929. Electricity was introduced to the town the same year.

Carlton also had a somewhat lively business district. These pictures are of Main Street in Carlton. It was the central business district for this small town. It included a hotel, a blacksmith shop, cheese factory, bank, lumberyard, general stores, telephone exchange, a newspaper, doctors, dentist, and a barber. Tragically most of these stores burned down in a fire in 1920.

Main Street, Carlton, Kansas -- Source: WSU Library

Chapman

Chapman, Kansas, was officially incorporated in 1872; it was named after Chapman Creek, which runs nearby the present town. The history of the area that is now Chapman is very rich. The first person to settle near the present site of Chapman was George Freeman. He was followed by John Erwin and Michael Hunt who settled on land one mile north of the present town site in 1857. These early settlers were known as pioneers and occupied the current landscape at its most primitive. The earliest settlers of the Chapman area lived a life of farming and hunting for their own well-being. In addition, the only doctor was a military doctor residing 15 miles away at Fort Riley. Most residents of the Chapman Settlement lived in dugouts, log cabins, wagons and tents.

Today Chapman is a community very proud of its heritage. In honor of the Irish immigrants that settled here, high schoolers are known as "The Fighting Irish," their mascot is the clover, and the colors green and white have become synonymous with the community of Chapman.

Notable community destinations in Chapman include the Kansas Auto Racing Hall of Fame, Indian Hill and the St. Patrick's Cemetery. Chapman is where the first county high school in the world was founded (Dickinson County High School); it was established in 1886. Notably, it is also the home of Astronaut Joe Engle.

Enterprise

The city of Enterprise was founded in 1869 and is located in Dickinson County on the Smoky Hill River. Abilene is six miles away, and I-70 is only four miles north on Kansas Highway 43 via the unincorporated town of Detroit. The Santa Fe railroad passes through town. One of the great ways to come to Enterprise is on the Abilene and the Smoky Valley excursion train which brings visitors to the town. It runs on track that was once part of the Rock Island line.

The natural waterfall of the Smoky Hill River was the reason for the settlement of Louden's Falls, Enterprise Mills which was later called Enterprise. Factory Street (currently the downtown city park) is the main street in Enterprise, a town perfectly named since enterprising industry (milling and manufacturing) made the town viable and strong. The Enterprise Settlement was largely the result of Swiss native Christian Hoffman's efforts. Hoffman, a miller by trade, established a gristmill on the south bank of the Smoky Hill River. The mill grew and expanded to become a notable business. It included a 100,000 bushel grain storage elevator, a cornmeal mill and grain storage facilities in towns along the Union Pacific, Santa Fe, and Rock Island Railroads that helped ensure a supply of grain for the mill. Hoffman employed Ehrsam, a millwright and mechanic, to build a dam across the river and to construct the gristmill.

Christian Hoffman

Kansas Flour Mills Company, organized in 1912, was the consolidation of seven Kansas milling firms that included the C. Hoffman & Son mill. Headquarters were in Kansas City but the local mill continued to produce flour and by-products until the early 1930s. The unused grain storage elevator that burned in 1984 was the last remnant of the once flourishing local flour mill. The city of Enterprise was platted and organized in 1878. Several merchants from the Swedish community southeast of the village opened stores and shops in town. Christian Hoffman's primary interest was the mill, but he was very civic minded and was involved in numerous town affairs, including banking and real estate, church and school.

The Enterprise State Bank opened in 1909 in what is presently Copeland Insurance Company. The bank was in business until 1923 when it merged with the Dickinson County Bank. The Dickinson County Bank celebrated 100 years in 1994 and is the oldest business in Enterprise.

In 1928, the Enterprise Public Library opened in the former bank building. Two small retail shops were on the site of the present post office and its adjoining lot. The shops were Haneman's Candy and Tobacco Store and A. L. "Dude" Jones' Ice Cream and Confectionery. Garages and gas stations were spread around town lots and street corners when automobile is introduced.

Railroads did much to connect Enterprise with the outside world. The Union Pacific's spur track from Detroit was built to a Hoffman mill dock north of the river in 1879. Eight years later, the Santa Fe and Rock Island tracks were built through town. Each rail company had a depot and a resident agent. Four- to six-passenger trains entered and exited town daily. The depots are gone and only the Santa Fe track carries freight through Enterprise today. Local incoming and outgoing freight is handled by over-the-road trucks.

In 1876, English Methodist settlers in the village organized and built a church which was completed in 1884. In the year 1880, a German Lutheran group organized and built a church in Enterprise. It is notable that the first public school kindergarten in Kansas was opened in Enterprise in 1903. The high school curriculum was offered for several years in the 1876 school building before the local high school was built in 1916. Public high school and junior high school students are bussed to Chapman at present. The first higher education facility in town was opened in 1890. Enterprise Estates Nursing Center at 502 Crestview was opened in 1975.

Enterprise Grade School (Public)

At present, there are many beautiful buildings and homes within Enterprise, and its downtown is also quite well maintained. There is one nursing home, one bank (Dickinson County Bank), one Federal Credit Union (Enterprise Federal Credit Union), three churches (First Baptist church, Seventh Day Adventist Church, United Methodist Church), one public library (Enterprise Public Library), one public school, one private school, one Headstart and three daycares in the city of Enterprise at present.

| First Baptist | Seventh Day Adventist | United Methodist |

Herington

In the beginning, the area was first inhabited by the Indian tribes of Caddoan linguistic family, and later the Siouan linguistic family. In 1541, Father Juan de Padilla, the first Christian martyr who accompanied the Coronado expedition lost his life trying to convert the local Indians. Over the years, a group of German immigrants settled on Lyon Creek in 1859, and other homesteaders followed.

On October 31, 1879 the area was bought from the MK&T by George M. Noble. The title reserved a "strip of land one hundred feet wide for railway purposes" through this area. Less than a year later, on May 8, 1880, George M. Noble and his wife Eva R. Noble sold the land for a profit to Charles E. Alioth.

Alioth was said to be the son of a nobleman of Geneva, Switzerland. Hoping his son would make his fortune on the western frontier – Alioth's father bought the ranch, and provided him with a generous annual allowance. Around 1880, Alioth built the dwelling that is still standing at 215 West Main Street, now know as the Herington House. After a while, Alioth was tired of the cattle ranch business and put out an advertisement to sell or trade his ranch for land nearer Chicago. It was Alioth's advertisement in the Bloomington, Illinois, newspaper that brought Monroe Davis Herington to Dickinson County.

M.D. Herington pictured in his mind the country filled with prosperous families and struck a deal with Alioth, trading his Bloomington business property for 1,400 acres of land in Kansas. In addition, Mr. Herington acquired another 1,600 acres nearby. Mr. Herington arrived at his new home and started a cattle ranching business which grew quite successful. The nearest railroad market point was the MK&T at White City. There Mr. Herington met a real estate dealer T.C. Henry, and formed an alliance to sell land. In a short period of time, Mr. Herington was recognized as an outstanding central Kansas businessman.

On April 11, 1887, the articles of incorporation were drawn up establishing Herington as a third-class city. The first election in Herington was held on April 26, 1887. As a result of the election, Mr. Herington was elected as the town's first mayor. Mr. Herington was a shrewd businessman. He knew that to build up the virgin land into a city he would need a railroad running through the town. In 1884, Mr. Herington acquired 30,000 more acres. At one time he owned 100,000 acres. He gave money for right-of-way land to the Topeka, Salina and Western Railroad. Then, in 1885, it became the Missouri Pacific Railroad and was the first railroad to cross near the ranch.

Herington Lake

To further encourage growth and development of Herington, he made generous offers to settlers. Mr. Herington also funded the construction of the local opera house and built a three-story brick hotel which was named the Herington Hotel. People from farming to railroad, agriculture, business and industry were drawn to the small town because of rapid growth. In the next few years, general stores opened, houses were built, and so were drug stores, lumberyards, newspaper, and sundry shops.

In 1887, Mr. Herington successfully got the Chicago, Kansas and Nebraska Railroad to build through Herington. He gave the land and right-of-way for Herington to become a division point with shops, two round houses, freight house, bridge yards, telegraph office and many other buildings. Mr. Herington also furnished the limestone for the freight house, and for a two-story depot. The limestone building was placed on the Kansas State Register of Historic Site until 1987, when it was destroyed and removed.

Hope

The city of Hope, Kansas, is located in Hope Township in the southeast portion of Dickinson County. A group of about 40 settlers migrated from Michigan in March of 1871 and settled what is now Hope but, at the time, was still part of Ridge Township. In February of the following year Ridge Township was organized and comprised Townships 15 and 16, Range 3. It was subsequently subdivided, and Township 15 was made Hope Township. In March of 1872 a colony of about 60 settled in Hope and Ridge Townships. Hope was considered a town and was platted in 1880.

Larry Potter (1997) has this to say about the development of Hope, Kansas:

> *"The founding fathers located the town site on a kind of divide between two watersheds, Lyons Creek on the east and Turkey Creek on the west, and must have had an eye for the beauty of the way the land lies. One of the most pleasant sights, even today, can be seen just before sundown by standing in the Mt.*

Cavalry cemetery three miles south of Elmo, and looking northeast across the valley toward Hope on the high ground, almost nine miles away. The long slopes, once unbroken, are now marked by the maze of hedge rows, cedar windbreaks, and the sunlit farmhouses and silos. It could be a scene on a picture postcard and is one reason the Hope community is special."

Many of the early settlers were homesteaders and as time passed more people migrated west. In 1871 Nathan Dillon, an Illinois land owner and contractor, bought 1,360 acres in the area where Banner, Jefferson, Hope and Ridge townships were later joined. The town of Dillon developed on the spot when he arrived in 1879. Dwight D. Eisenhower's father and his partner Milton Good owned a general store in Hope in 1885, and in 1886, the town of Hope was incorporated.

The arrival of the Topeka, Salina & Western Railroad in 1886, followed by the Santa Fe in 1887, gave Hope access to grain and livestock markets in Chicago. The community grew with goods and people coming in and commodities going out. The discovery of gypsum in 1892 near Dillon brought big business and the town prospered with its population rising to over 300.

Six miles south and a mile west of Hope is a cave that bears legend. Larry Potter (1997) writes:

"Inevitably gold was hidden in the cave; some say by returning 'forty-niners' who had survived an Indian attack on the Santa Fe Trail. Others say the gold was hidden by outlaws who had raided a U.S. Army wagon train. The story is told of an eccentric, long-haired, bearded old man who roamed the country about 1882, carrying a rusty old pistol and an axe. He generally showed up in mid-summer and wandered around talking to himself. Speculation had it he was one of the survivors, looking for the lost gold. No one knows if he found it. But apparently no one else did, either. Several attempts have been made over the years to find the gold by enlarging the cave and, failing that, just to see how far the cave extends. Eventually, erosion filled the entrance. No recent attempts have been made to find the treasure and the 'axe-man' has not been seen for years."

Time has taken its toll on Hope and as various events drew populations to other parts of the state and the nation Hope does not have the bustling vitality it once

had. However, its citizens have a great deal of pride in their town and boast the motto "There will always be Hope in Kansas". The Santa Fe railroad still runs through Hope today although it passes right on through without stopping. However, today the railroad industry has become more centralized and is used primarily for transporting goods. Service to small towns, such as Hope has declined and largely affected populations in these small towns that once depended on railway service Hope's population increases and decreases have been largely affected by railroad service.

Manchester

Manchester was founded and platted during the 1880s. Its original settlers were English and Scottish families and Civil War veterans. Its name was suggested by an English settler with the surname Trott in honor of Manchester, England.

During the 1880s, the Chicago-Kansas-Western Railroad came through the small town. It quickly became a major source of Manchester's economy. Manchester is located midway on what was the rail line stretching from Midline, Kansas to Superior, Nebraska. The line through Manchester was owned by Chicago etc. until 1889, when it leased the tracks to Atchison-Topeka-Santa Fe. The Santa Fe Line had passenger service using a one-car, electric-type train known as the Doodlebug. The Doodlebug ran from Emporia to Abilene to Manchester to Concordia and to Superior Nebraska.

At one time, Manchester was a thriving, self-sufficient small town centered on the railroad. It had two general stores, two hardware stores including the original Tru-Value Hardware, a tent shop, livery stables, two hotels, a restaurant, blacksmith, water well driller, barber and two doctors. It also had a creamery run by AW McKellip. There were two lumber stores that supplied home builders with lumber and stonemasons with bricks. Manchester had two grain elevators, and used them to ship Manchester Mill and Elevator Company's Pansy Blossom Flour around the country via the railroad. Manchester had a town newspaper, originally called *The Sun*. In 1903, its name was changed to *Manchester News*, and in 1910, its name was changed again to *Manchester Motors*. Manchester Motors ceased publication in 1934. The Manchester State Bank opened in 1910 but shut its doors only two decades later during the Great Depression. It never re-opened.

Manchester was a self-sufficient and progressive town prior to World War I. In its heyday there were Saturday night bands that performed concerts in the gazebo on the main street and many businesses. Like most of the small towns in Dickinson County, the town was dependent on railroads, and when the railroads

Manchester School
Source: Wichita State University Special Collections

closed down during World War II, Manchester suffered.

Source: *This portion relies heavily on information provided by Jeff Sheets of the Dickinson County Heritage Center, and on the book Past and Present Towns in Dickinson County*

Solomon

Solomon is located at the mouth of the Solomon River and sits midway between Salina and Abilene. The river was named by the French. It is believed to come from the word salmon. Dickinson's westernmost town was platted in 1858 and planned out in 1865. The nucleus was Bruce City, unofficially named, which was later officially named Solomon City. The "city" part was dropped later. The town continued to grow as a center of activity for the surrounding areas. The town by 1871 had grown sufficiently to enable it to be incorporated, and that year it became a city of the third class, of which G. B. Hall was the first mayor.

The town site contains 234 acres and is located on the west line of the county, part of it extending into Saline County. The built-up portion of the town, however, is on the east side of the line in Dickinson County. The Dr. James Bruce family came from the Iowa Territory and settled southeast of Bennington on the Solomon River. Among the first to start in business in town were H. Whitley and Lyman Field, the former having built the first residence and first store in town (both in 1867). This year proved to be prosperous because the same year a vein of salt was discovered in the bend in the river. The New Bedford Mass. Salt Company produced several thousand barrels of salt annually, but by 1903 the Solomon salt facilities were dismantled. The building of the Kansas Pacific Railway occurred that year also, which crossed the Solomon River just above its mouth, determining the location of the town. Solomon was used as an initiative point for the Solomon Valley Branch of the Kansas Pacific Railway.

Several wagon trails crisscrossed the hills leading to Solomon. Evidence of the trails remains in the pasture northwest of Solomon near the Interstate Trail built in 1960. In 1865, the Butterland Overland Dispatch was organized with relay stations every 12 to 15 miles including a stage coach stop at the city of Solomon. In the Late 1870s a weekly newspaper was published. In the mid 1980s the *Sentinel* was renamed the *Solomon Tribune*. The paper was out of print for several years but was revived in 1991.

In 1872 William Smith erected a very fine grist mill at the confluence of the two rivers. This mill improvement helped Solomon wonderfully in regard to drawing trade there. This in turn boosted the local economy. Although the common thought was that the town site was not large enough to enable the young city to grow, it was given hope for the future because Hall and Whitley, in 1874, enlarged the limits of the city by another addition, which was extended farther in 1878 by yet another addition. In 1876 the Solomon Valley Bank was established by John Legrange, but subsequently passed into the hands of E. G. Clark. Stores kept gradually starting up and residences were becoming more numerous with a better class of buildings being erected. Also, to the west of town, there was a brick plant which provided for many of the construction projects.

In the early 1880s a flour mill was erected and was soon followed by three small grain elevators in 1882. As the town emerged, Solomon's wo main streets encompassed two blocks. Electricity came to town in 1912. The water tower and holding tank was built in 1919 and replaced in 1984 with a larger, more recent model. Natural gas and sewage pulled up the rear by developing in 1932 and 1935 respectively. Finally, the Main Street was paved in 1924, and the library was established in 1933 as a project of the local women's club.

Downtown Solomon

Woodbine

Woodbine in southeastern Dickinson County dates to 1887, but the hamlet of Lyons was mapped in 1871, sixteen years earlier. Both villages were in the northwest quarter of section 35-14-1, Liberty Township, and overlapped slightly.

The community of Lyon/Lyons was founded in 1871 by J.A. Gillet Sr., who came from Woodbine, Illinois, in 1869. He platted Lyons in the south half of section 35. The village was not incorporated, but within its bounds were a shoe shop, a blacksmith shop, a cabinet shop, general store, schoolhouse, a post office and several homes. The post office was located in the Gillett home and he named the mail base "Woodbine" after his former home town.

There were rumors that a railroad would be built between Junction City and Marion Center (Marion), but rails did not get to this area until years later. A start (contract) mail route did follow the Lyon Creek Valley and stopped at the Woodbine postal station.

The Lyon name comes from nearby Lyon Creek, which is named for an army officer, Nathaniel Lyon stationed at Fort Riley. Officer Lyon explored the creek valley soon after the fort was established in 1853. The Indians called the creek Wa-Tun-Ga, meaning "Clearwater."

Mr. Gillett built the first water-powered mill on Lyon Creek about 1876. Farmers brought their grain to be ground. The mill burned in 1892, and another grist mill was built within Woodbine's city limits in 1890. The power for this facility was initially a team of horses walking a treadmill but a steam engine was installed later. In 1892 this mill also was destroyed by fire. The Woodbine Grain Co. was organized and a storage facility was built. Woodbine farmer's union Co-op Exchange was formed in 1920 and purchased the elevator.

The Chicago, Rock Island, and Pacific Railroad surveyed and built the rail line through the area in 1887. The railroad could have influenced the platting of the village of Woodbine by Gillett as it was mapped in July 1887 on the north eighty acres of Gillett's 160-acre farm, and rail tracks intersect the village from south to north.

During Woodbine's heyday, roughly the 1890s until the 1920s, four passenger and two mixed trains passed through the heart of the village daily. In 1927 the Rock Island's passenger and mail trains on this line were discontinued. Rail freight service continued for many years. However, in recent years there has been no rail service on these tracks. Grain is moved from local storage facilities in hoppered semi-trucks; incoming freight is also brought by truck.

Public transportation in the early 1930s was a new highway vehicle; it consisted of the bus on improved main-traffic roads. For years, Woodbine enjoyed bus service from Continental, Greyhound, and the Santa Fe. The depot was at the "Corner Store" at the intersection of 1400 Avenue and Union Road. Tickets could be purchased here, and arrivals and departures were from there. At one time, four to six buses a day stopped at Woodbine.

At one time this town had a creamery. The butter-making facility was equipped with steam power, and made approximately 300 pounds of butter per day. The business changed hands several times before it was discontinued. Afterward, from the mid-1930s to the early 1940s, farmers brought cream to buying stations in town.

A blacksmith shop was an essential early day need in almost all trade centers. Several blacksmiths served the community with the last shop closing in the early 1970s.

Grant Gillett, youngest son of J.A. Gillett, the founder of Woodbine, shipped cattle to Woodbine's stockyards by trainloads from Texas. He liked music and some of his cowboys were musicians. He organized his cowboy band and hired a leader and director; the band boys were furnished with snappy cowboy suits and hats and presented a striking appearance.

The livery barn with horses for hire was an important local transportation link before the turn of the century and during the early 1900s. Almost all merchandise, whether incoming or outgoing, was transported by rail freight and was unloaded at the depot dock. Dray Service delivered it to the business to the depot.

Grant Gillett built a two-story stone building on the east side of the main street of the village. The upper floor was used as a hall for community meetings, and the ground floor was the location of the Woodbine State Bank from 1897-1923. Citizen's State Bank organized in 1921 and purchased Woodbine State Bank in 1923. It is still operating today as Citizens State Bank and Trust Co.

Broadway Street, the main business corridor of Woodbine, runs north and south through town with the railroad paralleling it a block west. The general merchandise store was a place to sell chickens, eggs, cream, and other produce in trade for groceries dry goods, clothing, hoes, etc. At one time meat markets were a separate business; later they were incorporated into the grocery store. In the mid 1940s, a locker plant was built and general merchandise was available in Woodbine from its inception until the last grocery store closed in 1984.

Several doctors lived here and cared for the ill, but Dr. W.B. Foster came to Woodbine as a young man and spent his life here. Dr Foster did his part for the health of the community, but he was also community minded and served on the school board, was mayor, and was a councilman. Drs. Pierce and Kinnicott came later; they practiced medicine and owned the drug store.

The town of Woodbine was incorporated as a city in 1909. S.W. Muenzenmeyer was the first mayor. A newspaper, the *Woodbine Journal*, was published here for about three years beginning in 1914.

Products and services have changed with the time to satisfy desires and needs of customers. With the advent of automobile, filling stations and service stations became necessary. Along with the gas stations, Standard Oil Company had a bulk station here in the 1920s. The first garage was built about 1916 for the repair and service of automobiles, trucks and tractors.

Four churches have been a part of this community. The English Methodist Episcopal Church was the first in the hamlet. It was organized in 1880 with services held the school house in the village of Lyons. J.A. Gill provided land for the English Methodist church which was built in 1888. Stone was hauled to the site from the William Brussow farm, and sand was brought from the Smoky Hill River in Chapman. The church became independent of the Lyona Congregation in 1907. For twenty years the Woodbine churches, the English Methodist and the German Methodist, served a role in the community each with its own pastor. English language usage was becoming prevalent, and in March 1925, the two churches in the village united. Since that time the native stone building has been the meeting place. The English church property was torn down and the lumber was used to build a home on the former church grounds.

St. Paul's Lutheran Church at Shady Brook was organized in 1914. In 1953 the church and parsonage were moved from Shady Brook onto lots in Woodbine. The 75th anniversary of the organization of St. Paul's Lutheran church was celebrated in 1989. In recent year's membership steadily declined. The church that once had 100 members had dwindled to the point that services attracted only ten to 15 people. The decision was made by the congregation to discontinue services here and give the building to Camp Tonah Shinga, a Lutheran church camp about five miles south of of Junction City. Members regretted closing their church, but they are happy the building is living on and getting more use than ever by youth groups that use the camp each summer. The white frame building was dedicated as a chapel in August 1995 for the camp.

Patrons of Brigitte's Café came from all directions to eat the best German food around. Several years ago local residents campaigned to keep the only restaurant open. The city of Woodbine has a history of 120 years and now new families come in and become part of the civic and community organizations. The village continues to be a good place to live and settle down with a family.

As noted earlier in this chapter, there are a number of unincorporated communities in Dickinson County, some of which have disappeared in the development process of the county, and others which still exist as a small settlement or group of homes. Of those which are listed on the Kansas highway map, Detroit, Navarre, Talmage and Industry are apparently the largest. Others, not shown on the Kansas highway map include: Buckeye, Dillon, Elmo, Holland, Lyona, Pearl, Shady Brook, Stoney, Sutphen and Upland. In all, 14 unincorporated communities exist in Dickinson County. Horace Greeley once made the statement that *"it takes three log houses to make a city in Kansas, but they begin calling it a city as soon as they stake the lots."* Several of these unincorporated communities exemplify Mr. Greeley's' description.

Towns in Name Only

During Dickinson County's early years, three log houses were adequate to create a town. A small simple structure or two were given a name; a corner of which was set apart as a post office. In many instances, a limited inventory of staple items was stocked for sale to the sparse public, and quite often, the local blacksmith sharpened plow shears and shod horses for his neighbors. Numerous such "towns" have disappeared without a trace and lie buried with the hopes of the promoters of those

towns. As noted in Helen Dingler's book "*Towns of Dickinson County, Kansas: Past and Present*" published in 1999, during the territorial and early statehood years there were many "towns" scattered throughout Dickinson County. Those which she listed include Akron (1874-1875), Arapahoe, Centreville, Garfield (1886-1887), Littledale (1872-1884), Millers Creek, Mole Hill (1877-1880), Montgomery, Reeder, Rubinville (1880), and White Cloud. Most of these settlements existed for a short period of time, and the locations of several are not well documented or remain unknown.

For a more comprehensive history of the unincorporated communities/villages/towns in Dickinson County, it is suggested that the reader consult Ms. Dingler's book, which represented twenty years of research about fifty various settlements in Dickinson County, including the incorporated communities/towns mentioned earlier.

The Impact of Railroad Construction

Many early settlements in Dickinson County occurred prior to the establishment of the railroads. Since access to transportation was extremely important in the westward expansion through Kansas during the 1800s, efforts to secure rail transportation to specific communities was very competitive. In many cases, this meant the life and death of those communities. The community of Herington aggressively sought out the president of the Rock Island Railroad and persuaded him and his surveyors to run the line through Herington by offering the purchase and provision of the right-of-way through Herington. The Missouri Pacific Railroad line went through Hope and to points west. The Santa Fe line was built to Navarre and northwest on to Abilene and beyond in the late 1880s. The importance of rail access for transportation and for shipping goods, as well as importing needed goods and supplies, became the difference between which communities would grow and prosper, and which communities would not survive. Nearly all of the remaining communities today in Dickinson County have a grain elevator alongside the railroad, as well as county road access. Today, the Union Pacific provides the only rail access to the communities in Dickinson County.

Concluding Summary

Dickinson County has had a colorful history since the settling of the State of Kansas in the mid 1880s. The impact of the railroads crossing the county, and the creation of such cities as Abilene as a railhead for cattle drives helped fuel growth and early development within the county. Dickinson County was perhaps the epitome of the Wild West in the late 1880s. Later, the economic base of the county became agrarian, with farming becoming widespread in the various townships. While the earlier settlers chose to establish residence near the various creeks for access to water and timber, upland farming became practical, opening up land for cultivation. Today, sorghum, wheat and Milo grow within the county, and some cattle grazing can be seen as well.

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Dingler, Helen 1999. *Past and Present Towns of Dickinson County Kansas.*

Census 2020 Demographic Profile Highlights

Additional Information Sources pertaining to Dickinson County:
http://www.answers.com/topic/dickinson-county-kansas

For some historic images of towns in Dickinson County:
http://specialcollections.wichita.edu/kw/towns.asp?town=Carlton&county=Dickinson

2-POPULATION

DICKINSON COUNTY

ROAD TO SUCCESS

Est. 1857

KANSAS

Introduction

The key to creating any worthwhile comprehensive plan for a specific area lies in a planning team's ability to accurately record past and current population trends, as well as to accurately project future population sizes. This allows the planning team to determine the future need for land use, economic development, community facilities and services, housing, and natural resources management and conservation. This population chapter provides Dickinson County with a detailed assessment of growth and decline in population, as well as a detailed assessment of its age and gender make-up.

Populations are constantly changing in size and composition. In order to accurately project and analyze the population of a given area, reliable data is essential. It should be noted that all data used in this chapter can be found at the United States Census Bureau's website (www.census.gov).

Historical Population Trend

Dickinson County, not unlike other rural Kansas counties has seen a relatively consistent population decline since 1930. Dickinson County reached its peak population of 25,870 in 1930, therefore this report will only analyze the decades following that time. The largest decline in population experienced by Dickinson County occurred between 1930 and 1940 when the county lost 11.4 percent of its population. Other significant losses occurred between 1940 and 1950 (7.58%), 1960 and 1970 (7.32%), 1980 and 1990 (6.03%).

While these declines might seem discouraging to both county citizens and officials, they are not uncommon among rural Kansas counties. The decline in each decade can be attributed to different causes. For example, from 1930-1940 the United States was facing a severe drought as well as the Great Depression. The decline from 1940-1950 can be directly attributed to World War II.

Since 1950, the decline in population can be attributed to increases in agricultural production technology. Stated simply, agricultural technology has advanced to a point where less human labor is required to operate larger farms.

While the trend in Dickinson County has been dominated by decline, the county has seen periods of growth. From 1950-1960, there was an increase of 1.8 percent; from 1990-2010 there was a five percent increase. The following **Graphs 2.1 and 2.2** illustrate the population trends of Dickinson County between 1930 and 2021 and compare them to similar counties.

Graph 2.1

County Population 1930-2021

Graph 2.2

Comparison of Growth Trends 1930-2000
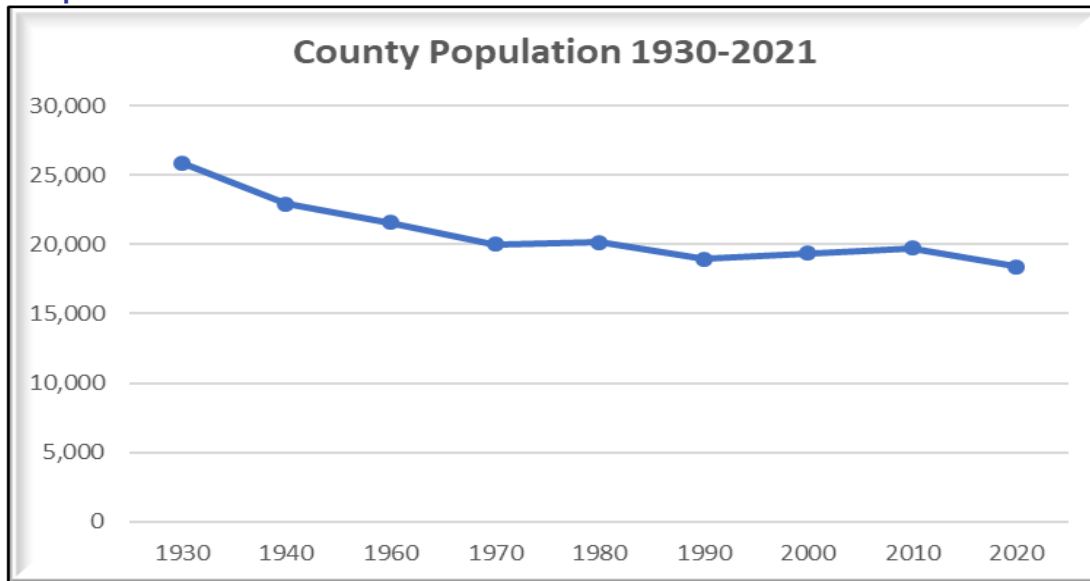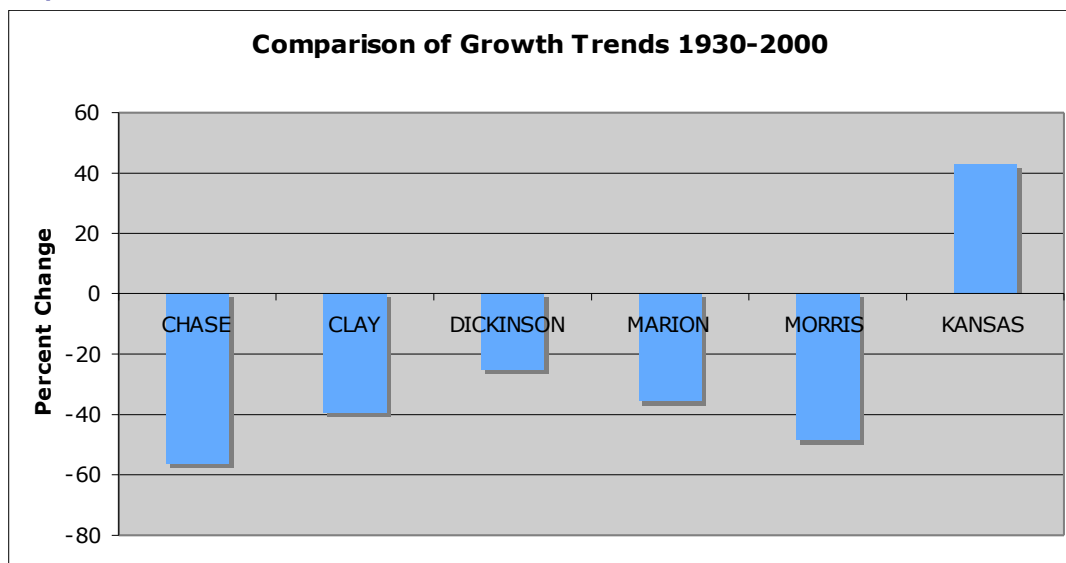
Source: U.S. Census

Population Distribution

As noted above, rural areas throughout the country have seen their populations dwindle due to increases in farming technology. Another cause is the lack of economic alternatives. The effect has been an increase in migration to larger, more densely populated areas. This phenomenon has been experienced in Dickinson County over the past few decades, along with other rural North Central Kansas counties.

By comparing Abilene and Herington, we can see this trend. Abilene is the largest city in the county, and since 1930 its population has grown by 15 percent. Meanwhile, the population of Herington, traditionally smaller than Abilene but one of the larger towns in the county, has decreased by over 43 percent. In addition, even smaller communities such as Hope, Manchester, Woodbine and Carlton have also experienced decline over the years.

Historically, the bulk of the population in Dickinson County has been located in the City of Abilene, in Grant Township, and in other townships where cities are located. The population t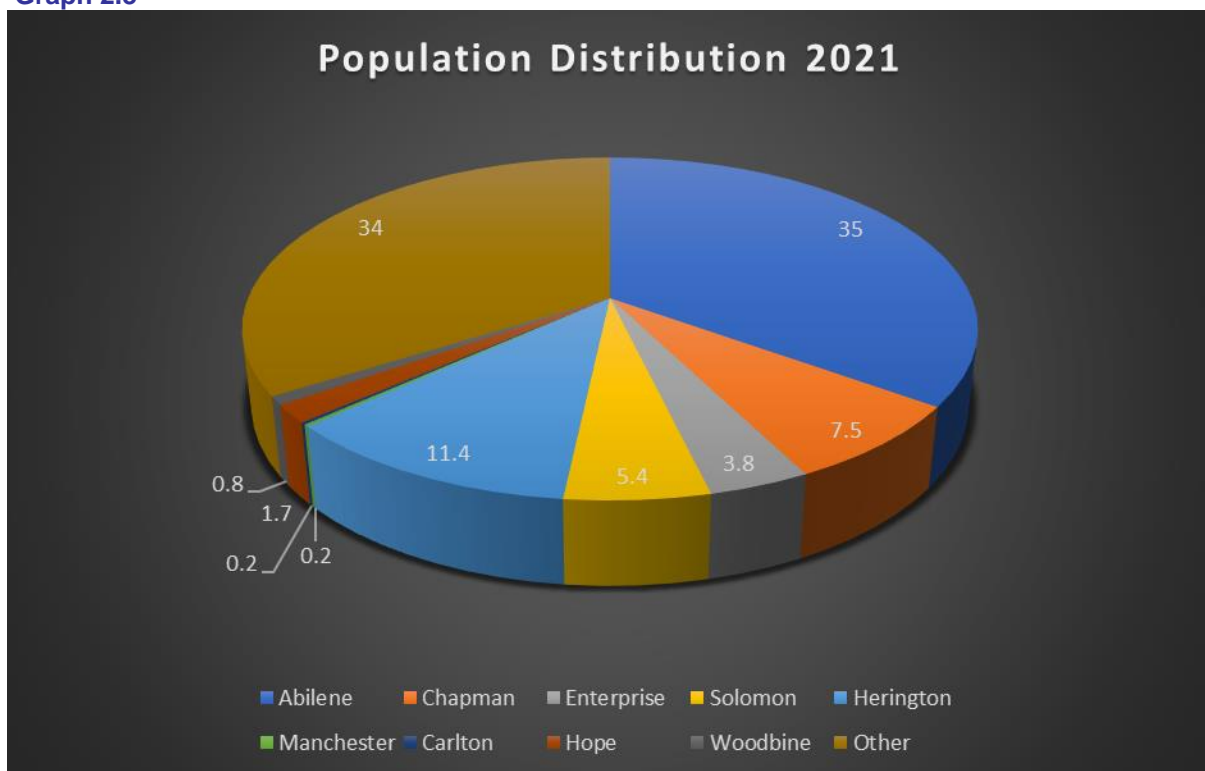rends within Dickinson County have consistently been a decline in rural unincorporated areas, whereas the larger cities and townships have seen population gains. **Graph 2.3** illustrates the population distribution throughout the county.

In order to reverse or stymie the declining trend in Dickinson County, it is important that the county realize where its population is moving within the county. The area that has seen the most growth since 1930 is the I-70 corridor. This region, which runs alongside or near three of the largest cities in Dickinson County, is an important asset for the county as a whole.

Demographic Characteristics of the Population

Once the population size and trends have been determined, it is important to dissect the populace and determine its characteristics. This can include its age/gender structure, as well as fertility, mortality and migration rates. With this information, accurate population projections can be formulated based on real-life situations. Rate estimation

must be done carefully since each of these components can fluctuate in intensity over time.

Age and Gender Composition
The age and gender compositions of a population are essential tools in comprehensive planning. The planning team is able to project the need for community institutions and services. Age statistics are an essential variable in projecting school enrollment, the potential workforce, and the potential voters. In order to accurately document fertility rates, statistics of the female population within the childbearing ages of 15-44 are important. It is also important to document the 18-24 age group because it enables the team to estimate the number of individuals leaving the county for college, to serve in the military or to enter the labor force. Assessment of the 60-85 age group helps plan for retirement and healthcare facilities. Stated simply, the age/gender distribution of a population allows a community to create and adopt sound policies that protect the well being of the people.

The signature tool used by the planning team to analyze the age/gender structure of Dickinson County is the population pyramid. The population pyramid is a graphic representation of age and gender distribution. A population pyramid breaks the population into age groups. Each group comprises a 5-year interval. For example, the age group 0-4 is positioned at the bottom of the pyramid, followed by 5-9, 10-14, 15-19 etc. These evenly spaced intervals are called age cohorts. Once the population has been broken down into these cohorts, two gender-based bar charts are divided by a "zero" spine. The pyramids are interpreted by comparing the lengths of the base in a chosen age and sex grouping, with the bar length representing the total population of males or females in each particular age cohort.

The shape of the population pyramid is the most important part that should be studied. By studying its shape, the Planning Team is able to determine the past, present and possible future compositions of population. The population pyramids (**Graphs 2.4 – 2.8**) for Dickinson County on the following pages show that there was a considerable change in the composition of the population from 1970-2000.

In 1970, the base of the pyramid, which is comprised of the age cohorts of 0-4, 5-9, 10-14, and 15-19, is quite wide, whereas the top of pyramid is narrow. This is an ideal shape for the pyramid and indicates a relatively vibrant population with the majority of people being of childbearing age. For 1980, the trend changes. 1970's wide base has now moved up the pyramid showing an increase in the number of older citizens. The next two pyramids for 1990 and 2000 show the bulk of the population has moved into the age cohorts between 40 and 54. This shift noticeably alludes to how the prime income-producing cohorts of 20-44 are leaving the county in search of more lucrative opportunities. By 2020, the proportion of those aged 55 and over has nearly doubled while younger cohorts have also shown a more modest increase.

Graph 2.4
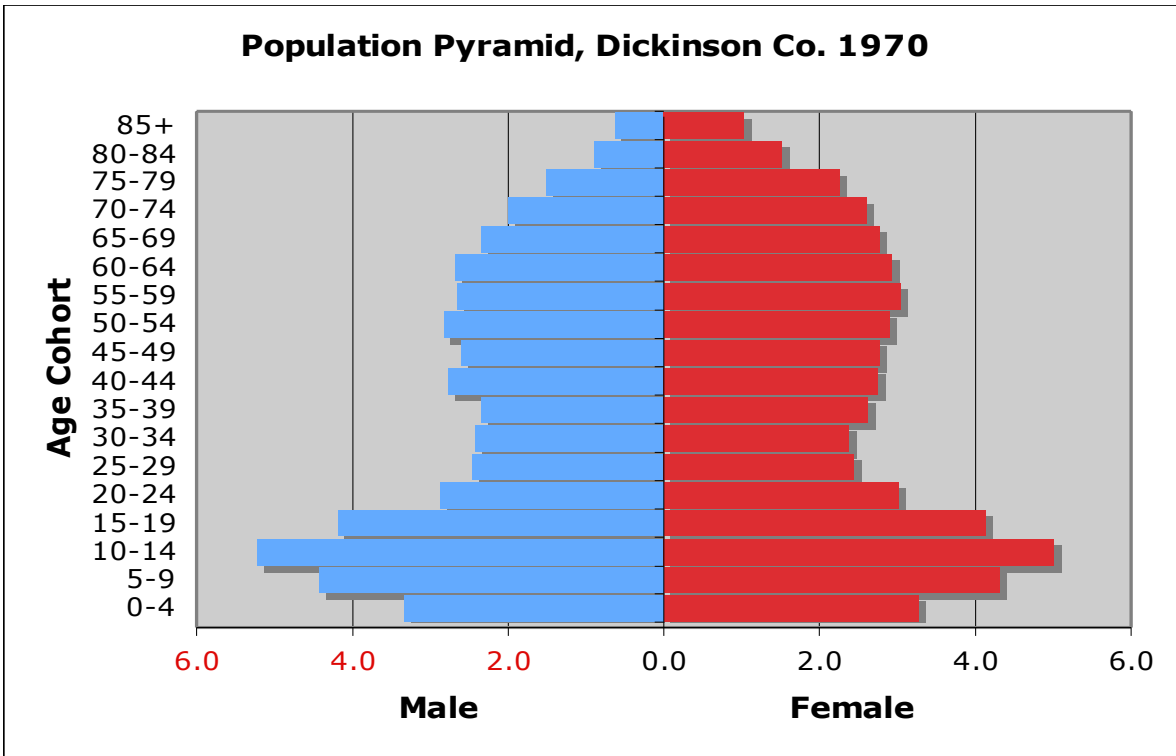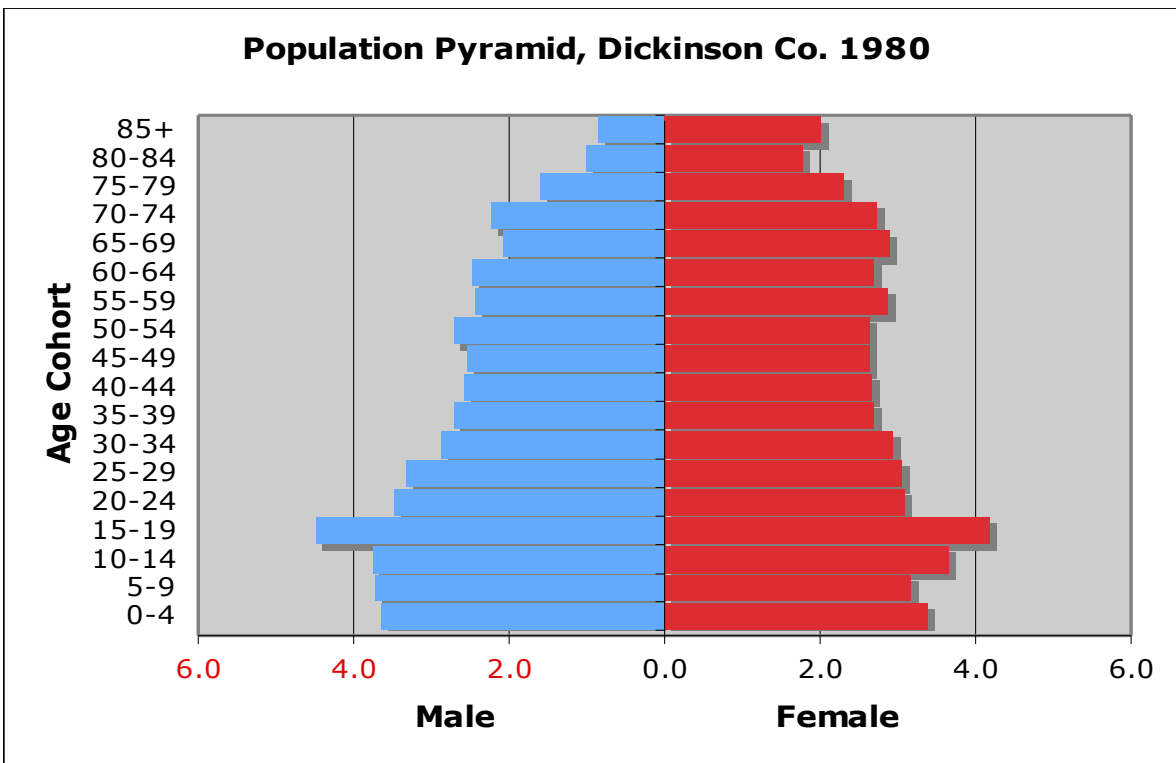
Population Pyramid, Dickinson Co. 1970

Source: U.S. Census Bureau

Graph 2.5

Population Pyramid, Dickinson Co. 1980

Source: U.S. Census Bureau

Graph 2.6

Population Pyramid, Dickinson Co. 1990

Source: U.S. Census Bureau

Graph 2.7

Population Pyramid, Dickinson Co. 2000
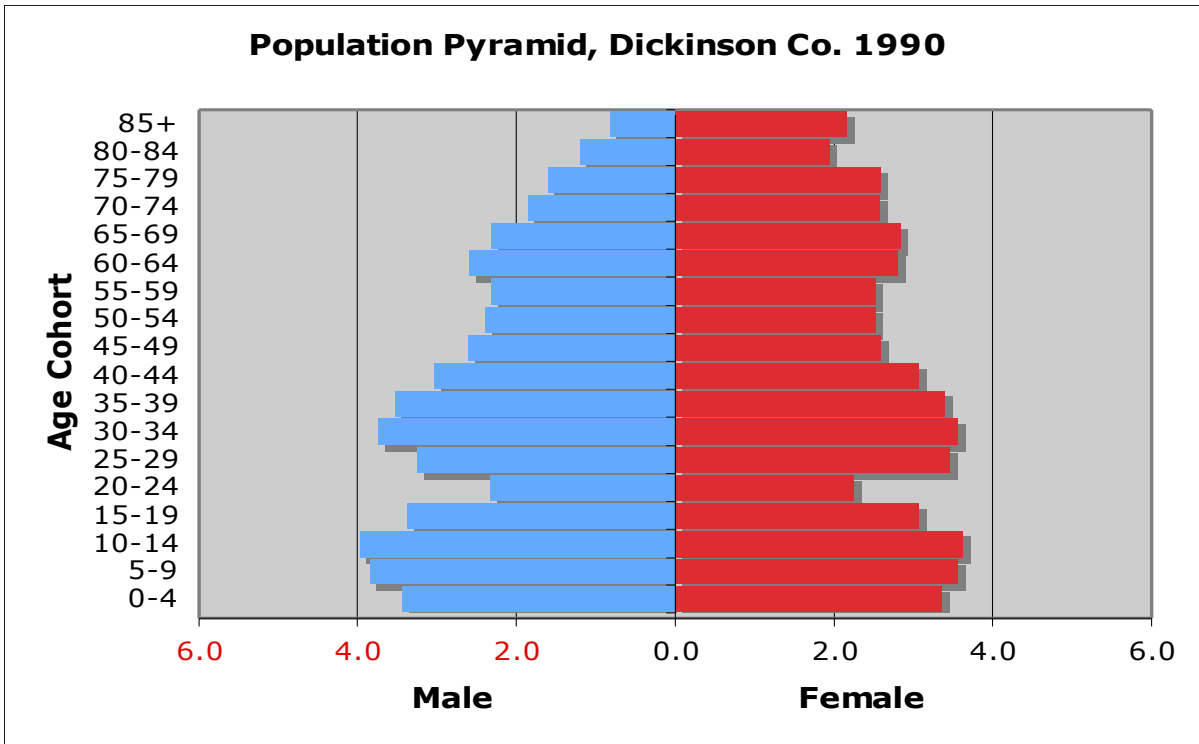
Source: U.S. Census Bureau
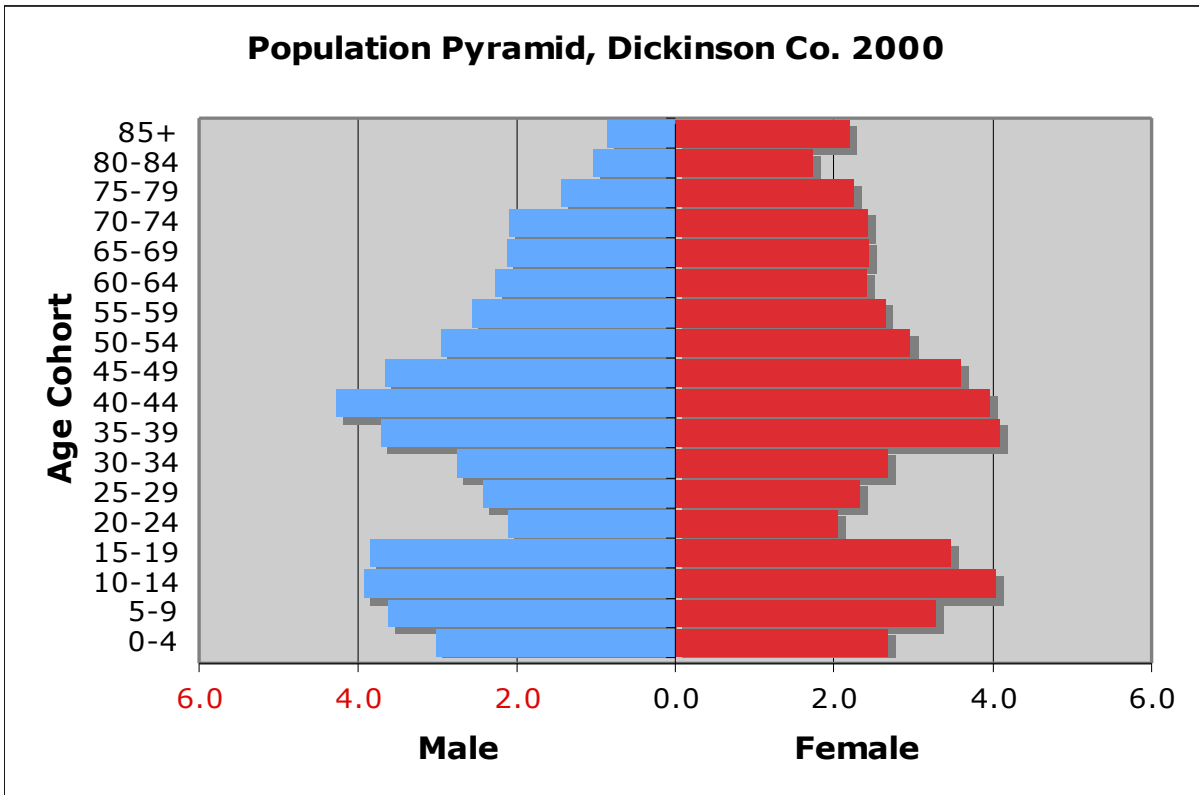
Dickinson County Population 2020
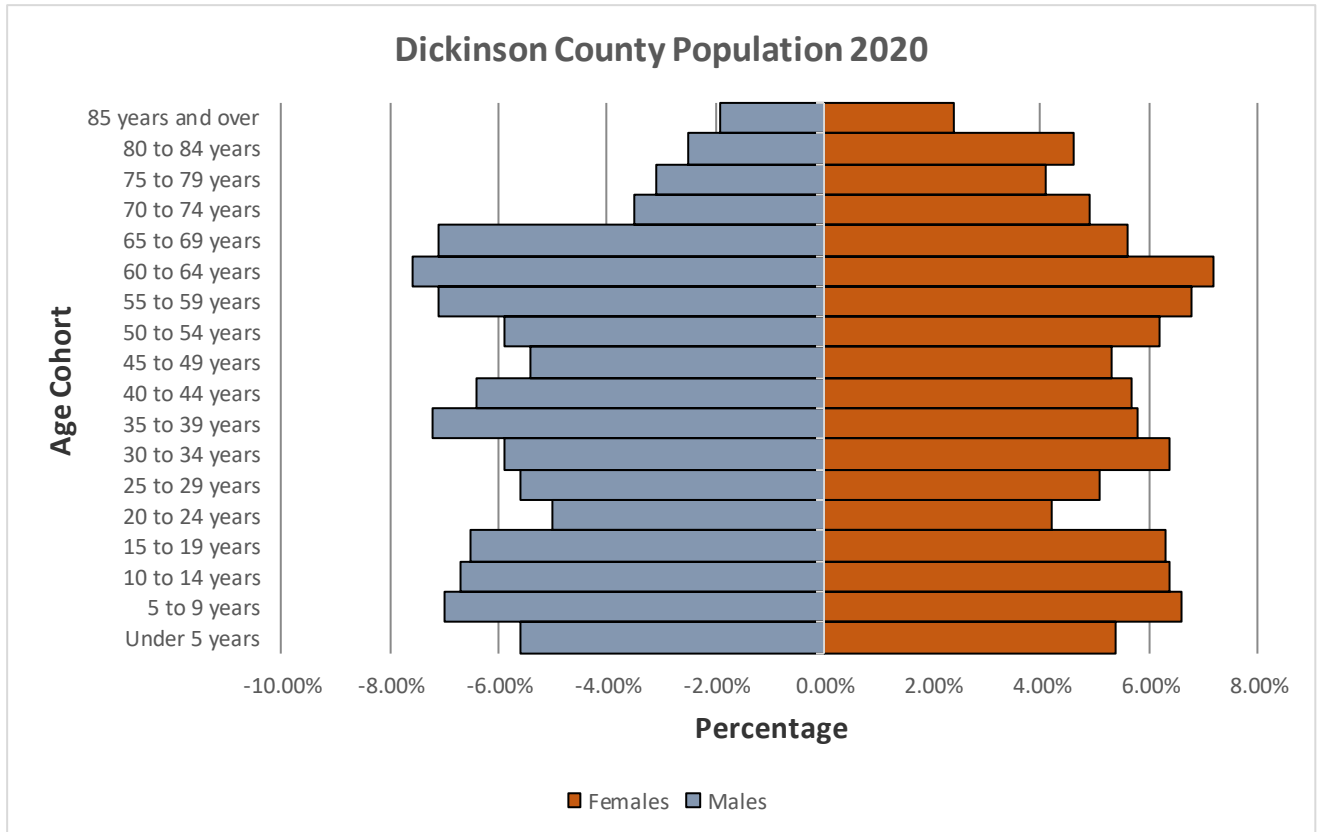
Graph 2.8 - Source: U.S. Census Bureau

Median Age

Median age is another important indicator in analyzing the county's population. Evident in the population pyramids, Dickinson County is comprised of an aging population. The county has historically had an older population compared to the State of Kansas and the United States. Median age shows an increase of nearly 8 years from 35.5 in 1970 to 43 years of age in 2021. This trend is shared with both the State of Kansas and the United States. With the loss of youth, it is important for Dickinson County to understand the needs for its aging population, such as planning for community health care services.

Table 2.1 Median Age			
Year	**Dickinson County**	**State of Kansas**	**United States**
1970	35.5	28.7	28.1
1980	36.1	30.1	29.9
1990	37.3	32.9	32.9
2000	39.9	35.2	35.3
2010	41.4	37.3	37.2
2020	41.9	39.4*	38.6*

Source: U.S. Census Bureau

*Staff Estimate

Township Population - Historical Trends

Table 2.2a. Township Population in Dickinson County 1900-2020

Year	Banner	Buckeye*	Center	Cheever	Flora	Fragrant Hill	Garfield	Grant
1900	620	610	1,581	633	645	601	457	826
1910	599	627	1,455	525	675	520	539	828
1920	537	643	1,686	543	637	505	536	904
1930	509	648	1,472	476	635	456	409	959
1940	360	559	1,290	384	553	360	361	869
1950	264	441	1,280	336	393	315	294	853
1960	245	441	1,468	258	330	244	245	927
1970	177	407	1,305	198	243	221	194	1,049
1980	159	411	1,298	149	243	239	183	1,037
1990	145	403	1,286	140	203	222	170	888
2000	148	437	1,210	149	217	251	189	916
2020	327	449	1,059	165	168	242	187	916

Table 2.2b. Township Population in Dickinson County 1900-2020

Year	Hayes	Holland	Hope	Jefferson	Liberty	Lincoln	Logan	Lyon*
1900	583	443	1,155	665	700	1,227	508	605
1910	571	498	1,133	602	744	1,516	602	653
1920	504	426	995	612	804	1,573	511	605
1930	515	388	1,019	558	764	1,558	556	607
1940	365	314	894	454	657	1,330	505	549
1950	315	223	747	367	572	1,191	346	464
1960	216	192	742	316	493	1,379	292	362
1970	220	126	654	267	388	1,394	276	238
1980	233	144	659	224	424	1,618	246	269
1990	206	121	580	196	384	1,472	205	256
2000	233	107	519	166	405	1,669	202	252
2020	258	103	438	216	308	1,535	170	221

Table 2.2c. Township Population in Dickinson County 1900-2020

Year	Newbern	Noble	Ridge	Rinehart	Sherman	Union	Wheatland	Willowdale
1900	675	1,115	612	489	461	585	351	565
1910	682	1,222	614	483	460	459	421	542
1920	666	1,224	563	474	456	472	426	513
1930	496	1,250	457	382	381	411	336	451
1940	433	1,139	367	355	346	397	285	328
1950	372	1,211	323	281	253	293	237	269
1960	325	1,311	239	241	190	250	191	226
1970	262	1,419	207	224	190	174	165	169
1980	320	1,719	177	208	140	212	161	200
1990	346	1,773	162	195	148	189	141	200
2000	249	1,730	160	194	147	176	152	258
2020	262	1,863	132	232	164	158	129	283

Population in Incorporated Cities in Dickinson County

Incorporated cities in Dickinson County are few, numbering nine in the year 2000 Census. Of those nine communities, only four have attained or maintained a population of greater than 1,000 persons -- Abilene, Solomon, Chapman and Herington. Using the Census classification of urban and rural, which uses the breakpoint of 2,500 people as the dividing line between urban and rural, only the Cities of Abilene and Herington are considered to be urban communities, with all other communities in Dickinson County considered as rural by census definition. **Table 2.3** charts the past 100 years of population growth/decline in the nine incorporated communities of Dickinson County.

Table 2.3 Incorporated City Population Trends – Dickinson County									
Year	Abilene	Enterprise	Carlton	Hope	Woodbine	Solomon	Chapman	Herington	Manchester
1900	3,507	796	-	557		817	627	1,607	-
1910	4,118	706	-	567	250	949	781	3,273	250
1920	4,895	975	-	589	318	1,017	853	4,065	263
1930	5,658	764	138	556	317	1,032	819	4,519	241
1940	5,671	671	101	500	212	872	782	3,804	215
1950	5,775	795	76	480	195	834	990	3,775	151
1960	6,746	1,015	78	463	173	1,008	1,095	3,702	153
1970	6,661	868	40	438	170	973	1,132	3,165	92
1980	6,572	839	49	468	172	1,018	1,255	2,930	98
1990	6,242	865	39	404	186	939	1,264	2,685	80
2000	6,543	836	38	372	207	1,071	1,241	2,563	102
2020	6,460	708	40	317	157	993	1,377	2,109	47

Population Projections

A population projection is a calculation of the number of citizens expected to live within a study area in the future. The most important thing to remember is that projections are not exact. Usually, projections are either too high or too low. However, it is the Planning Team's job to select the best projections based on past trends for the area. The team uses mathematical formulas to analyze past trends and to project future population based on those trends. Population projections are another important component of the comprehensive plan. They allow the planning team to intelligently evaluate what the likely size of the county will be in the future and to plan accordingly.

When making population projections, two different types of projection methods are commonly used. The extrapolation model helps the planner project the population of cities, and the cohort survival method is used to project the population of a county or larger region. In this plan the extrapolation method is utilized to project the population of the six largest cities within the county, and the survival cohort method is utilized to project the population of the county as a whole.

Extrapolation projects the future population of an area by taking into consideration the trends observed over past decades. The extrapolation method graphically and mathematically analyzes past trends and then identifies an overall trend. The next step

involves graphically creating a curve extrapolation that extends the identified trend into the future. There are six different extrapolation methods. Each of the projections reached by each individual method can be similar or they can differ. Therefore, in order to reach an accurate projection of the population using these methods, it is the responsibility of staff or the consultant to determine the most accurate model to use for the comprehensive plan.

The cohort survival method projects population by using three different statistics: fertility rates, mortality rates, and migration rates. These statistics enable the team to make projections based on the natural increases in population due to births and migration and the natural decreases in population due to deaths and migration.

The anticipated arrival of the Big Red One* to Fort Riley in the early 2010's never materialized. However, with the National Bio and Argo-Defense Facility (NBAF) in Manhattan expected to be fully operational by 2024, the North Central region may expect to see a modest increase in population. While not all of the predicted growth will take place within Dickinson County, the county could see a fairly significant portion due to its central location on Interstate 70. This potential influx makes projecting future population quite difficult. In the projections below the influx has been ignored since there is no way to measure the potential effect on Dickinson County.

Instead, this report will base its projections for Dickinson County on the Kansas population forecasts to 2064 as prepared by the Center for Economic Development and Business Research (Wichita State University), and the Kansas Water Office water demand projections from 1990 to 2040. Due to the overall decrease in County population since 2010, staff made more conservative projections based on these forecasts. **Table 2.4** summarizes the projected populations for the six largest cities in the county, and the accompanying **Map 2.1** illustrates the projected populations for Dickinson County and the State of Kansas.

Table 2.4 Dickinson County Population Projections							
Year	County	Abilene	Chapman	Herington	Solomon	Enterprise	Hope
1930	25,870	5,658	819	4,519	1,032	764	556
1940	22,929	5,671	782	3,804	872	671	500
1950	21,190	5,775	990	3,775	834	795	480
1960	21,572	6,746	1,095	3,702	1,008	1,016	463
1970	19,993	6,661	1,132	3,165	973	868	438
1980	20,175	6,572	1,255	2,930	1,018	839	468
1990	18,948	6,242	1,264	2,685	939	865	404
2000	19,344	6,543	1,241	2,563	1,071	836	372
2010	19,754	6,844	1,393	2,526	1,095	855	368
2020	18,402	6,460	1,377	2,109	993	708	317
2030	18,828	6,589	1,404	2,151	1,012	722	323
2040	19,204	6,720	1,432	2,194	1,032	736	329
2050	19,588	6,854	1,461	2,238	1,052	751	336

Source: U.S. Census Bureau
* Note: The Big Red One is the common reference for the 1st Infantry Division of the U.S. Army

Map 2.1 Population Projection for Kansas Counties to 2064
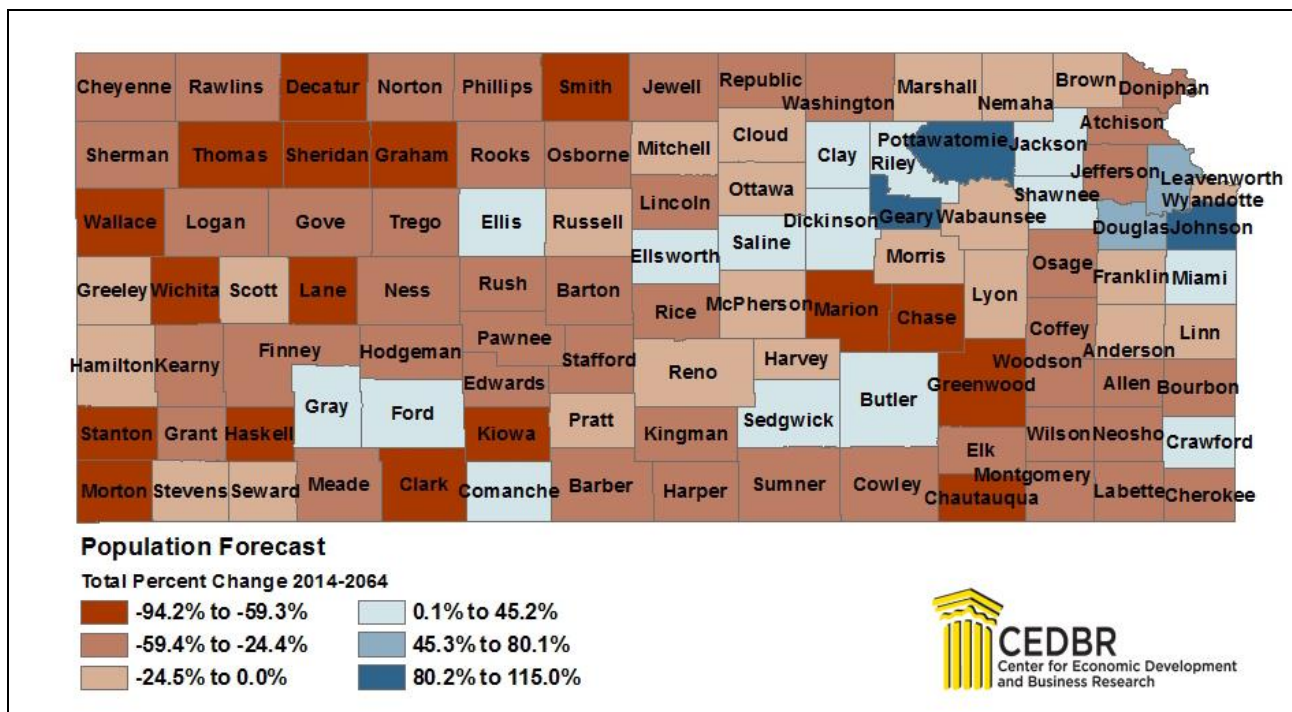
Source: Center for Economic Development and Business Research, WSU

As shown above, the population of Dickinson county as a whole is projected to increase between 0.1 and 45.2 percent by the year 2064. The Kansas Water Office anticipates a more robust growth between 26 and 63 percent by 2040. Using the base population year of 2020, the graph below illustrates the possible growth scenarios for the County.

Given the thirty-year trend beginning in 1990, overall growth has stabilized at 2 percent per decade. This may yield a more realistic estimate for 2050 than the minimum 0.1 percent growth, or the more ambitious 63 percent. However, if the county is interested in achieving a population in the higher percentages, it is important to take proactive steps and provide the necessary amenities that attract new residents.

Population Projections with Trend Models

Kansas was organized as a territory on May 20, 1854, and was admitted as a state on January 29, 1861. Early growth in Dickinson County can be traced back to the 1860 Census of Population when Dickinson County contained 378 persons. Succeeding census reports for 1870 reported an increase in population during the preceding decade to 3,043, jumping to 15,251 persons in 1880, and to 22,273 in 1890. By 1930, Dickinson County reached its peak population of 25,870 persons. During these early years, various railroads crisscrossed the county, and the City of Abilene became a trail head for receipt of many cattle drives whereby the cattle could be shipped east on the railroad for processing. This was a period of growth in Dickinson County.

World War I in 1914, the Great Depression of the 1930s, World War II in the 1940s and the closing of several of the railroad lines signal a reversal of the growth trends to that of a gradual population decline in through 1990. This trend is depicted in **Graph 2.9**. The population declined from its 1930 high to 18,948 persons in 1990, or a loss of 6922 people over the 60 year period, approximately 1150 per decade.

Graph 2.9

Parabolic Regression Model Projections
Dickinson County

Year	Yactual Resident Pop	Parabolic Regression Yest
1930	25870	25280
1940	22929	23500
1950	21190	22034
1960	21572	20883
1970	19993	20047
1980	20175	19526
1990	18948	19320
2000	19344	19429
2010		19853
2020		20592
2030		21646

$$Yc = a + bX + cX^2$$

MAPE =	2.23%
Mean Error =	0.00
Mean Error^2 =	303,718
Sy.x =	636
r =	0.96560
r^2 =	0.93239
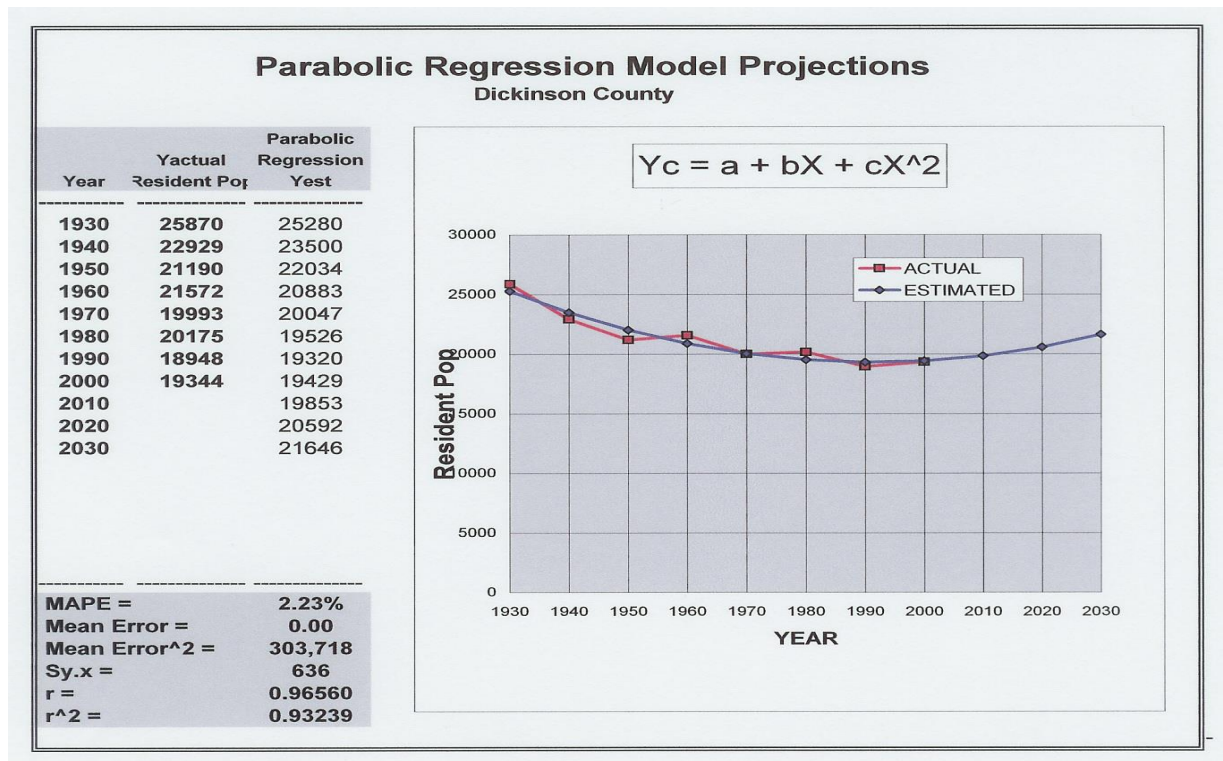
From the period 1990 to 2010, Dickinson County again reversed its declining trend by witnessing a growth of approximately 800 people. Assuming that this is a signal that communities located within Dickinson County, and in particular, the cities along the I-70 Corridor, have adopted pro-growth strategies, one might consider this to signal resurgence in the population of Dickinson County, and an opportunity to capitalize on the potentials within the I-70 Corridor, despite the decline in population experienced since 2010.

In looking at the various trend analysis models, and graphic of the actual population depicting the current trend, it was determined that by using the parabolic regression trend model with the data from 1930 to 2000, an optimistic population projection for Dickinson County could be achieved. The population projected in this manner yielded a potential growth within the county of approximately 2300 persons by the target year of 2030, to a total of 21,646 persons plus or minus 1272 persons at a 95% Confidence Interval (see graph 2.9). The "high end" or optimistic projection for land use determinations would be 22,918 persons, or approximately 23,000 persons; and the low end projection would be 20,374 or approximately 20,000 for revenue projections.

The bottom line for growth in Dickinson County will be the ability to capitalize on the market potential in the communities of Abilene, Solomon, Enterprise and Chapman along the Interstate 70 corridor through Dickinson County.
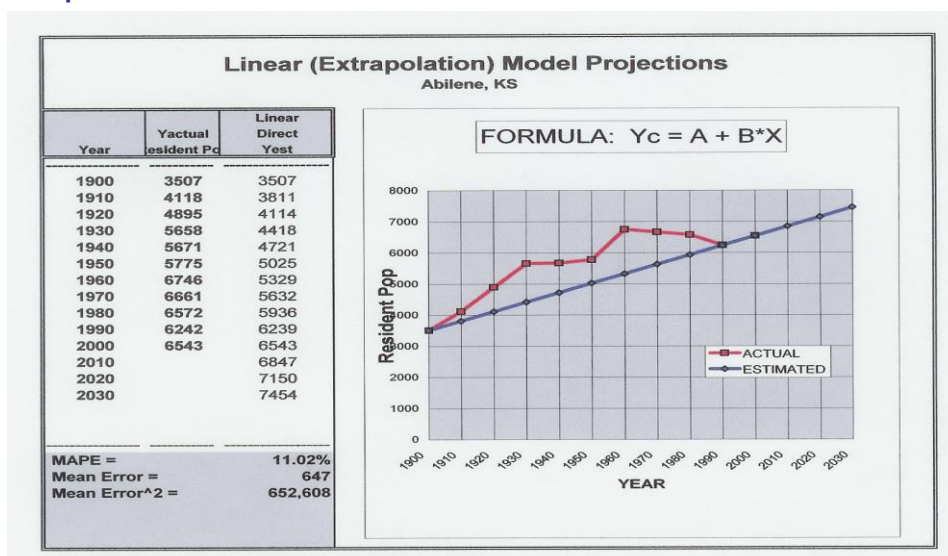
The following sections in this chapter will evaluate the population growth potential in for the nine incorporated cities within Dickinson County, using the trend analysis models and the historical growth patterns shown in **Table 2.3**. Those cities include Abilene, Chapman, Enterprise and Solomon, along with Hope, Herington, Woodbine, Manchester and Carlton. An analysis of the population growth in the twenty-four townships will not be made. As noted before, half of the population of Dickinson County resides within five miles of Interstate 70, leaving the majority of land in the county in agricultural production. The only exception to this, and town of any size, would be Herington located in the south east corner of the county.

Abilene

Abilene was organized as one of nine incorporated cities in Dickinson County in 1860. Early growth in Abilene can be traced back to the 1900 Census of Population when Abilene contained 3,507 persons. Succeeding census reports for 1910 reported an increase in population during the preceding decade to 4,118, with a steady increase to 4,895 in 1920, 5,658 in 1930, 5671 in 1940, and 5,775 in 1950. Abilene reached its peak in 1960 with a population of 6,746. During these early years, various railroads crisscrossed the county, and the City of Abilene became a trail head for receipt of many cattle drives whereby the cattle could be shipped east on the railroad for processing. This was the primary reason for growth in Abilene during this period of time.

Abilene's current trend is visible by looking at the population decline from 1960 to 1990. There was a slight resurgence between 1990 and 2010. By 2020, there was a slight decrease. Provided this does not signal a trend, the population could be expected to increase by approximately 300 residents per decade through 2030 to a total population of around 7,500 residents.

Graph 2.10

Linear (Extrapolation) Model Projections
Abilene, KS

FORMULA: $Y_c = A + B*X$

Year	Yactual resident Po	Linear Direct Yest
1900	3507	3507
1910	4118	3811
1920	4895	4114
1930	5658	4418
1940	5671	4721
1950	5775	5025
1960	6746	5329
1970	6661	5632
1980	6572	5936
1990	6242	6239
2000	6543	6543
2010		6847
2020		7150
2030		7454

MAPE =	11.02%
Mean Error =	647
Mean Error^2 =	652,608

In looking at the various trend analysis models, and graphic of the actual population depicting the historical trend in population growth, none of the trend series models would represent an appropriate population projection for Abilene. Given the
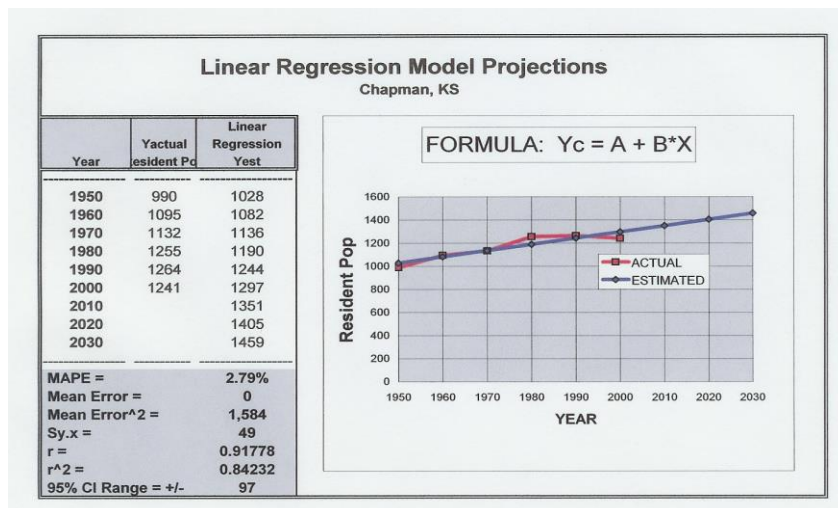
fact that Abilene is the county seat, its location abuts I-70, the interest of the community in expanding it's tourism industry, and the growth experienced between 1990 and 2000 of approximately 300 residents, it appears reasonable to extrapolate that growth pattern of the recent decade, holding this growth increment of 300 persons constant through the projection period to 2030, which adds an additional 900 residents to the City of Abilene. Looking at the average growth experienced in Abilene between 1900 and 2000 per decade, disregarding the surge between 1900 and 1960 and the decline between 1960 and 1990, Abilene experienced an average growth of 303 persons
per decade, which is identical to the growth experienced between 1990 and 2000. For planning purposes, the population projected in this manner yields a potential population of approximately 7,500 persons by the target year of 2030. Whether or not this growth is reached, or exceeded will be a result of the proactive development posture of the Chamber of Commerce and city fathers as they court the tourism industry in Abilene. Tourism not only brings visitors, it brings jobs to Abilene, and jobs bring residential growth as well as economic growth.

Chapman
Chapman, Kansas was officially incorporated in 1872, and has since seen a steady growth in population. Early growth in Chapman was a result of the westward migration taking place in our nation during the late 1800's. The most reliable data on the early years of Chapman can be found beginning with the Census of 1900. In 1900 the population was 627 persons; for the next two decades the population grew at the rate of approximately 110 persons per decade. During this same time period no other city in Dickenson County besides Abilene saw this same rate of growth.

Beginning in 1920 and lasting until 1950 Chapman experience a period of slight population decrease, a decrease that could mostly be attributed to the "Great Depression" as well as WWII. During the period of population decrease Chapman went from 853 persons in 1920 to 782 persons in 1940. This decrease was easily overcome when the 1950 census reported 990 persons residing in Chapman. These figures are seen below.

Graph 2.11

Linear Regression Model Projections
Chapman, KS

FORMULA: $Y_c = A + B*X$

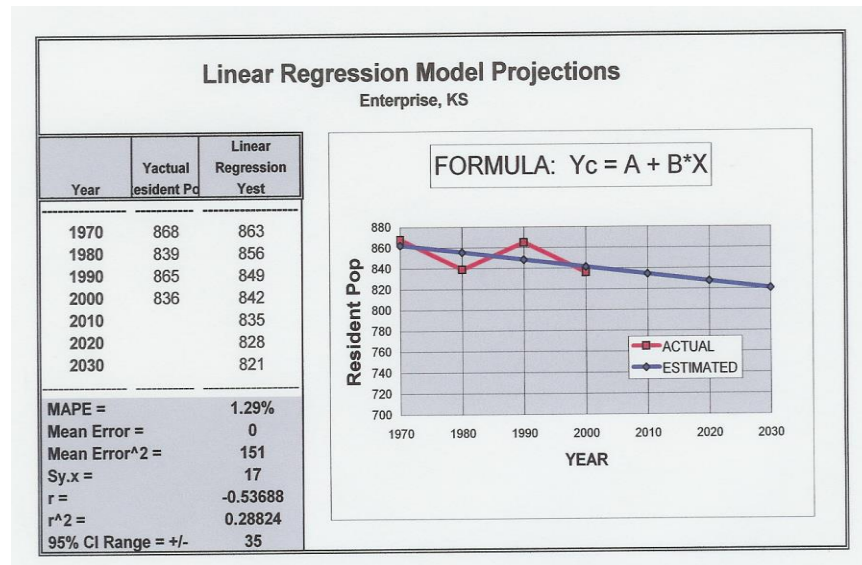| Year	Yactual esident Po	Linear Regression Yest
1950	990	1028
1960	1095	1082
1970	1132	1136
1980	1255	1190
1990	1264	1244
2000	1241	1297
2010		1351
2020		1405
2030		1459
MAPE =		2.79%
Mean Error =		0
Mean Error^2 =		1,584
Sy.x =		49
r =		0.91778
r^2 =		0.84232
95% CI Range = +/-		97

In order to project the future populations of Chapman, Kansas the years prior to 1950 were omitted since this was a period of rapid growth, which is not consistent with the

growth pattern exhibited between 1950 and 1980. The current trend between 1980 and 2000 shows a steady, but slow decline in the population of Chapman, and using trend models for this period of time would indicate an extension of that trend with Chapman losing approximately 15 persons per decade. It is the belief of this author that the City of Chapman will reverse this trend during the years 2000 to the target year of 2030, as a result of its location along I-70 and close proximity to Fort Riley, which as a result of recent decisions to return the Brigade Headquarters of Big Red One (1st Infantry Division U.S. Army) to Fort Riley, desperately needs affordable troop housing. By using the linear regression model and data from 1950 to 2000 the future population of Chapman, Kansas, can be projected to the target year of 2030 (**Graph 3.3** above). Using this logic, it can be anticipated that the population of Chapman could reach approximately 1,450 persons, which represents an increase of approximately 70 persons per decade. While these figures would seem modest they are subject to error and speculation concerning the reversal of trends. The calculated 95% confidence interval of plus or minus 100 persons would suggest that the range of population growth in Chapman could be between 1,350 and 1,550 persons by the target year of 2030.

Enterprise

Linear Regression Model Projections		
Enterprise, KS		

Year	Yactual esident Po	Linear Regression Yest
1970	868	863
1980	839	856
1990	865	849
2000	836	842
2010		835
2020		828
2030		821
MAPE =		1.29%
Mean Error =		0
Mean Error^2 =		151
Sy.x =		17
r =		-0.53688
r^2 =		0.28824
95% CI Range = +/-		35

FORMULA: $Yc = A + B*X$

Graph 2.12

Enterprise, founded in 1869, is located in Dickinson County on the Smoky Hill River. Abilene is six miles away, and I-70 is only four miles north on Kansas Highway 43 through the unincorporated town of Detroit. The Santa Fe railroad passes through town. One of the great ways to come to Enterprise is on the Abilene and Smoky Valley, excursion train which brings visitors to town from Abilene, crossing the Smoky Hill just west of Enterprise. The natural waterfall of the Smoky Hill River was the reason for the settlement of Louden's Fall. Enterprise is a great location and a scenic place with lots of woods and streams.

 In 1900, the population was 798, however, the highest number of inhabitants in Enterprise occurred in 1960 when the population reached 1015. The next decades saw

a population decline, followed by another period of growth. The sporadic nature of population growth and decline in Enterprise makes for a difficult assessment of the future population levels in the city. The general trend is of gradual decline from 1960 to year 2000, and no mathematical model yields a predictable trend in either growth or decline in the city. Using the period of 1970 to 2000 as the base for trend analysis, the only realistic trend would be an average or liner regression on the actual data. Given the loss of approximately 40 persons between 1990 and 2000, if one were to speculate that this was the current trend, the City of Enterprise could be expected to lose another 120 persons prior to reaching the target year of 2030, declining to a population level of around 700 persons and continuing to decline at the rate of 40 persons per decade. If an average trend of decline were to be investigated using a curvilinear regression model, conceivable the City of Enterprise might stabilize at some lower limit of 75

In looking at the various trend analysis models for city of Enterprise, and graphs of the actual population depicting the current trend from 1900 to 2000, it is impossible to project an optimistic population projection. The data from 1970 to 2000 was used as the current trend because the population change between each decade was variable. It was determined that either the linear direct model or linear regression model best represented the current trend in Enterprise, and both models project a decline in the resident population by 2030 to around 800 persons.

The linear regression model indicates a decline of 7 persons per decade in Enterprise whereas the Linear Extrapolation model predicts a loss of 11 persons per decade. Projection to 2030 indicates a decline to between 804 and 821 people by year 2030 unless something is done to energize the community with new business. The potential to receive growth in residential family housing related to the expansion of Fort Riley is a possibility. Enterprise is within the acceptable commuting distance from Fort Riley thus a changing pattern of residential growth could emerge. How much growth is indeterminable at this point in time, and is dependent on either development of new, affordable housing in the community, or the adaptation of some of the existing vacant or older housing to meet the needs of the army personnel relocating to Fort Riley. It would be important to revisit the population projections for the City of Enterprise following the release of the 2010 Census Reports to determine whether or not Enterprise can capture any of this market. As for the expansion of business opportunities in Enterprise creating jobs, it can be speculated that its proximity to Abilene will preclude any major investment in the economic structure of Enterprise, allowing the city to function more as a bedroom community for Abilene, Chapman, and potentially Fort Riley.
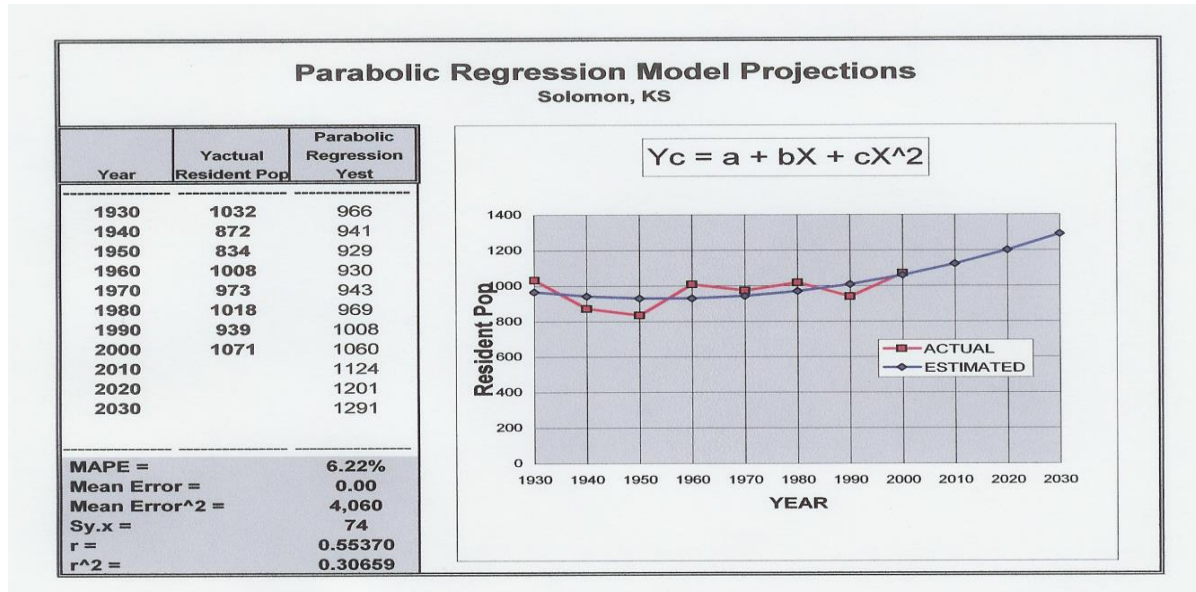
Solomon
Solomon is the westernmost town in Dickinson County. It was platted in 1858, planned in 1865, and incorporated in 1871. The growth in Solomon has fluctuated since the beginning of the 1900's. Its growth early on can be attributed to its location, at the mouth of the Solomon River midway between Salina and Abilene, or the numerous industrial opportunities it fostered, such as the salt mine, a brick plant, the grist mill and its own railway initiative point. From 1930 to the 1940's there was a drastic decline in the population from 1032 persons to 872. The 160 person decline could be attributed to the "Great Depression" and a slow grueling recovery period.

After the 1960's the population held relatively constant around the 1000 person mark, as noted on the graph shown below. During the last decade, 1990 to 2000, Solomon's population increased back to 1,071, which was the same as the population in 1920. The growth trend has been rising, hence providing a positive outlook for the future.

Using the parabolic regression model with Solomon population data from the period 1930 to 2000, a promising growth trend emerges for the future . The potential growth in the town of Solomon is not stellar, but it does predict a possibility of a modest increase of 291 persons in the next thirty years, approximately 100 per decade or 10 per year. The population projected with this model indicates growth to approximately 1,300 persons plus or minus approximately 150 people at a 95% confidence interval. This translates to a potential range of resident population to between 1,150 minimum and 1,450 persons at a maximum for planning purposes in the target year of 2030.

As the population in Solomon increases, so will the economic resources. Although this

Parabolic Regression Model Projections
Solomon, KS

$$Yc = a + bX + cX^2$$

Year	Yactual Resident Pop	Parabolic Regression Yest
1930	1032	966
1940	872	941
1950	834	929
1960	1008	930
1970	973	943
1980	1018	969
1990	939	1008
2000	1071	1060
2010		1124
2020		1201
2030		1291

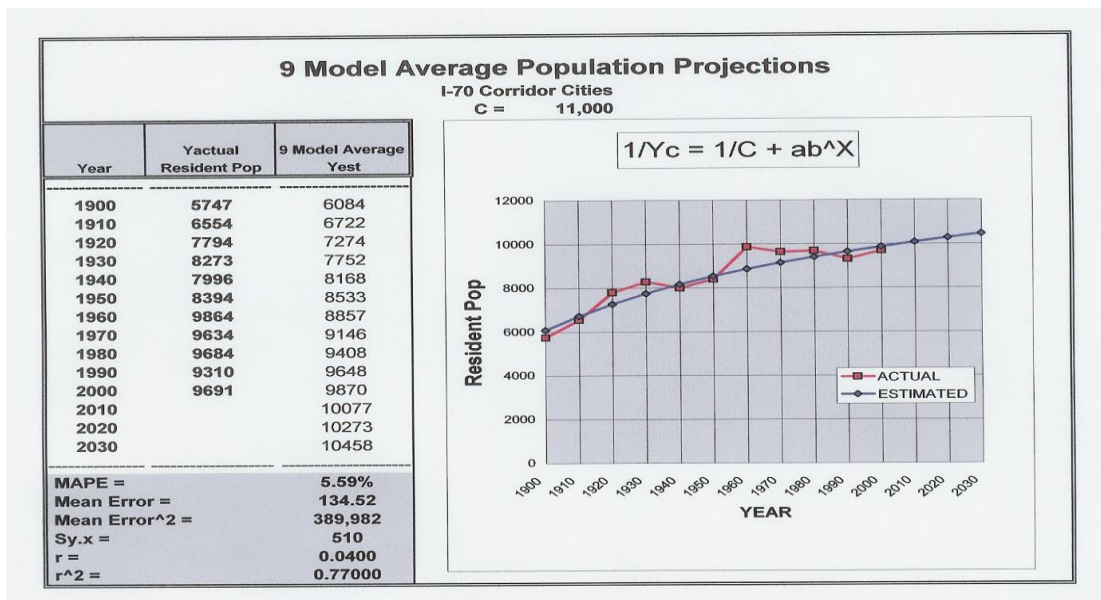|	
MAPE =	6.22%
Mean Error =	0.00
Mean Error^2 =	4,060
Sy.x =	74
r =	0.55370
r^2 =	0.30659

Graph 2.13

does not account for an increase in soldiers and their families at the Fort Riley Military Base, it does allow for growth in the area. Solomon may be a bit distant from Fort Riley to anticipate spill over growth in housing, but the community easily functions as a bedroom community for both the cities of Abilene and Salina.

I-70 Corridor Cities
The above four cities represent communities which either border Interstate 70 through Dickinson County, or lie within five miles of the interstate. Three of the communities appear to represent potential population growth (Abilene, Chapman and Solomon), while Enterprise shows signs of population instability over time. Since the I-70 corridor may represent the best potential for continued growth, it is determined that an analysis of the corridor cities might be useful. As such, the populations were combined for an analysis, shown below.

Since 1956, The Federal Interstate System has traveled across Kansas spurring on population and economic growth to the communities located next to or in proximity to the major highway. Interstate 70 crosses the width of Dickinson County and directly impacts four communities; Enterprise, Abilene, Solomon and Chapman. These four cities have the greatest potential within the County to grow by capturing a portion of the estimated 15,000 vehicles that travel this segment of Interstate 70 each day (KDOT, 2006). Along with their locations to I-70, these cities act as important bedroom communities. Chapman is home to individuals that work in Junction City or Ft. Riley, Solomon is the home to commuters who work in Salina and Enterprise is an affordable alternative for workers in Abilene. Due to these facts, these four cities should be analyzed collectively to project the population as well as the impacts new residents will have on the communities, the County and the infrastructure.

Graph 2.14

9 Model Average Population Projections
I-70 Corridor Cities
C = 11,000

$1/Y_c = 1/C + ab^X$

Year	Yactual Resident Pop	9 Model Average Yest
1900	5747	6084
1910	6554	6722
1920	7794	7274
1930	8273	7752
1940	7996	8168
1950	8394	8533
1960	9864	8857
1970	9634	9146
1980	9684	9408
1990	9310	9648
2000	9691	9870
2010		10077
2020		10273
2030		10458

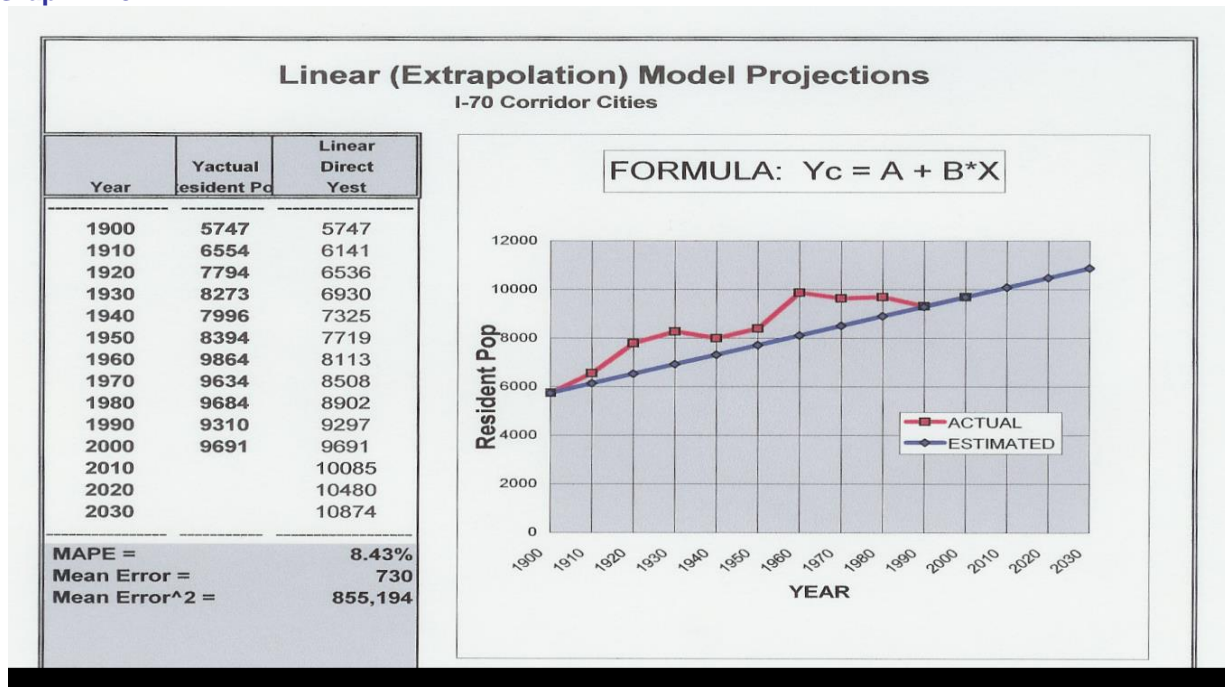|	
MAPE =	5.59%
Mean Error =	134.52
Mean Error^2 =	389,982
Sy.x =	510
r =	0.0400
r^2 =	0.77000

The historical population collected by the U.S. Census show that these four communities have constantly increased in population during the 20th Century. A slight decline and plateau has been established for the I-70 corridor cities since 1970, with a recent increase in population from the 1990 to 2000 Census count. Assuming that this increase of nearly 400 residents is a sign that these cities are incorporating pro-growth strategies and are realizing the tourist potential of their locations, this may be a signal that a growth resurgence is occurring.

In evaluating the historical data and projecting the population for the I-70 Corridor Communities, the U.S. Census data for each city was added together and analyzed collectively. Nine separate mathematical models were used to project the four-city total to the year 2030. All census data for the century was used in the analysis (1900-2000) to project an optimistic estimation of the population and also represents the recent trend. All nine mathematical models produced relatively close final estimates and produced similar evaluation statistics, making it nearly impossible to choose the "best fit" model that would yield the projected population for the I-70 Corridor Communities in 2030. Since no one model produced the "best fit," all nine models were added together

and averaged to create the 2030 population projection. The result was an addition of approximately 770 new residents by 2030 or a total of 10,458 residents in the four city corridor, with a plus or minus of 1,019 at 95% confidence interval. The upper end of the prediction is 11,477 total residents which can aid in land use determinations and the lower limit is 9,437 which can serve as a projection of revenue.

An alternative growth pattern can be seen in using the linear extrapolation model with the combined populations of the I-70 corridor communities and the entire database from 1900 to 2000. This scenario essentially replicates the growth pattern shown between 1990 and year 2000, and if projected to the target year of 2030, will represent an even steeper growth for these four communities adding an additional 400 persons to the total above. This trend recognizes the resurgence in population growth over the last decade, and is shown on the graphic above.

Graph 2.15

Linear (Extrapolation) Model Projections
I-70 Corridor Cities

FORMULA: $Yc = A + B*X$

Year	Yactual esident Po	Linear Direct Yest
1900	5747	5747
1910	6554	6141
1920	7794	6536
1930	8273	6930
1940	7996	7325
1950	8394	7719
1960	9864	8113
1970	9634	8508
1980	9684	8902
1990	9310	9297
2000	9691	9691
2010		10085
2020		10480
2030		10874

MAPE =	8.43%
Mean Error =	730
Mean Error^2 =	855,194

Source: KDOT. ttp://www.ksdot.org/burtransplan/maps/CountMaps/Districts/inset05.pdf. Accessed December 5, 2006.

Growth in Dickinson County is dependent on the ability of Enterprise, Abilene, Solomon and Chapmen to capture tourist dollars from I-70 travelers as well as entice other economic endeavors that are dependent on direct access to an interstate. As new jobs are created in the tourist industry as well as other industries in the I-70 Corridor, new families will relocate to the area and create the base for future growth. The I-70 Corridor Cities and the eastern portions of Dickinson County can also realize a small increase in population due to the expansion of Ft. Riley as adequate and affordable housing becomes available to new military families and the civilian forces required to support the fort's expansion.
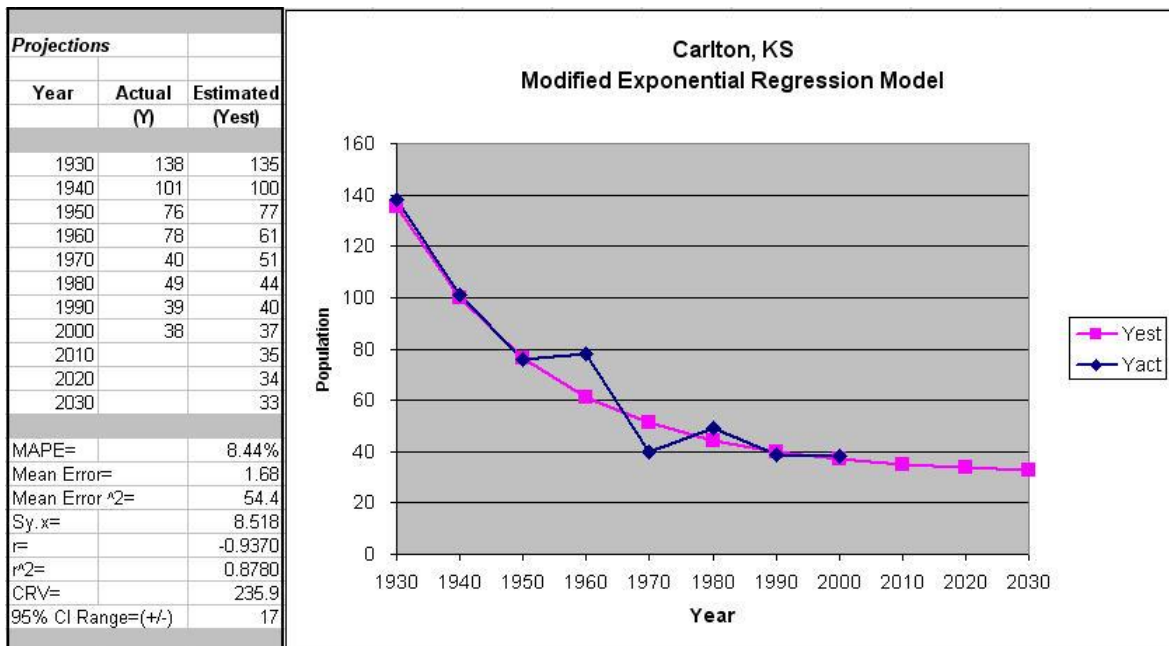
Carlton
Carlton is located in the southwest region of Dickinson County. It was platted as a town when the Missouri Pacific Railroad came through in 1886. The earliest population data

found for Carlton is from 1930, the same year it became an incorporated city, and recorded a population of 138. This is the peak population for Carlton from the data that was found, but there is evidence that suggests that it was higher in the late 1800's based on the size of the school at that time. Carlton during this time became a convenient layover spot for cattle drivers traveling along the Chisholm Trail, but World War I, the Great Depression, World War II, and the closing of several of the railroad lines caused a population decline that is still seen today.

Since its peak year, Carlton's population has steadily declined to its lowest recorded population of 38 in 2000. This is a 72 percent decline over the 70-year period, representing an average of over a 10 percent decline in each of the last 7 decades.

After analyzing several population projections, with graphical representations of the data, it is determined that using then entire data set from 1930 to 2000 would give the best projection. The population count for Carlton is low enough that selecting different starting points to use in the projection process does not make a significant difference with the projection.

Graph 2.16

Projections		
Year	Actual (Y)	Estimated (Yest)
1930	138	135
1940	101	100
1950	76	77
1960	78	61
1970	40	51
1980	49	44
1990	39	40
2000	38	37
2010		35
2020		34
2030		33
MAPE=		8.44%
Mean Error=		1.68
Mean Error ^2=		54.4
Sy.x=		8.518
r=		-0.9370
r^2=		0.8780
CRV=		235.9
95% CI Range=(+/-)		17

The modified exponential regression model is selected because it returns the most fitting evaluation criteria and population projection for 2030. The model projects a population decline of five persons by 2030. This would equal a total of 33 persons plus or minus 17 at a 95 percent confidence interval. The high-end projection would be 50 persons and the low-end projection would be 16 persons.
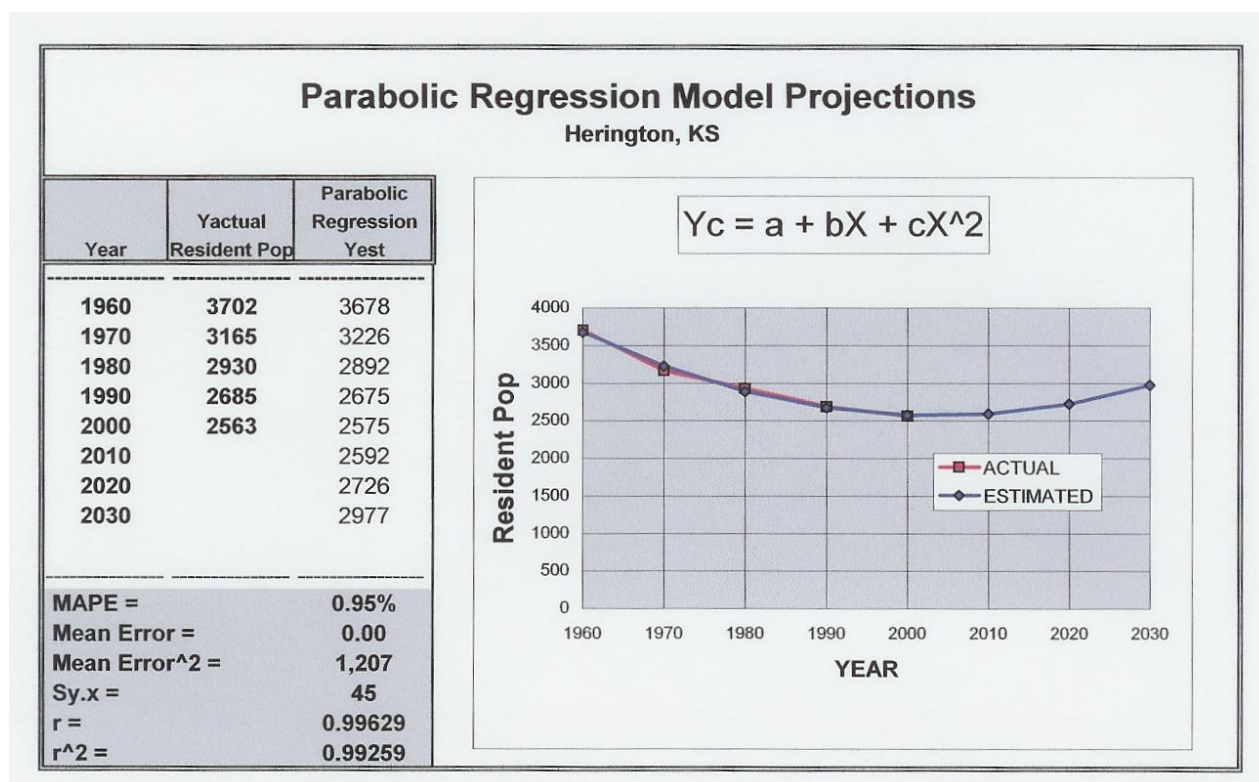
Carlton shows no signs of regeneration because of lacking amenities and opportunities for potential residents. It is not likely that Carlton will ever completely die out because of small family farming operations and other sentimental aspects. It is likely that the Fort Riley expansion will have no effect on the city of Carlton because of its location.

Herington

Herington has a rich history with railroads from its beginnings. Herington has been a hub for the Rock Island, the Cotton Belt Route, Southern Pacific, and currently, Union Pacific Railroad. Herington has also been served by the Rio Grande, Missouri Pacific and the Oklahoma, Kansas and Texas Railroads. Herington was the heart of Rock Island. The city served as a division point for Rock Island with five other lines leading out from one junction. As a result of heavy railroad traffic, people started to settle in Herington. Early growth in Herington can be traced back to 1859, where a group of German immigrants settled on Lyon Creek. By 1930, Herington reached its peak population of 4,519 persons. This was a time when various railroads crisscrossed cities in Dickinson County, boosting the population for nearby areas. It was a period of growth in Herington.

According Census Bureau estimates, the population of Herington has declined over the past three decades. **Graph 3.9** below represents the declining trend of residents with a loss of approximately 12 percent from 2,930 in 1980 to 2,563 in 2000.

Graph 2.17

Parabolic Regression Model Projections
Herington, KS

$$Yc = a + bX + cX^2$$

Year	Yactual Resident Pop	Parabolic Regression Yest
1960	3702	3678
1970	3165	3226
1980	2930	2892
1990	2685	2675
2000	2563	2575
2010		2592
2020		2726
2030		2977

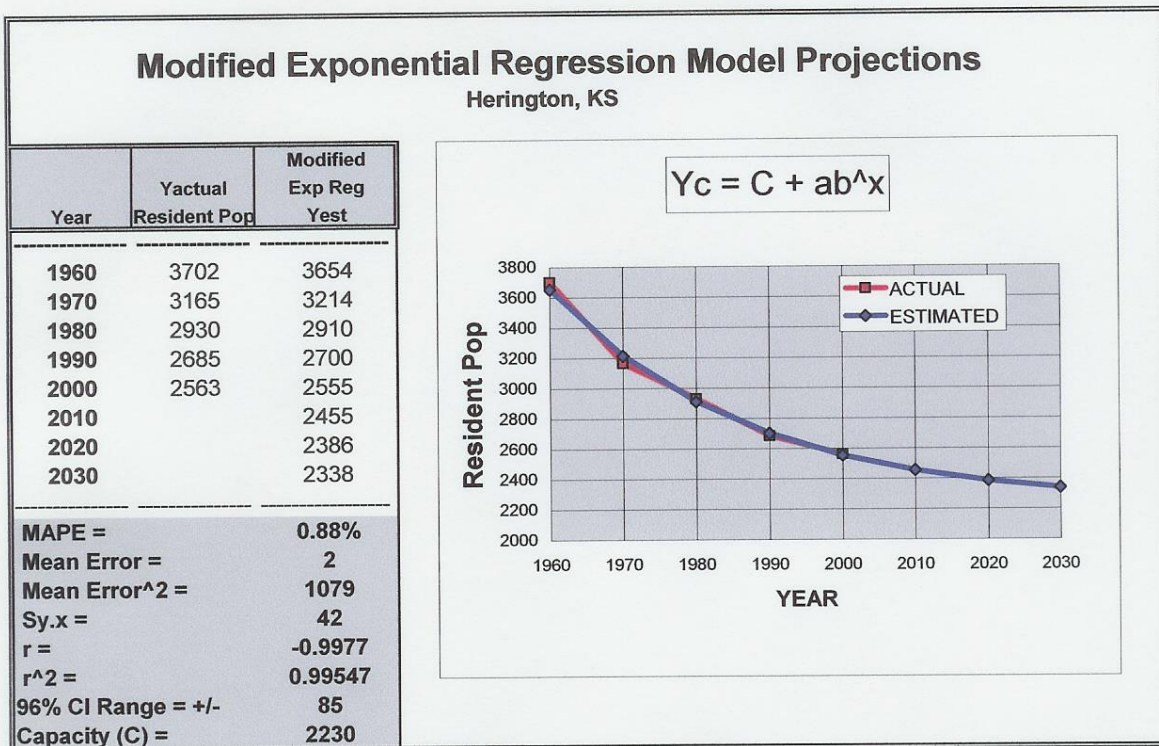|	
MAPE =	0.95%
Mean Error =	0.00
Mean Error^2 =	1,207
Sy.x =	45
r =	0.99629
r^2 =	0.99259

It was the Great Depression of the 1930s and World War II in the 1940s that caused Rock Island Railroad to decline. Finally, in 1980, the railroad tracks were no longer operational. Beginning from 1970, Herington population started to drop at a consistent rate. The trend is shown in graph below.

In looking at the different trend analysis models, and graphic of the actual population depicting the declining population trend, it was concluded that by using the Parabolic Regression model with the data from 1960 to 2000, an optimistic population projection of Herington could be achieved. This can only be attained when the Chamber of Commerce in the City of Herington becomes proactive in the generation of new jobs that help support growth. The parabolic projection suggested a growth of approximately 400 new residents to 2,977 persons by the target year of 2030 bringing the total population of Herington to nearly 3,000 persons, plus or minus 90 persons at a 95% Confidence Interval. The high end or optimistic projection for the City of Herington would be 3,067; and the low end projection would be 2,887.

On the other hand, if the current trend is to be continued, Herington will face a continuing decline in population at a steady rate. In *figure 2 and table 2*, the modified exponential regression projection model provided an extension of the current trend arriving at a projection of approximately 2,375 persons by 2030, or a decline of an additional 186 persons in the next 30 years.

Graph 2.18

Modified Exponential Regression Model Projections
Herington, KS

$$Yc = C + ab^x$$

Year	Yactual Resident Pop	Modified Exp Reg Yest
1960	3702	3654
1970	3165	3214
1980	2930	2910
1990	2685	2700
2000	2563	2555
2010		2455
2020		2386
2030		2338

MAPE =	0.88%
Mean Error =	2
Mean Error^2 =	1079
Sy.x =	42
r =	-0.9977
r^2 =	0.99547
96% CI Range = +/-	85
Capacity (C) =	2230

The growth of Herington will largely depend on the creation of new firms and the expansion of existing enterprises. Although the City of Herington is currently undergoing several upgrades for their comprehensive transportation plan, and expect to see improvement in a number of local buildings and bridges linking city streets and

highways, these developments may not be enough to enhance the area's economy. Unless more jobs are provided, the future of Herington does not look very promising.
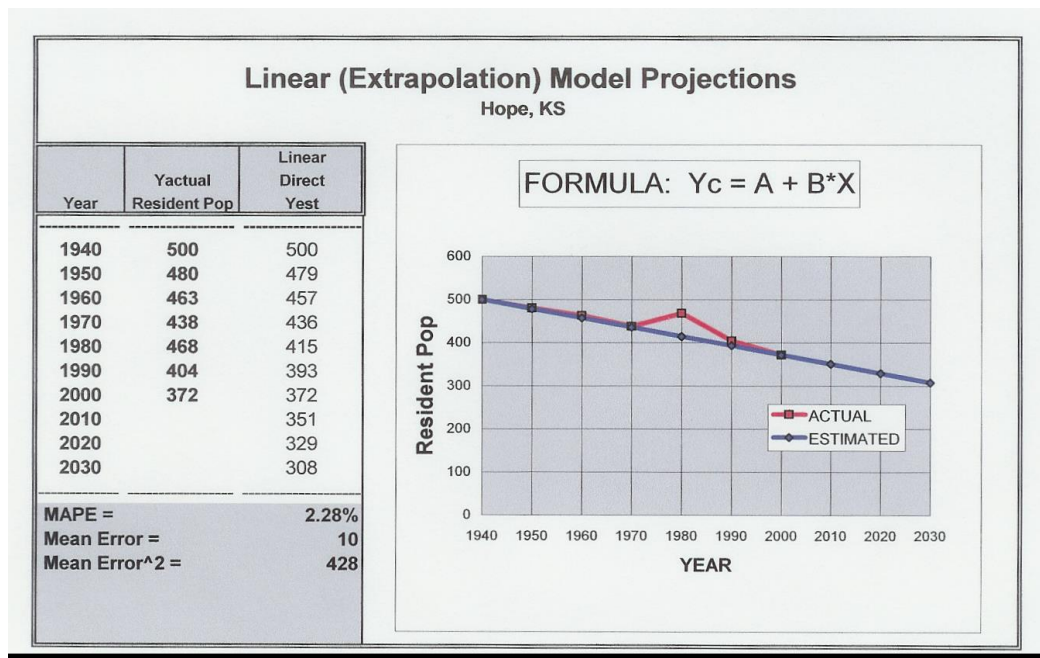
Hope

The arrival of the Topeka, Salina & Western Railroad in 1886, followed by the Santa Fe in 1887 helped the population of Hope to prosper. Access to grain and livestock markets in Chicago brought goods and people in and transferred commodities going out. The discovery of gypsum in 1892 near Dillon also attracted big business. The City of Hope prospered with its population rising to over 300 by 1892.

Hope continued to increase in population until 1920 when it reached its maximum population of 589. The 1920 census shows marked increases in population throughout the county. It is likely this is a result of WWI veterans returning home. By 1930 Hope's population declined to 556 and has continued that trend ever since. It is interesting to note here that most Dickinson County cities declined in population during this decade except the two largest cities of Abilene and Herington. This may reflect a period of agricultural hardship as a result of increased soil erosion. It is plausible that these hardships evoked a migration from Hope to larger cities where people had a better chance to make a living.

Hope is geographically located in the southeastern portion of the county. This area is rather remote and has no direct connection to any growth center or corridor. By the year 2000 Hope's population had declined to 372. Given these factors, it seems likely that Hope's population will either continue to decline or stabilize at some lower value.

Graph 2.19

Linear (Extrapolation) Model Projections
Hope, KS

FORMULA: $Y_c = A + B*X$

Year	Yactual Resident Pop	Linear Direct Yest
1940	500	500
1950	480	479
1960	463	457
1970	438	436
1980	468	415
1990	404	393
2000	372	372
2010		351
2020		329
2030		308
MAPE =		2.28%
Mean Error =		10
Mean Error^2 =		428

Through analysis of Hope's population trends between the periods 1900-2000, there are some reasonable projections regarding its potential future. Hope saw its most significant decline between 1920 and 1940, when it lost 89 residents, reporting a

population of 500 residents in 1940. From 1940 to 2000 Hope's population continued to decline by approximately 20 persons per decade reaching its year 2000 population of 372 residents. With the exception of one growth spurt between 1970 and 1980, the population trend can be described as a near-perfect linear decline. Therefore, only the population values between 1940 and 2000 are used to make future projections, and the linear extrapolation model is the realistic descriptive model to use in projecting Hope's population to the target year 2030. The graph above shows a fairly steady linear decline. If the population of Hope continues its historical trend at the same incremental rate of decline, it is likely that the community will lose population to around 300 by the year 2030. This is a loss of 70 people over the next three decades. Given Hope's geographical location and the continual population increase in the cities located along the I-70 corridor it appears that this projection is realistically viable.

(Source: City of Hope Website, History, by Larry Potter).

Manchester

Manchester is located in the northwest corner of Dickinson County. It was founded and platted during the 1880's by English and Scottish families and Civil War Veterans.

Manchester was self-sufficient and progressive town prior to World War 1. Between 1910 and 1920, the population of Manchester increased from 250 to 263. Between 1920 and 1940, Manchester was in a pattern of slow decline, and lost 48 people, or about 18% of its population, likely resultant from Great Depression, and other factors that caused the decline of the railroads. Like most of the small towns in Dickinson County, Manchester was dependent on the railroads, and when they closed down during World War II, so did Manchester. Between 1940 and 1950, Manchester experienced a period of sharp population decline, losing 64 people, or 30% of its residents. Between 1940 and 1970, people who work in those towns could choose to live in Manchester. New residents would allow Manchester to expand its own economic base. While such a scenario is a possibility, it is not considered a reality. Manchester's population in the future can be expected to remain constant at approximately 100 residents through the projection year.

Currently, most of the residents in Manchester commute to jobs in Junction City, Salina, or Abilene. As Manchester is not on the Interstate 70 corridor, it is likely difficult for the town to attract new businesses or new residents who work in the aforementioned cities.

Using the entire twentieth century to make future projections for the city of Manchester yields a grim prediction: by 2030, the best-fitting projection model, in this case Exponential Regression shows Manchester's population slipping to 52 people. This would mean a loss of 50 people, or nearly half its current population at a rate of between 18 and 19 residents per decade with a 95% confidence interval of plus or minus 20 people.

However, if we remove the periods of sharpest decline and begin our projections at 1970, the most reasonable projection model becomes the linear regression model or Linear Extrapolation model, which in this scenario projects a possible modest increase in population. The population of Manchester seems to have generally stabilized at the level identified between 1970 and 2000 at approximately 100 residents.

Graph 2.20
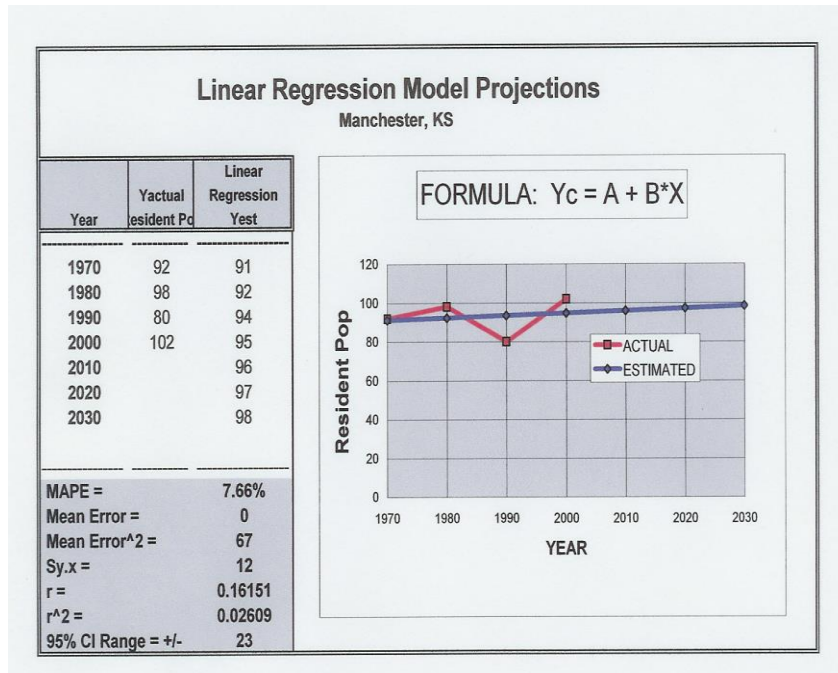
Woodbine

Woodbine, located in southeastern Dickinson County, dates to 1887, but the hamlet of Lyons was mapped in 1871, sixteen years earlier. Both villages were in the northwest quarter of section 35-14-1, Liberty Township, and overlapped slightly.

Early growth in city of Woodbine can be traced back to the 1910 Census when the city contained 250 persons. Succeeding census reports for 1920 reported an increase in population during the preceding decade to 318, which remained constant at 317 in the 1930 Census. Woodbine then began a steady decline in population until 1960 (172 persons) and then stabilizing by 1970 at 170 persons. Following 1970 Woodbine has shown an incremental growth in population through the year 2000, at which time 207 persons resided in Woodbine. The population trend can best be described as declining from its 1930 high of 318 persons to its low of 170 persons in 1970, followed by a period of slow growth to its current level of 207 persons in year 2000. This was a 37 person increase over 30 years.

Using the Population growth from 1940 to 2000 to project the current population trend and the parabolic regression model suggests that the community could experience continued growth to around 325 persons by 2030. This would be a very optimistic projection fueled by a growth of 20 persons during the last decade and an assumption that this growth spurt continues in a curvilinear manner, rather than a linear manner. If

the City of Woodbine were to grow by 20 persons per decade for the next 30 years in a linear fashion, the population could be expected to reach 267 by year 2030.

Since Woodbine is located roughly 35 miles south of the Interstate 70 on Kansas Highway 77, it is within the 60-mile commuting range allowed by Fort Riley for troop housing. Affordable housing could be created in the City of Woodbine for the soldiers for two reasons; one being that it is approximately 40 miles away from the Fort, and second that it has existing services and infrastructure to accommodate housing needs in the future. It is unlikely that additional jobs would be created in Woodbine of any magnitude, but serving as a bedroom community for military and civilian personnel working or stationed at Fort Riley could become the impetus for continued growth in population in the community. The creation of affordable housing here would be necessary to sustain a growing population.

For planning purposes, the city fathers in Woodbine should plan for an expansion of housing opportunities in the community, to house approximately 270 to 300 persons by year 2030. It would be necessary to monitor the actual growth to gage the attractiveness of the community for continued growth, as well as to market the community as a small-town living experience. Projections given by the use of the Parabolic Regression Model of 330 persons by the year 2030 appear to be somewhat unrealistic at this point in time, however, could become realistic should Woodbine become an attractive small-town bedroom community for Fort Riley and Junction City.

Summary and Conclusions

The population growth in Dickinson County and the communities within it have been dependent upon transportation routes linking the communities. The early settlers of the County in the 1850's followed the expanding railroad lines heading west. The early communities in Dickinson County were established to ship farm products, such as grain and cattle back to the East Coast as well as receive goods from the industrial coast. The dependence on viable transportation routes continues for the communities in Dickinson County.

The population trend in Dickinson County during the past century has fluctuated from a high of 25,870 persons in 1930 to a low of 18,948 in 1990 according to census reports. During the last decade, the county experienced an increase in population of approximately 400 people, the majority of which can be traced directly to the growth in the city of Abilene from 6,242 residents in 1990 to 6,543 residents in 2000. The city of Solomon, located a few miles west of Abilene and adjacent to I-70 was the only other incorporated community in Dickinson County to experience growth in population in excess of 100 persons during this decade. A few other communities (Woodbine and Manchester) experienced a bit of growth at around 20 persons, while the other five communities (Carlton, Chapman, Hope, Herington and Enterprise) experienced a combined decline in population during this period totaling approximately 150 persons. It is evident that the future growth in Dickinson County is tied to the growth potential of the communities abutting I-70. These cities are directly impacted by I-70 which crosses the width of the county. The estimated 15,000 vehicles traveling this section of interstate each day represent a tremendous economic and population growth potential.

Collectively analyzing the historical population trends for the four I-70 corridor communities yields a promising growth potential. Currently, these four communities contain approximately 9500 residents, or about 50 percent of the total population in Dickinson County. As seen in the table above, target projections to the year 2050 yield a growth of around 2% per decade over the coming three decades, which represents approximately 51 percent of the projected county population in 2050 (19,588 residents). The corridor communities have the potential to capture tourist dollars from the motorist traveling I-70 as well as to attract businesses that require direct access to an interstate. Separately, each city has its own attributes that can attract a variety of new residents.

Two-thirds of the county population resided in the nine incorporated communities in year 2022, and by 2030, it is projected that 65 percent of the county population (14,173 persons) will reside in these cities (assuming no annexations), with the other 35 percent (7,473 persons) residing in the 24 rural townships and unincorporated communities of the county.

Herington is another city within the county that has the potential to witness growth in the coming decades. Herington's location along Highway 77 and within 30 miles of Ft. Riley provides its citizens and business owners with opportunities to capture travelers along the busy state highway and to become a destination for the county. While the trend projections for Herington suggest a slow, continual decline in population, its quaintness, location, and proximity to other amenities in the corner of the county suggest that opportunity awaits the community should it be marketed as a potential residential site for commuters to Ft. Riley, Junction City or Manhattan.

It should be noted that these population projections represent an analysis of historical trends, and should those trends continue into the future, these projections could represent reality. There are a number of assumptions built into these projections, and they do not factor into the changes that have taken place between 2000 and 2007. The expansion of Ft. Riley in Geary County could possibly have an impact on the communities in Dickinson County, and will probably increase the desirability of several communities within the county as places to reside. A proactive growth stance by the Chamber of Commerce in Abilene could also provide the impetus for greater growth in the City of Abilene, thus fueling additional county growth. Herington could also play a larger role in county growth should that community begin to capitalize on its location and amenities available within the community.
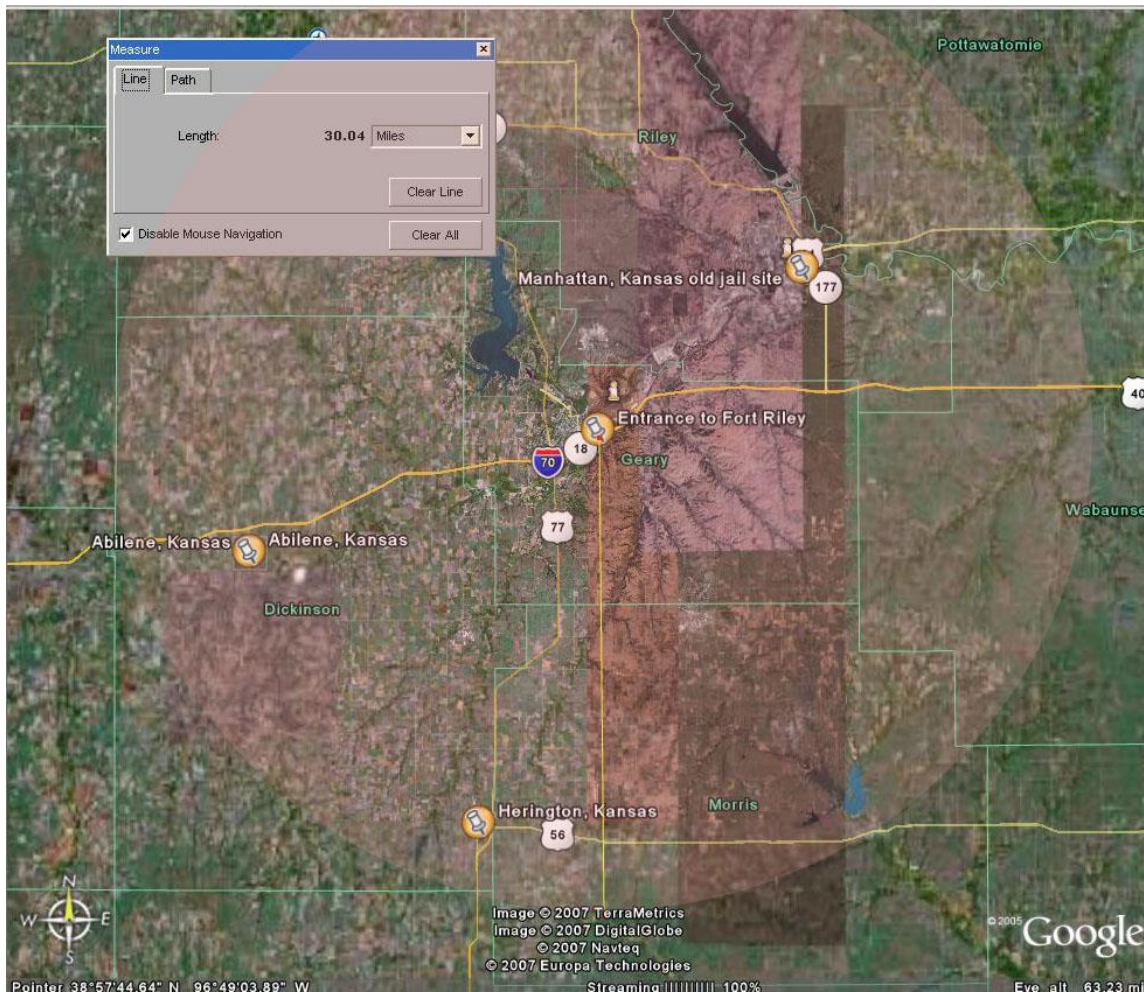
The communities of Chapman, Enterprise, Woodbine and Herington all offer the potential for greater growth and rural living, which generally means more affordable housing opportunities. These things are but speculation at this point in time, however, and should become much clearer when the next census is taken in 2010.

Using trend analysis on county data from 1930 to 2000 yields an optimistic projection of the population of Dickinson County, building to a high of 21,646 persons plus or minus 1,272 at a 95% confidence interval. For planning purposes, 23,000 residents of Dickinson County would represent a reasonable goal for land development at this time. As noted, however, the expansion of Fort Riley can provide the impetus for growth beyond what is anticipated through the use of trend analysis models. Communities that exist within 30 to 60 miles of Ft. Riley which can offer adequate and affordable housing as well as favorable amenities will be able to capture a portion of the estimated 30,000 troops, family members and civilian support personnel anticipated in the region by 2012. Dickinson County is in a very favorable position to help satisfy those needs since the entire group of I-70 corridor communities in Dickinson County lie within the 30-mile radius of the main entrance to Fort Riley. The cities of Herington and Woodbine do as well.

Graph 2.21

Parabolic Regression Model Projections
Dickinson County

$$Yc = a + bX + cX^2$$

Year	Yactual Resident Pop	Parabolic Regression Yest
1930	25870	25280
1940	22929	23500
1950	21190	22034
1960	21572	20883
1970	19993	20047
1980	20175	19526
1990	18948	19320
2000	19344	19429
2010		19853
2020		20592
2030		21646

MAPE =	2.23%
Mean Error =	0.00
Mean Error^2 =	303,718
Sy.x =	636
r =	0.96560
r^2 =	0.93239
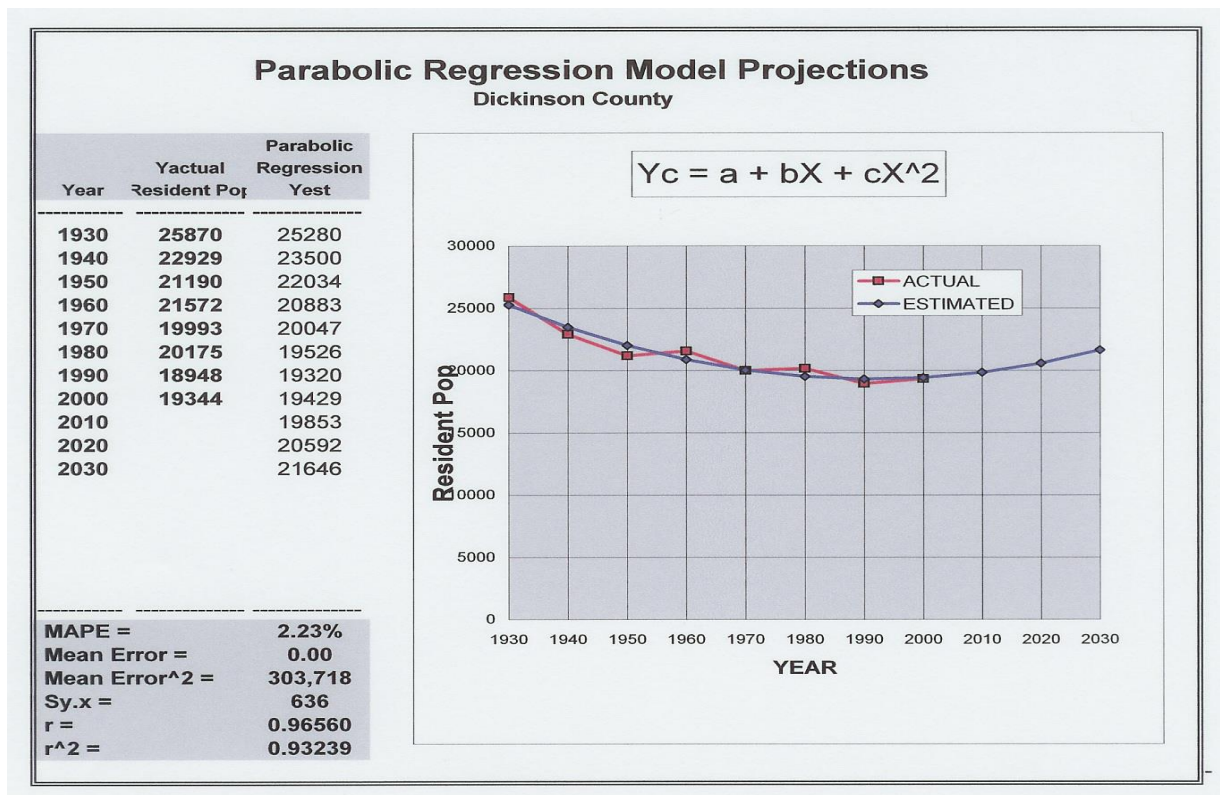
Map 2.2 30-Mile Commute Radius of Ft. Riley's I-70 Entrance

Trend Projection Model Caveat/Caution

Trend projection models evaluate the historical growth or decline of a community, and attempt to fit a mathematical equation to that historical trend. The analyst is responsible for determining the start of the current trend by looking at the existing data. As was the case in studying the trends in the nine incorporated cities in Dickinson County, the current trend varied in each case, and different projection models are utilized in defining the best mathematical fit to the actual data.

Trend models do not analyze cause or effect of any of the historical events which may impact population growth or decline. Instead, the projections merely represent an extension of the population trends should those conditions which have historically precipitated growth or decline continue into the future. Positive changes in the political

structure, pro-active growth strategies that are implemented by the Chamber of Commerce, planning department, residents and business community can certainly create the impetus for modifying the historical trend. Maintaining the status quo or a continuation of existing policies tends to favor the trend projections and bring those projections closer to a reality. Speculations have been provided in the analysis of the historical trends, leading towards potential changes that allow selection of an optimistic growth trend. Since the majority of communities discussed in this section have a historical trend of decline in population during the 20th Century, some speculation would indicate that the historical declining trend will likely continue, and the county will continue to lose population. These projections comprise only <u>one</u> considered opinion as to the future growth (or decline) in population within these incorporated communities in Dickinson County through the next 30 years.

In the final analysis, it is important to note that the data used in this analysis is seven years old. The decision to move the headquarters of the "Big Red One" back from Germany to Ft. Riley, as well as other units thus enlarging the military operations, was made after the completion of the 2000 Census, and while the relocations have started, they are projected to be completed by 2012. To determine the impact of these changes to the population in the communities in Dickinson County it would be necessary to review the issuance of building permits, water hook-ups, and telephone connections in in order to measure growth resulting from the expansion of the military base since 2000. The actual growth at Ft. Riley cannot be accurately measured at this time, and since it is ongoing, can only lead to speculation of the ultimate impacts on all communities within a reasonable commuting distance.

Special thanks to the 2006-2007 KSU Computer Applications class for assistance with this chapter as well as chapter one.

3-ECONOMICS

Introduction

The study of the economic characteristics of Dickinson County provides a historical understanding of the business climate in the region and a look toward the future. This may assist County leadership with funding and policy decisions based on the needs of residents. A typical economic analysis utilizes statistics and measurements to describe the economic vitality of a county or community. The methods used for this economic study of Dickinson County include:

- o changes in county residents' income level
- o measurements of employment by industrial classification
- o economic base analysis techniques
- o retail trade analysis, and
- o economic comparison to neighboring and similar counties

Each technique allows the Planning Team to make economic projections into the future and to make suggestions and comments on how Dickinson County can best utilize its economic resources. It is important to note that no one economic analysis technique or its results is absolute. It is essential to view all of the analysis techniques over time to determine trends and project the future for economic objectives and strategies.

Socioeconomic Characteristics

A good indicator of the overall economic health of a community is the socioeconomic characteristics of the study area. Among these characteristics are:

- o median income
- o per capita income
- o poverty levels, and
- o education levels.

The amount of family or household income greatly affects the local economy and determines a standard of living. Thus, the higher the median income is in a community, so to is the standard of living. Income levels also directly influence the volume of local retail sales, house rentals, home prices, and many other items directly tied to the local economy.

Dickinson County's median family and household incomes (when adjusted for inflation to the 1999 dollar) rose by 16 percent between 1989 and 1999. This rate of change is slightly higher than that of the State of Kansas which was 10.7 percent. The per capita income grew at a comparable rate to the State of Kansas with an adjusted rate of change at 16.2 percent (**Table 4.1**). This increase in median income levels is an indicator that the economy is healthy and growing. One can also speculate that the standard of living is increasing along with the increase in income.

| Table 4.1 Trends in County and State Income Levels						
	Median Household Income		Median Family Income		Per Capita Income	
	2020	2000	2020	2000	2020	2000
Dickinson County	$53,864	$35,975	$68,956	$43,952	$31,153	$17,780
State of Kansas	$61,091	$40,624	$72,815	$49,624	$32,798	$20,506

Source: U.S. Census, 2000 and 2020

While the median income is a strong economic indicator, it does not convey the entire economic picture. Another indicator is poverty status. By calculating the poverty status for the county, the planning team is able to further uncover the economic framework. The following two pie graphs (**Graphs 4.1 & 4.2**) summarize the percentages of people living below the poverty line in the State of Kansas and Dickinson County. In 2020, the percent of the population living below the poverty line in Dickinson County was two percent lower than the State of Kansas. This percentage has remained steady since the 2000 census.

Graph 4.1
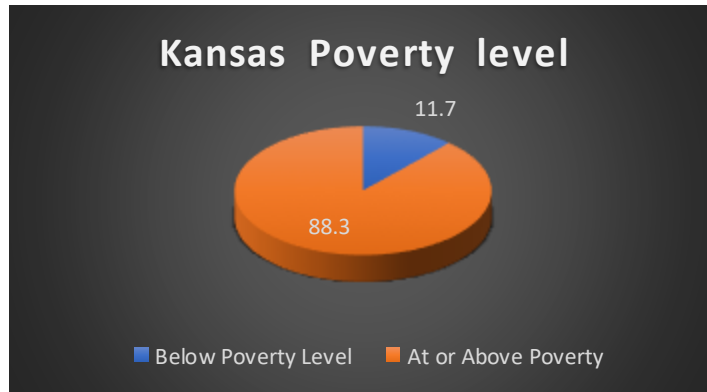
Graph 4.2
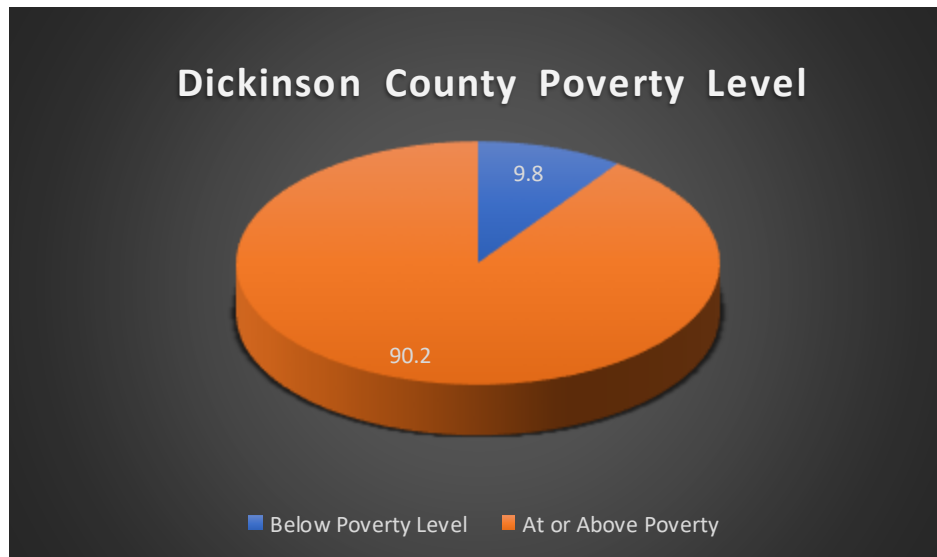
Source: U.S. Census 2020

Educational Attainment

The level of education attainment in a community is another excellent indicator of socio-economic status and wealth. In 2000, Dickinson County had a greater percent of population that attained a high school degree than did the state. The two areas are similar in percent of population without a high school degree and only differed slightly in

the percent of population with a college degree and/or a graduate or professional degree. **Table 4.2** compares both areas.

Table 4.2 Educational Attainment - 2020				
	No High School Diploma	High School Diploma	Associate degree or some College	Bachelor's Degree or Higher
Dickinson County	16.4%	35.6%	38.8%	9.2%
State of Kansas	11.9%	31.8%	43.8%	12.5%

Source: U.S. Census - 2020

Due to the high levels of educational attainment in Dickinson County, the county should see continued growth in jobs with higher earning potentials. This is demonstrated by the increasing income levels in Dickinson County over the past decade.

Labor Characteristics

The civilian labor force is comprised of the non-institutional population that is 16 years and over. The size of the civilian labor force reflects the availability of "human resources" in the community. The availability of trained workers is a key attribute to a county or community's efforts to recruit new or expanding businesses.

As **Table 4.3** conveys, Dickinson County's civilian labor force has rebounded from a downturn in 1990. The 2008 financial crisis had an impact on employment as reflected in 2010, which saw an increase in unemployment to 5.2%. The unemployment rate rebounded, and for 2020 was 2.9%, which is lower than unemployment for Kansas at 4.2% and the United States at 5.7% for that same time. As of August, 2022, the rate was 3.0% for Dickinson County according to the Kansas Department of Labor Statistics.

Table 4.3. Trends in Dickinson County's Labor Force						
	1990	2000	2010	2020		2022 (Aug)
Total Population	18,958	19,344	19,754	18,402	**	18,467***
Civilian Labor Force	8,859	9,944	9,901	9,418	**	
Employed	8,626	8,579	9,379	9,147	**	
Unemployed	461	280	522	271	**	
Unemployed Rate	5.1%	2.8%	5.2 %	2.7%	**	3.0%*
Labor Force as Percent of Total Population	45.0%	46.7%	51.4%	51.2% **		

*Kansas Department of Labor Statistics, August, 2022
**Annual Average
***Staff Estimate, August, 2022
Source: U.S. Census 1980, 1990, 2000 and 2010, 2020. *Kansas Labor Force Estimates January - December, 2005,* Kansas Department of Human Resources, Labor Market Information Services

Dickinson County is considered a rural county, with 6.1 percent of the workforce being employed in agricultural sectors in 2020 (**Graph 4.3**). Since 1970, which had 16.8 percent of the work force in agricultural related jobs, the county has experienced a more than a 50 percent drop. This drastic change is in line with the state and national trend of family farms disappearing throughout the countryside as families move to more urban settings for employment.

Graph 4.3

Dickinson County
Farm Sector Employment

6.1%

☐ Farm Employment
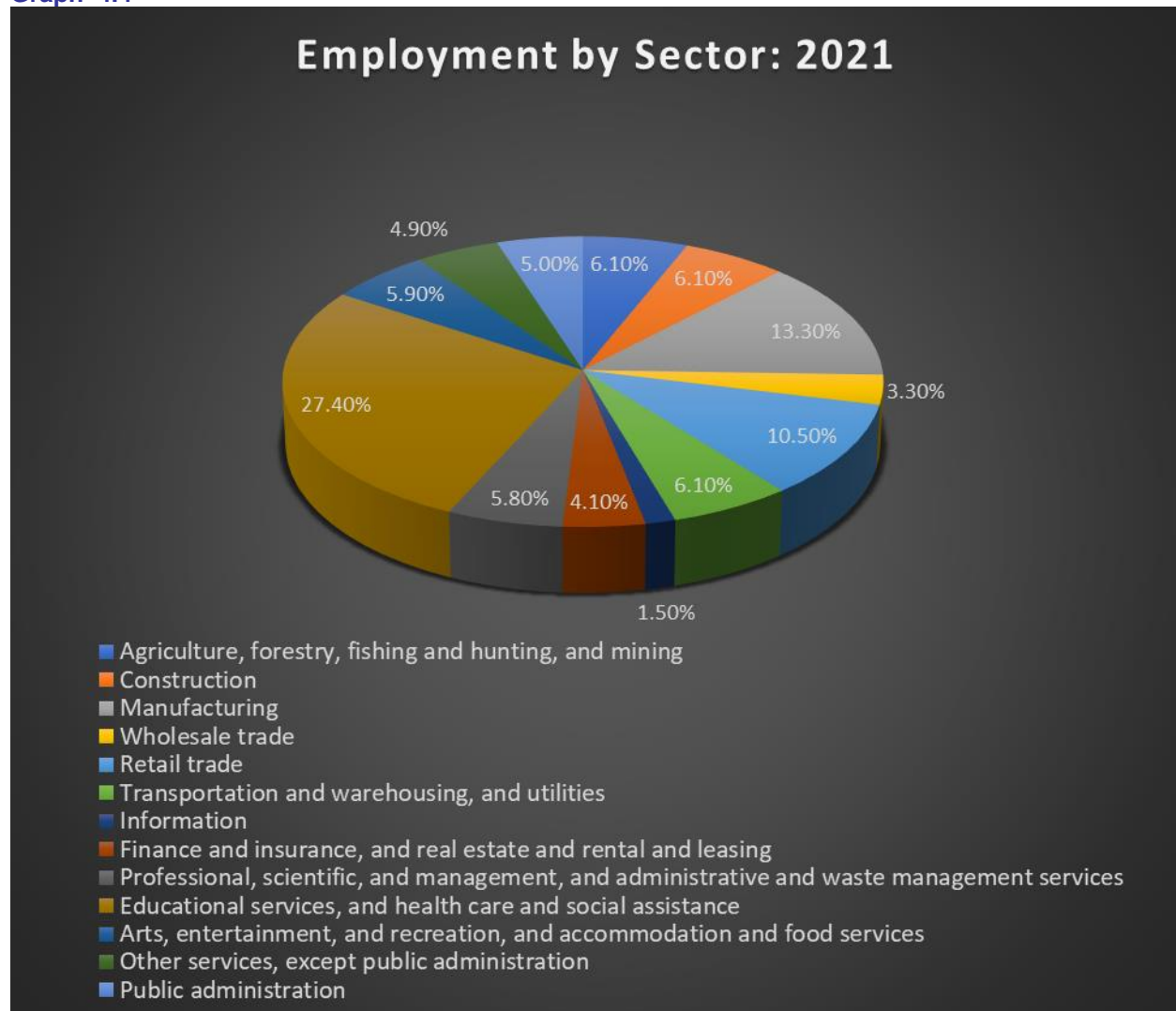
■ Non-Farm Employment

93.9
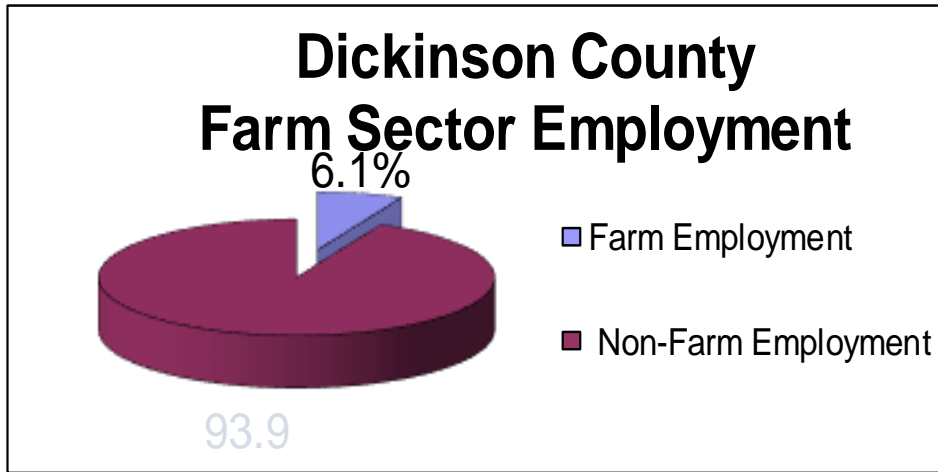
Source: U.S. Census, 2020

According to the 1975 Dickinson County Comprehensive Plan, there were 1,388 farms located in the county. In 2002, 976 farms were being used to raise crops (USDA Census of Agriculture). The average farm size has also changed drastically since the 1975 Comprehensive Plan. The average size of a farm in Dickinson County in 2002 was 564 acres (USDA Census of Agriculture,) compared to 409 acres in 1969 (1975 Dickinson County Comprehensive Plan), a 37.9% increase in size. One of the most alarming trends in the agricultural economy is the cost of an acre of farm land. In 1969, the value of a farm per acre was $176. In 2022, that same acre of farm land is estimated to cost $1,950*, an over 1000% increase. Although these have been significant changes in Dickinson County's agricultural economy, it is obvious to the Planning Team that this economic sector is healthy when compared to state and national figures.

*Dickinson County Appraiser

Graph 4.4

Employment by Sector: 2021

4.90%
5.00% 6.10%
6.10%
13.30%
3.30%
10.50%
27.40%
6.10%
5.90%
5.80% 4.10%
1.50%

- Agriculture, forestry, fishing and hunting, and mining
- Construction
- Manufacturing
- Wholesale trade
- Retail trade
- Transportation and warehousing, and utilities
- Information
- Finance and insurance, and real estate and rental and leasing
- Professional, scientific, and management, and administrative and waste management services
- Educational services, and health care and social assistance
- Arts, entertainment, and recreation, and accommodation and food services
- Other services, except public administration
- Public administration

Source: U.S. Census 2020

In 2000, the business and personal services sector employed the largest percent (22.5) of Dickinson County's work force. Within the business and personal service sector, the largest employment group was the health services sector with 10.1 percent. This large percentage would be attributed to the County having two community hospitals and healthcare related businesses, such as pharmacies, that support this sector.

The next two industries with the highest percentage of the workforce are retail with 15.5 percent and manufacturing with 12.4 percent, which is credited to the Dickinson County's advantageous location along Interstate 70 and U.S. Highway 77.

Economic Base Theory

Base theorists divide economic activities into two broad categories: *basic* and *non-basic*. The basic sector is comprised of local businesses dependent on external factors such as raw materials or marketplace. A Dickinson County example would include Solomon Corporation in Solomon and Russell Stovers Candies outside of Abilene. Both of these companies produce products for outside markets rather than try to sell primarily to local businesses or individuals. On the other hand, non-basic businesses provide

services or goods for the local community. This would include banks, restaurants, law firms, doctors, dentists, gas stations and retail stores (to name a few). The division between basic and non-basic may get hazy for firms that sell to both local and outside markets. For instance, Russell Stovers may sell product to local businesses and individuals, but it would be considered a basic industry and employer because the majority of its goods are exported to other market areas.

It is important for communities and counties to understand their economic bases as means to strengthen and potentially expand the local economy. Economic Base Theory suggests that it is best to focus on the basic sector which is usually the driving force behind the local economy as a whole. For Dickinson County, this driving force has traditionally been agriculture. It is important to see how this sector can be enhanced for the future but to explore new opportunities in other economic sectors as well.

Location Quotient

Location Quotient (LQ) is a ratio that gauges the level of industrial specialization for an area such as Dickinson County by comparing the same specialization for another area. This method usually involves "the ratio of an industry's share of the local economy to the industry's share of the state economy (Klosterman p.129). However, LQ can also be compared to other areas such as the national economy or another county. In addition, Abilene could be compared to the county as a whole. For this study, the planning team has compared Dickinson County to the State of Kansas.

An LQ ratio is based on a value of one. An LQ greater than one means that that a particular industry shares a greater portion of the local employment compared to the state norm. An industry sector with a LQ greater than one assumes to export at least a portion of its products outside of the region. The LQ analysis can also assist in estimating the number of employees that work in exporting industries, or industry sectors with an LQ greater than one.

As shown in **Table 4.5** below, Dickinson County has several industries that exceed the 1.0 LQ and thus exports a portion of its product outside of the county. The largest sector that exports services is Health and Education, which employed 228 total basic workers in 2020. This is due to the county's location along Interstate 70 and the ability of cities within the county to capture tourism dollars from the interstate's travelers. See table 5.4 for industry sector breakdown.

An important aspect of the LQ analysis is defining sectors that are on the brink of reaching the 1.0 benchmark and becoming a countywide exporter. For example, manufacturing has a LQ of .8579, which has been steadily increasing since the 1970's (**See Appendix 3**). Following this same trend, the manufacturing sector should begin creating basic jobs throughout the county, which results in "new, clean" dollars entering the local economy.

Table 4.5

BASIC Industries by SIC* 1970 - 2020 Source: U.S. Census 1970, 1980, 1990 & 2000, 2020.	Dickinson County					
	Comparison to State BASIC workers in BASIC Industries (LQ>1.00)					
SIC Industry Classification	**1970**	**1980**	**1990**	**2000**	**2010**	**2020**
Ag, Forestry & Fishing	593	561	549	364	281	261
Mining				21		
Construction	61	10	68	113		
Manufacturing						69
Transport, Com & Utility	285	237	156	120	197	64
Wholesale Trade				21	87	45
Retail Trade		256	249	384	65	
Finance, Ins & R.E.						
Services						
Business Service & Repair						
Personal Service	45	46	33			
Entertain & Recreation	1			29		
Health Services						228
Educational Service						
Other Services	0	0	0	0	12	33
Public Admin/Government	69	85	143	54	97	45
Total Basic Workers	1055	1193	1199	1106	739	745
Export Base Multiplier	7.02	7.23	7.16	8.71	12.7	12.2
Population Multiplier	2.70	2.34	2.21	2.01	2.10	2.01
Coefficient of Specialization	14.25	13.83	13.97	11.49	11.65	13.1

*SIC or Standard Industrial Code is a series of 4 digit codes created by the U.S. Government to categorize business activities. (www.investopedia.com)
Note: If a line or space is blank, that category has no basic workers.

There are three main calculations that the planning team can derive from the LQ analysis. They are the Export Base Multiplier, the Population Multiplier, and the Coefficient of Specialization.

Table 4.6 Trends in Dickinson County's LQ Analysis						
	1970	**1980**	**1990**	**2000**	**2010**	**2020**
Total Basic Workers	1055	1193	1199	1106	739	745
Export Base Multiplier	7.02	7.23	7.16	8.71	12.7	12.2
Population Multiplier	2.70	2.34	2.21	2.01	2.10	2.01
Coefficient of Specialization	14.25	13.83	13.97	11.49	11.65	13.1

Source: U.S. Census 1970, 1980, 1990, 2000 and 2020

o **Export Base Multiplier (EBM)** identifies what happens when one basic worker is added to the community. It explains what multiplier effect this has on the non-basic workers in the community. In 2020, Dickinson County had an EBM of 12.2, which means that for every one basic job added, 12.2 non-basic jobs would be created to support the new basic employee.

- o **Population Multiplier (PM)** is understood to mean that for every person employed in the community there will be a greater number of residents in the community. For Dickinson County in 2020, the PM was 2.01 so there would be about two residents added for every basic worker.

- o **Coefficient of Specialization (COS)** is the measure of specialization for employment in a community. Dickinson County has experienced a steady improvement in diversification of the county's economy since 1970. In 2020, Dickinson County had a COS of 13.10 which equates to a high level of economic diversification. This gives Dickinson County the ability to absorb an industry sector's decline or a catastrophic event that would affect the state or nation's economy.

Shift Share

The shift share analysis technique measures the movement, or shift, of the local economy into faster or slower growth sectors, as well as the community's larger or smaller portion, or share, of the growth occurring in a given economic sector. There are three components that comprise the Shift-Share Analysis. These are the National Growth Component, the Competitive Share, and the Industrial Mix calculations.

- o **National Growth Component (NGC)** measures the potential change in local employment. Results measure how many new jobs were created locally due to national economic trends. From 1990 to 2000, Dickinson County created 1,041 new jobs in response to the nation's average growth rate.

- o **Competitive Share (CS)** determines whether local businesses are growing faster or slower than similar businesses nationally. If the CS is a positive figure, then local businesses are capturing more than their share of that particular sector's growth. If it is a negative number, then the community has lost its competitive edge and is not capturing its share of that particular sector's growth. According to the CS measurement, Dickinson County gained 553 jobs in 2000, which represents a job growth rate that is faster than the United States.

- o **Industrial Mix (IM)** determines whether the local economy contains industries that are growing slower or faster than the national average. If the IM is negative, the city's economy had this many fewer jobs than if its economic structure were identical to the nation. If a community has a positive IM, its economy has that many more jobs than if it's economic structure were identical to the nation. In 2000, Dickinson County's IM was -547, which is slower than nation's economy.

Retail Pull Factor

The final step in evaluating Dickinson County's economy is to calculate the retail trade industry. **Pull Factor (PF)** is a measurement of a community's attraction or leakage of retail dollars for different types of retail businesses. The businesses with the greatest pull are typically "big ticket" items or items where shoppers are willing to travel great distances to compare price, selection and quality. Such items would be furniture sales,

automobile sales and consumer electronic sales. A community with a PF less than one is considered to be leaking retail dollars, or sales are being lost to other communities in the region. A community with a PF greater than one is considered to be attracting sales dollars and would be assumed to be a regional retail center.

According to the Kansas Statistical Abstract, Dickinson County had a pull factor of .71 in 2021. This factor means that, as a whole, the county is losing retail dollars to other counties in the region. This is usually because those other counties offer a wider selection of "comparison" items to Dickinson County residents than the local communities. This retail analysis is an important issue to consider, since individuals and families that travel to purchase furniture or consumer electronics in Salina, Manhattan, Kansas City, or Wichita will most likely spend additional dollars at restaurants and on items that could be purchased within the county. The dollars spent on retail items outside of the county results in less sale tax revenue generated within the county, and thus, Dickinson County can provide fewer services to its citizens. However, the Dickinson County pull factor has remained stable, and shows signs of improving along with comparable counties (**Table 4.7**). This means Dickinson County will still remain competitive within the region. The county and its businesses should continue increasing selection and comparison items at competitive prices to move closer to 1.0 and retain more of its retail dollars.

Table 4.7 Source: Kansas Statistical Abstract, 2021

Pull Factors for Selected Counties - 2015 to 2021

	Dickinson	Clay	Geary	Morris	Pottawatomie	Riley	Saline
2015	0.66	0.69	0.78	0.6	1.42	0.77	1.34
2016	0.66	0.69	0.76	0.61	1.43	0.79	1.32
2017	0.67	0.72	0.75	0.59	1.42	0.79	1.31
2018	0.68	0.73	0.83	0.6	1.4	0.77	1.32
2019	0.67	0.77	0.83	0.63	1.41	0.76	1.31
2020	0.67	0.78	0.86	0.62	1.44	0.72	1.33
2021	0.71	0.93	0.9	0.7	1.5	0.74	1.36
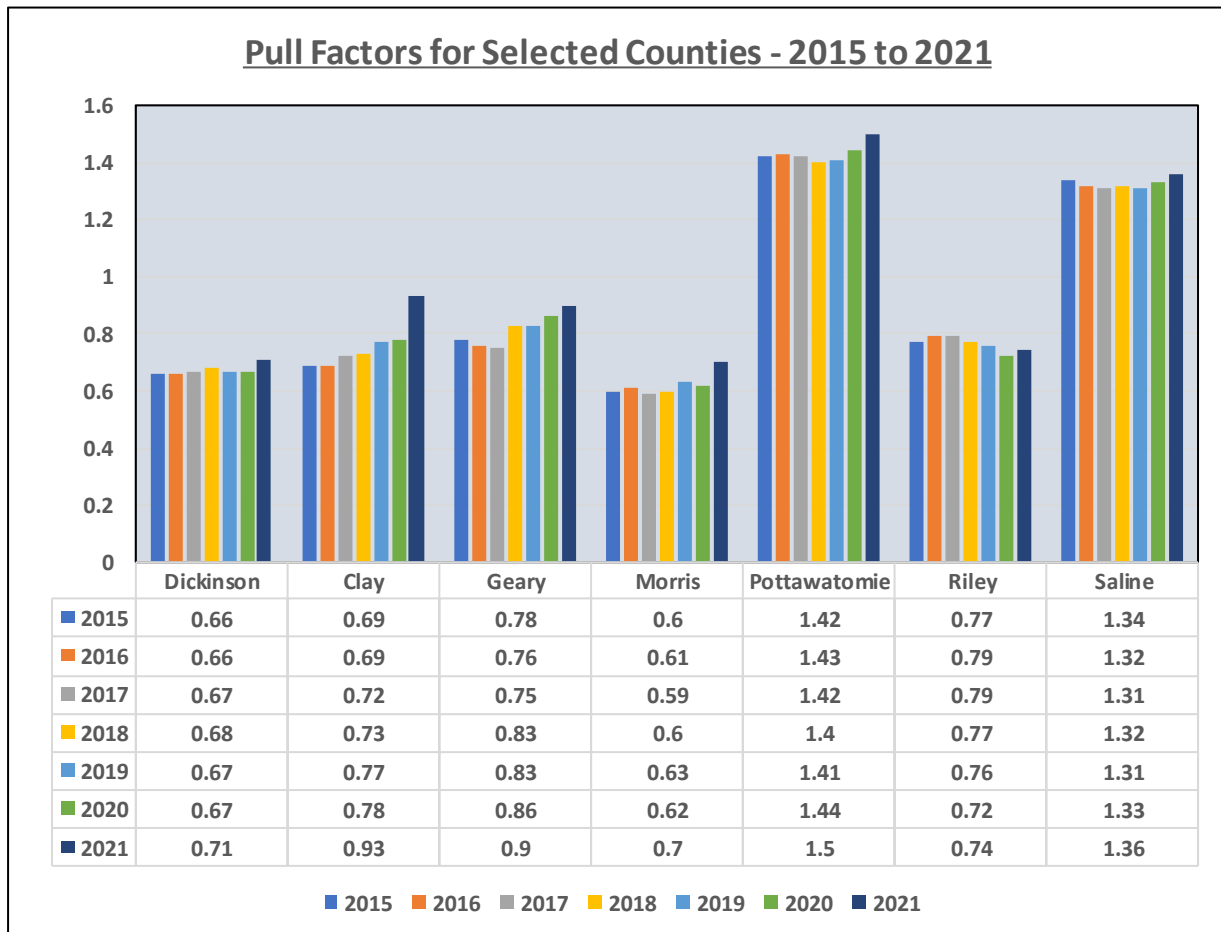
Travel to Work

Travel time to work can infer where residents in Dickinson County work. Travel time to work can also infer where family members will shop for convenience items, such as groceries and gas. The 2000 U.S. Census provides estimates of the time that the working population, 16 and older, travel to work. Based on these estimates, it is apparent (**Table 4.8**) that nearly 37.5 percent of Dickinson County's working population travels less than ten minutes from their home to work or work at home. This is followed by 36.4 percent of the working population that travel 10 to 29 minutes to get to their place of employment, which include the cities of Junction City and Manhattan. When Dickinson County residents leave their communities to find suitable employment by choice or by lack of local jobs, they also take with them their retail spending dollars. Family members that travel to Junction City, Salina or Manhattan will presumably do their grocery shopping or buy gasoline in these cities for convenience, wider selection or presumed better prices. These factors create a large hurdle for retail business to overcome for capturing and retaining local dollars.

Table 4.8 Travel Time to Work (Ages 16+)							
	Dickinson County	**Abilene**	**Possible Destinations**	**Chapman**	**Possible Destinations**	**Herington**	**Possible Destinations**
Total Population*	8,489	2,984		538		957	
0 to 9 minutes	**32.3%**	**47.3%**	Abilene	**22.1%**	Chapman/ Junction City	**32.8%**	Herington
10 to 19 minutes	**25.1%**	**42.6%**	Other Cities Within County	**31.2%**	Other Cities Within County	**18.3%**	Tri-County Area
20 to 29 minutes	**15.5%**	**5.3%**	Junction City	**21.1%**	Manhattan	**10.3%**	Junction City
30 to 39 minutes	**17.2%**	**19.4%**	Salina	**12.8%**	Salina	**21.2%**	Salina
40 to 59 minutes	**6.5%**	**1.8%**	Manhattan	**6.8%**	Concordia	**7.7%**	Manhattan
60 to 90 minutes	**2.4%**	**2.3%**	Wichita	**3.9%**	Wichita	**5.0%**	Wichita/Topeka
Over 90 minutes	**1.1%**	**0.3%**		**0.5%**		**4.4%**	

Source: U.S. Census 2020
*Does not Include population working from home.

Tourism Industry

Dickinson County's wealth of "Wild West," railroad, and national history, outstanding museums, and its advantageous location along Interstate 70 gives business and community leaders the opportunity to capture the tourist dollar. This form of retail sales is highly sought after because a tourist injects "new" money into the local economy by purchasing museum admission, gift purchases, dining and overnight lodging. It is also a fresh source of local taxes and fees assessed by local government on lodging, food and beverage, and entertainment.

In 2006, the Abilene Convention and Visitors Bureau, partnered with 10 other cities across the state and the Kansas Department of Commerce Travel and Tourism, to conduct a tourism market study. Randall Marketing, Inc. contracted with Department of Commerce to create the market study. This study includes analysis of the tourist attractions, eating establishments, overnight lodging and the estimated tax revenue that the Dickinson County can expect from the tourist industry. The study found that the majority of tourists spending time in Abilene and the surrounding area were day-trippers. These are individuals visiting, but not spending the night in a hotel, motel or RV park. The study also concluded that an estimated $539,355 was received in city/county tax dollars from the sale of gifts, gas, food and overnight stays. The full market study from Randall Marketing, Inc. is available for review at the Abilene Convention and Visitors Bureau.

Due to the small number of hotels, motels and RV parks in the rest of the county, a similar analysis for Herington, Chapman, Enterprise and Solomon can not be conducted to estimate the potential of tax revenue from tourist. Nevertheless, business and community leaders in individual cities and the county should aggressively market and attract tourists to Dickinson County for added retail sales and tax revenue.

Recommendations

Based upon the economic analysis of Dickinson County and views and suggestions expressed in the 2022 citizen survey, the strategies for economic development are as follows:

1. The 2020 U.S. Census data suggests that parts of Dickinson County serve as a bedroom community to Geary, Riley and Saline Counties. With this in mind, both effort and strategies should be focused on increasing the retail industry sector in an attempt to increase the Retail Pull Factor.

    a. A "shop local" campaign should be established to remind Dickinson County residents of the importance to support their local businesses and the impact that local tax dollars earned from sales tax have on the County's quality of life and infrastructure level of service. For instance, keeping sales tax dollars local helps keep property taxes down.

    b. The County and Economic Development Corporation should recruit businesses that meet residents' basic needs, such as a food stores, gas stations and agricultural related stores. Having basic need stores, such as a grocery store, combined with a "shop at home" campaign should increase the County's Pull Factor and thus tax revenues to support roads, public safety and other government services.

2. The cornerstone to any county's economy is its industry sectors that export a large portion of products or services outside of the County. Dickinson County has a diverse number of industries that produce such products. The County Economic Development Corporation should focus substantial attention on

retaining these businesses and recruiting complimentary businesses to maintain a diverse and vibrant economic mix.

 a. Many business and community leaders at focus group meetings stated that finding and keeping workers was a challenge. The Economic Development Corporation, and area businesses should develop partnerships with area high schools and technical colleges to increase funding and support to the trade and agricultural science programs. Having a strong technical base at the high school level should assist in keeping good help and increase the County's younger population.

 b. Dickinson County and the Economic Development Corporation should support entrepreneurial endeavors by hosting business start-up training, providing micro-loans and opening a new business incubator to increase the rate of success for new or emerging businesses.

3. The County as a whole should search out ways to support the agricultural sector. Even though the number of farms has shrunk in recent decades, agriculture is still a vital component to Dickinson County's economy. Measures could include:

 a. Agriculture appreciation events
 b. Tax incentives for multi-generation family farms
 c. Training and financial support to create "best practice" operations to increase yields and profitability
 d. Training and financial support to venture into new grain and stock markets

4. The five major cities in the county and rural tourist attractions should partner to develop a county-wide tourism coalition to strengthen marketing efforts.

 a. County staff should coordinate with local Convention and Visitor's Bureaus to compose a tourism brochure to be located at the two official state travel centers and at popular tourist destinations across the state in an effort to familiarize both local business owners and tourists with attractions, shopping, eating and lodging establishments.

 b. Improve welcome and directional signage for tourists in the county and cities.

 c. Become active in regional and state-wide tourism programs and alliances to increase marketing exposure and unique partnerships.

 d. Create new tourist destinations throughout the county, such as agri-tourism and outdoor recreation, to compliment and add to the impressive list of established tourist destinations.

5. The County should seek to establish policies and standards which support the energy sector by promoting responsible establishment of conventional and new, or alternative energy sources.

Sources

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4-HOUSING

Housing

Housing is an essential component of each community. This comprehensive plan assesses the current housing situation within the county, as well as the future needs of the county as a whole. While the housing stock may represent the unique heritage of Dickinson County, the future needs of the community may be changing. This will require adaptation to economic, demographic and social advances so that these needs can be met. This chapter examines the current housing conditions in the county and provides updates and policy recommendations in terms of the future of Dickinson County housing.

The population of Dickinson County is very important when analyzing the housing element of the comprehensive plan because the housing stock needs of the community in conjunction with demographics. The total number of housing units is important but the number and *type* of housing units in the county is even more relevant. An understanding of housing terms is also necessary. For example, a household may be defined as all people living in one housing unit, regardless of any relation to one another. Average household size is the average number of persons that reside in one housing unit.

Housing Survey

The Planning Team has conducted a housing survey of Dickinson County for this comprehensive plan. The survey consists of simple observations in five towns: Solomon, Chapman, Hope, Enterprise and Herington. For Abilene, the County Appraiser's information on housing conditions has been used to analyze its 2,500 homes. Of 8,686 housing units in Dickinson County (2000 U.S. Census), 3,352 of them (38.6%) are included in this survey. The following section documents how the housing survey was conducted and the elements which were examined.

Dwelling Units

For the purposes of this comprehensive plan, three types of identifiers are used. The type of dwelling is mainly determined by how many individual housing units are present in a single lot or structure. This can be determined many ways, and the indicators used for this survey include: number of meters, mailboxes and parking spaces. The correct configuration of dwelling unit types within the county is essential to determining how the density of housing is developed. The following categories were used in our survey:

- o Single-Family Unit: a completely independent structure designed to house one family with only one unit within the entire structure.
- o Duplex: a single structure divided into two separate dwelling units
- o Multi-Family Unit: a single structure containing five or more dwelling units

Yards / Outside Condition
One large part of the housing element in any community is the visual appeal that each lot holds. In fact, many cities have adopted ordinances to fine a landowner for failure to maintain a well-kept lawn. The outside environment is essential in the evaluation of a piece of property's overall character. In this housing survey, the Planning Team rates the yards and outside condition of each lot as poor, fair or good. A poor yard rating indicates minimal care, lack of grass / groundcover, trash / litter, and debris as factors of an overall disappointing appearance. A fair lot is an average lawn showing signs of maintenance and regular upkeep, but maybe having signs of distress. A good yard is one classified as above average, with regular upkeep and good maintenance. Evident landscaping efforts may be one element of a yard classified as good.

Sidewalks
The sidewalk is a part of the outside condition of a piece of property, but is rated separately from the yard. The sidewalk gives a feeling of continuity to the community; places where the sidewalk is missing, unleveled or poorly kept lends to an air of indifference to the community at large. Sidewalks are essential pedestrian links. Sidewalks are also rated as in poor, fair or good condition, similarly to the yard.

Overall Rating
Each dwelling is surveyed by the Planning Team and is assigned an overall rating based on its condition, desirability and utility, according to the following four (4) categories:

- o Standard: The overall structure is sound, habitable and attractive for standard residential purposes.
- o General Repair Needed: The structure is in sound condition, but repairs need to be made. It may be said that repairs needed are mostly cosmetic and the structure is not deteriorating.
- o Deteriorating: The structure is in need of extensive repair or replacement of major components.
- o Practically Dilapidated: The structure is deemed almost uninhabitable or is unsafe for residence; it should be considered for demolition.

To save time and resources after surveying five towns outside of Abilene, the Abilene housing condition was obtained from the County Appraiser's office. It consists of eight categories: EX (excellent), VG (very good), GD (good), AV (average), FR (fair), PR (poor), VP (very poor) and UN (undesirable). For the purposes of compatibility, the categories are combined to fit with the results from the Planning Team's physical survey as follows:
- o EX, VG and GD are combined to equal the Standard overall rating.
- o AV and FR are combined to equal General Repair Needed.
- o PR equals a rating of Deteriorating.
- o VP and UN are combined to equal Practically Dilapidated.

Photographic examples of each category for the overall rating follow.

Standard

General Repair Needed

Deteriorating

Practically Dilapidated

Analysis of Results

Structural Age

The age of the housing stock in any community is one strong indicator of trends and characteristics. According to the United States Census Bureau (2000), the median year built for all structures in Dickinson County is 1951. In fact, out of the total 8,686 structures in the county, almost 40% of the houses were constructed before 1939. The housing stock in Dickinson County is extremely old, especially when it is compared to the median built years for the state of Kansas (1966) and the Nation (1971). **Table 5.1** below shows the ages of housing stock in Dickinson County.

Table 5.1

Median Year Structure Built Dickinson County, Kansas	
Total # of occupied units	**7,719**
Built 2010 – 2019	234
Built 2000 – 2009	533
Built 1980 – 1999	1,077
Built 1960 – 1979	1,687
Built 1940 – 1959	1,542
Built 1939 or earlier	2646
Median year structure built	**1951**

Source: U.S. Census 2021

Because the housing stock in Dickinson County is older, the county may not be as attractive to incoming population. There is a lack of modern housing in the county, which has implications such as major repairs, inefficient heating and cooling systems, structural wear and tear, and overall appearance. Only 1.3% of the total housing in Dickinson County has been constructed since 1999, which illustrates how slow growth in the county has been. **Graph 5.1** below shows the structural age of housing in Dickinson County and splits the age groups into three: Pre-1900, 1900-1949 and Post-1950.

Graph 5.1

Structural Age of Housing - Dickinson County

pre 1950
1950-1979
post 1979

20%

55%

25%
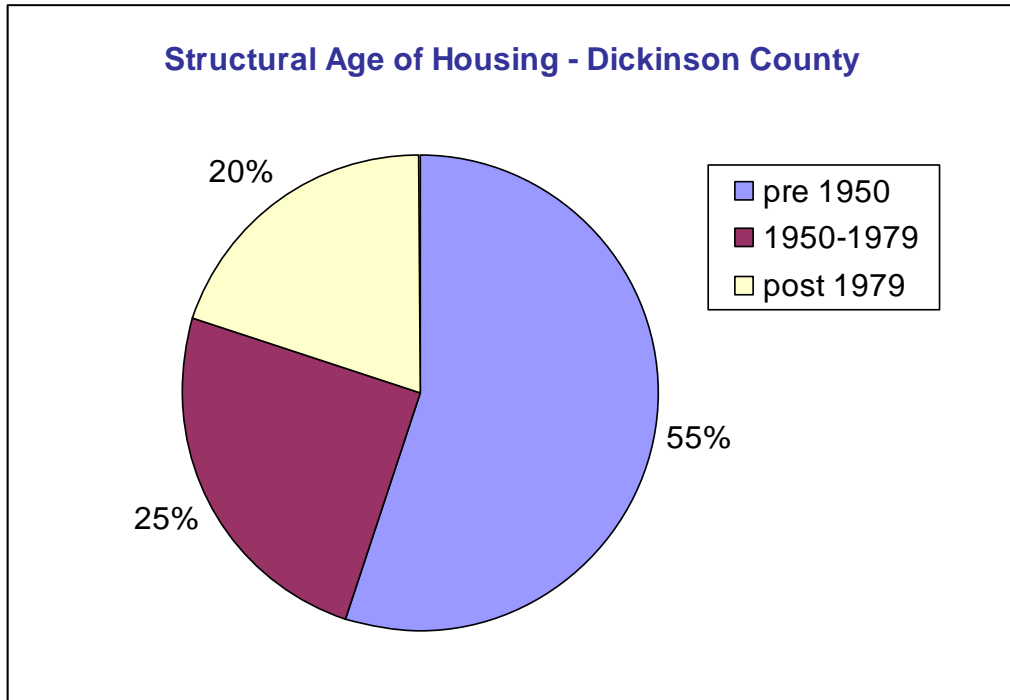
Type of Dwelling Unit

The housing survey shows that most Dickinson County is comprised of single-family units. **Graph 5.2** below shows that almost 99 percent of the housing in the county belongs to that category. (Note: the statistics exclude Abilene because this particular element was not observed by the housing survey.) The results of this observation suggest that residential density is relatively low.

Graph 5.2

Type of Dwelling Unit - Dickinson County 2000

98%

Single Family
Duplex
Multi Family

c

1%

1%
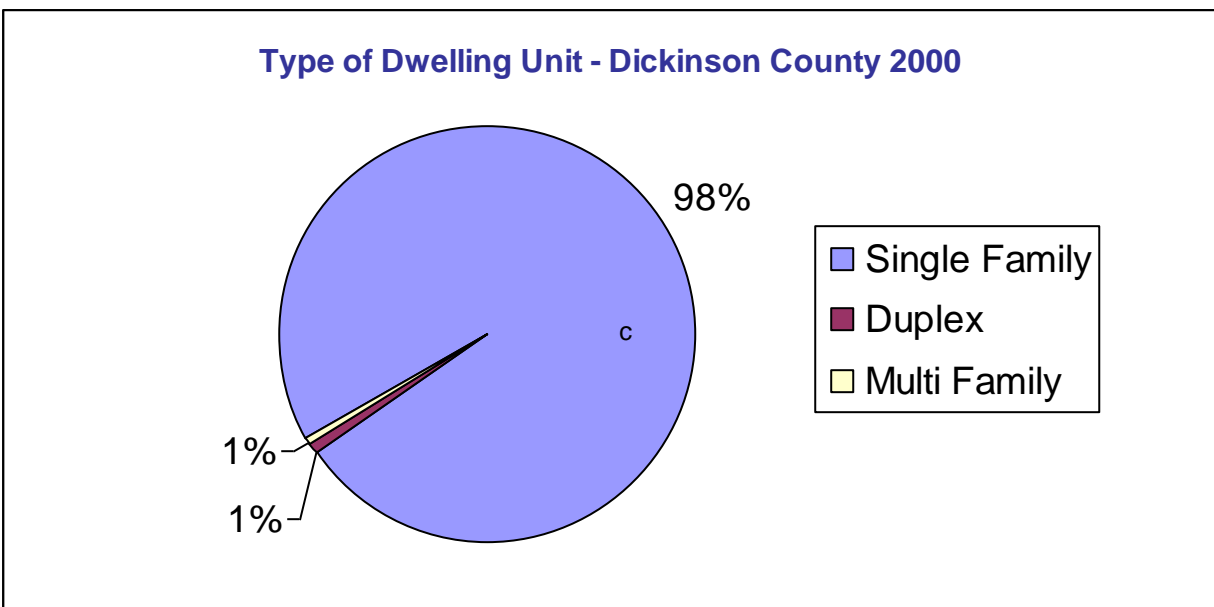
Yards and Outside Conditions

Sixty-one percent of lots in Dickinson County fall under the "fair" category for yard and outside conditions. This is a good statistic to report, as the outside condition (lawn care, general maintenance of the exterior of a property) can make a community and its housing stock more attractive. The pie chart below shows how the outside environment appears in Dickinson County.

Graph 5.3

Yards and Outside Conditions of Housing Dickinson County 2000

- Poor — 18%
- Fair — 61%
- Good — 21%
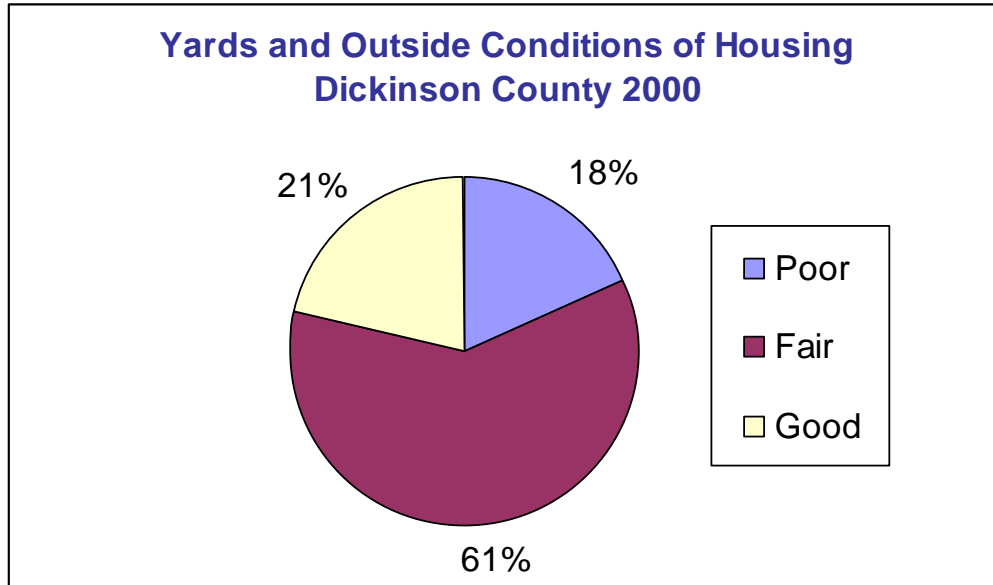
Sidewalks

As previously mentioned, sidewalks in any community create essential pedestrian links. Here is how Dickinson County's sidewalks rate.

Graph 5.4

Sidewalk Conditions - Dickinson County 2000

- None — 32%
- Poor — 21%
- Fair — 37%
- Good — 10%
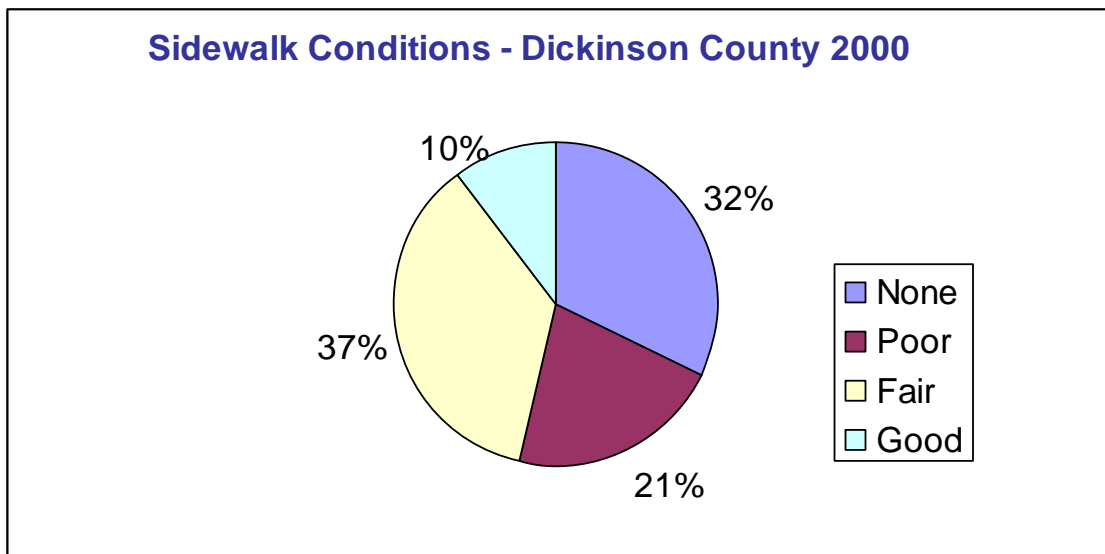
Dickinson County's housing stock is generally in good condition, with 62 percent of the houses needing general repairs and 24 percent considered to be standard. Totaling those satisfactory homes (86 percent of the total), only 14 percent of the housing in Dickinson County may be considered below average or in need of major repairs. Even though the housing is aged, the upkeep of most of the lots is being maintained and only 3.2 percent of the overall stock should be condemned. **Graph 5.5** illustrates the overall condition of the housing stock in Dickinson County (all five towns and Abilene included).

Graph 5.5

Overall Condition of Housing - Dickinson County

24%

62%

3%

11%

- Practically Dilapidated
- Deteriorating
- General Repair Needed
- Standard
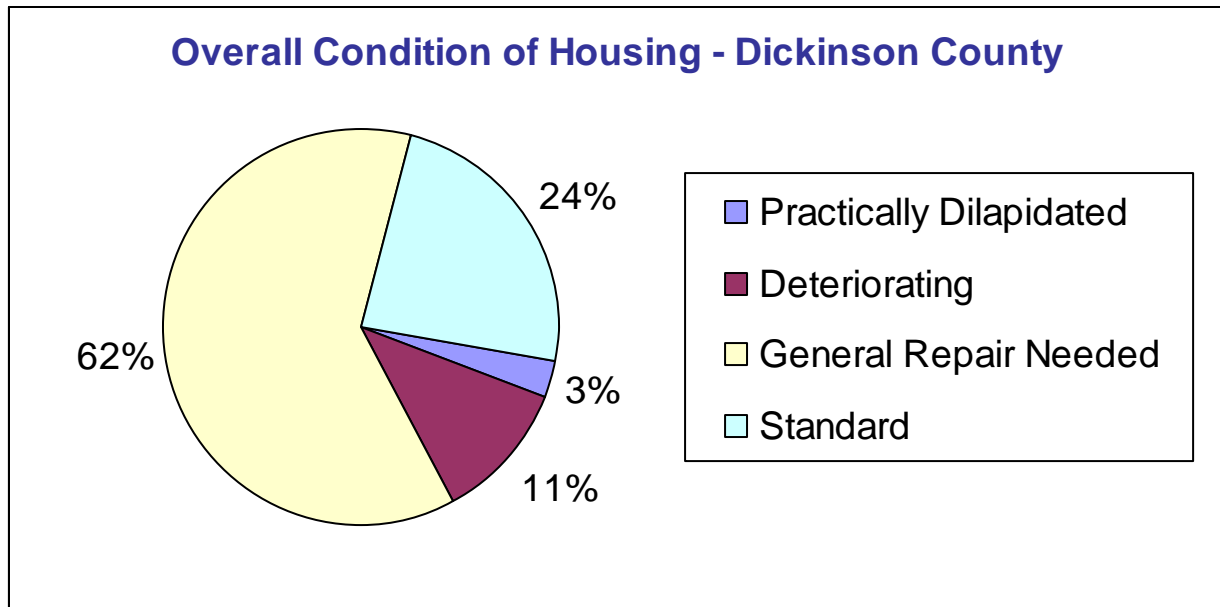
Quick Facts and Statistics

Overall, Dickinson County's housing situation is not a problem. However, the following information intends to show some quick statistics and potential indications for the county when planning for the future.

For example, in the year 2000, the average household size in Dickinson County was 2.4 persons, and the number of rooms in any given housing unit was 5.7 rooms (U. S. Census 2000). Out of the 8,686 total housing units in the county, 2,081 of them have 5 rooms. This means that there is too much large housing in the county. Please refer to the **Table 5.2** below for 2000 statistics on number of rooms in Dickinson County.

Table 5.2

NUMBER OF ROOMS IN HOUSING
DICKINSON COUNTY, KANSAS 2020

Total Occupied Units	**7,719**
1 room	157
2 or 3 rooms	572
3 rooms	611
4 or 5 rooms	1,959
6 or 7 rooms	2,504
8 or more rooms	2,527

Another interesting fact is that, within the county, 9 percent of the 8,686 housing units are vacant (2000 Census). With 783 housing units standing vacant, the county should have the ability to absorb more population without having to construct more housing. The amount of owner-occupied housing stands at 5,908 homes, or 75 percent.

Housing values within Dickinson County are quite varied, with the median value for an owner-occupied home in 2000 being $65,400. Most of the owner-occupied homes in the county are valued below $100,000, which means that housing may be very affordable and attractive to new population. The table below illustrates the range of home values in the county according to the 2000 Census.

Table 5.3

Value of Owner-Occupied Homes
Dickinson County Kansas 2020
# of homes in value category

$0 to $99,999	980
$100,000 to $299,999	1,995
$300,000 to $499,999	271
$500,000 and above	33

Conclusion and Recommendations

There are many conclusions that are drawn from the housing survey and the 2000 Census data gathered for Dickinson County. Some areas of concern include the availability of different types of housing for varied populations, elderly housing and the need for new construction to accommodate the expected regional increase in population. The fact that almost half of the houses built in Dickinson County were constructed before 1950 indicates that the housing market for construction in the county is relatively weak. Sidewalks are another policy concern for the county, as where they do exist, much of it is poor and needs repair.

While the county is in relatively good shape considering housing, future needs deem it necessary to develop new policy goals and to update previous recommendations. Goals and policies for improving and updating Dickinson County's housing stock are listed below:

Goals and Policies

Goal 1: Take advantage of the opportunity to serve expected population influx.
- o Encourage developers to build varied types of housing with an emphasis on affordable and sustainable construction by rehabilitating older housing and converting large homes into smaller, multi-family units. turn the empty units into attractive rental opportunities.

Goal 2: Improve the sidewalk system in the county for higher density, platted developments adjacent to cities.

- o Coordinate with cities to ensure that subdivisions with planned sidewalks adjacent to city limits will feasibly interconnect with existing sidewalk within the city.

Goal 3: Improve the outside environment of housing in the county.

- o Establish a standard for yard and outside conditions in the county.

Goal 4: Improve the quality of the existing housing stock in the county.

- o Research federal, state and other funding opportunities to aid property owners in repairing, refurbishing or rehabilitating their properties. Make the public aware of the opportunities through advertising in the paper, public service announcements, and mailing pamphlets with city or county billings.
- o Encourage the demolition of homes that may be considered severely distressed or uninhabitable.
- o Encourage developers to build within vacant lots and use infill development that helps in preserving rural character of the community.
- o Encourage very low -density development within the Sand Springs recharge area.

Goal 5: Implement design guidelines for all development (new or infill) efforts.

- o Maintain minimum standards for elements such as sidewalk width, number of curb cuts for driveways, lot setback and landscaping.

5-FACILITIES

Facilities

The county courthouse was built in 1956 and is located at 109 East 1st Street in Abilene and is part of the 8th Judicial District. The courthouse houses many of the county offices, as well as the sheriff's department and jail, the county commission room, court services, and two courtrooms. The Courthouse underwent a total renovation of the existing structure, including a jail addition in 2021 to meet the needs of the public and changing Federal guidelines for inmate housing.

Healthcare

Memorial Health Systems, Abilene

Abilene's Memorial Hospital is a not-for-profit rural hospital. It first opened its doors in 1922 as Dickinson County Hospital Company. In 1959, ownership was given to the newly formed Hospital District Number 1. Memorial Hospital has undergone major renovations, most recently in 2012-2013. Thus, it is a modern and well-equipped primary care institution. It currently operates as a Critical Access Hospital with 25-beds. It is Medicare certified and has met state regulations set by Medicare that reflect

the industry's standards. The hospital staff consists of more than 15 permanent on-site professionals and physicians, and 17 visiting specialists.

Memorial Health Systems was formed in February 2003 to encompass all affiliates of the hospital. The current affiliates are Memorial Hospital, Village Manor, Frontier Estates, Heartland Healthcare Clinic, Home Health and Hospice, Impact Sports and Fitness, Rehab and Sports Medicine, Rose Behavioral Health, Senior Life Solutions, Wound Center.[1]

Herington Municipal Hospital

Herington Municipal Hospital is a municipally-owned hospital serving Dickinson, Morris and Marion counties. The hospital, founded in 1919, operates 25 patient beds and offers acute and intermediate care, as well as having a 24-hour emergency room, surgical facilities, recovery rooms and rehabilitative services. The Hospital is Medicare certified and has approximately 80 on staff.   Dickinson County EMS Station two is located adjacent to the hospital to provide timely service.

Emergency Medical Services

Dickinson County Emergency Medical Service (EMS) operates two stations and five ambulances which cover 852 square miles. As shown on the **Rescue Districts Map** (insert following this section), the stations are located in Abilene and Herington. The EMS station in Abilene is currently located in the Memorial Health Systems complex.

The station in Herington is located adjacent to Herington Municipal Hospital. Both stations have full-time crews that are employed by Memorial Health Systems. On average, there are about four medical calls made per day and approximately 1,500 calls per year that are responded to by the Dickinson County EMS.[2]

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[1] Memorial Health Systems Website. September, 2022.

Dickinson County EMS
Station #2 in Herington
(to left)
and Station #1 in Abilene
(below)

Law Enforcement

The county sheriff's department enforces the law countywide, while there are city police agencies to monitor the law within their respective towns.

The Dickinson County Sheriff's Department, based in Abilene, consists of 26 full-time deputies including 4 Administrative staff. The Sheriff's Department and jail are located in the County Courthouse, built in 1956. The jail employs 18 corrections officers and was made to accommodate 64 inmates. Juveniles are processed at the Sheriff's Department and then are transferred to the juvenile center located in Geary County. The Sheriff's Department is responsible for court associated, as well as general law enforcement throughout the county. This includes both incorporated and unincorporated places that do not have their own established law enforcement branch.[3]

The Abilene Police Department is located in the City Hall complex at 419 N. Broadway. The city police employ 15 officers, including the Chief of Police, and two non-officer positions. The complex not only holds the Police Department, but also, the Fire Department, and many other official city offices. The building was built in the late 1920's and is a historical landmark in Abilene.

The Chapman Police Department is located at 402 N. Marshall in the same building as the Fire Department. The department consists of a Police Chief as well as an Assistant Chief, two patrolmen (one being a K-9 Handler), and some Reserve Police.

The Herington Police Department is located at 700 S. Broadway and consists of a chief, a sergeant/K-9 handler, five police officers and one part-time officer. The Herington Municipal Court clerk's office is located in the HPD building, and the court clerk is under the police chief's supervision.

Fire Protection

Dickinson County Fire Protection is comprised of ten fire districts located throughout the county. There are 13 fire stations to serve those districts. The fire district map shows the location of those districts with approximate locations of the fire stations as well. The makeup of firefighters throughout the county is comprised primarily of volunteer staff with a minimum number of full-time fire fighters. The cities of Abilene and Herington contain the only fire stations with full-time employees. Abilene has 12 full-time firefighters and 25 volunteers; Herington has two full-time firefighters and 25 volunteers.[4]

Fire protection services reach further than that of fire fighting; many are trained for high and low angle rope rescue, auto extrication, and hazardous material handling. [5] Training for fire protection personnel is available through Kansas State University Extension, with travel being the only expense for those attending. Emergency response times (ERT) for the fire departments in Dickinson County are critical in decreasing

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[3] Dickinson County Sheriff's Website. 2022.

losses for the community. The average ERT for Dickinson County is 6.3 minutes. Although there is no universal standard for response times the average for Dickinson County falls under the Journal of Emergency Services suggested 8:59. The response times for Dickinson County's fire departments are shown below.

Graph 6.1 Dickinson County ERT 2021 Statistics
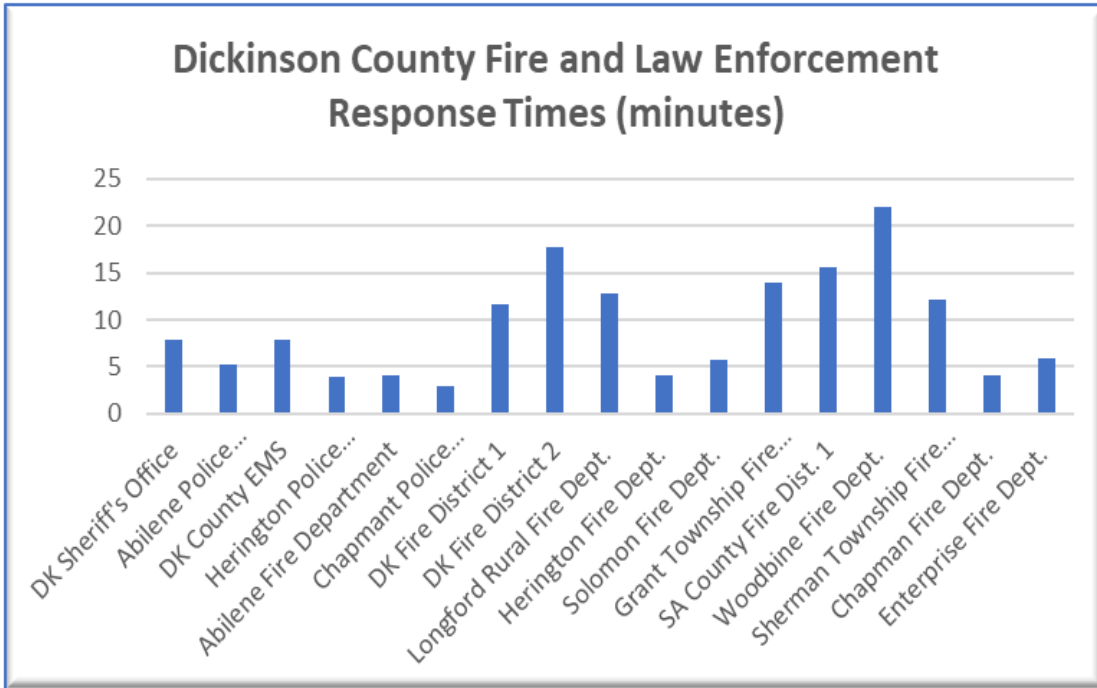
Source: Emily Papa Communication Coordinator, September, 2022

Graph 6.2 Number of Emergency Calls
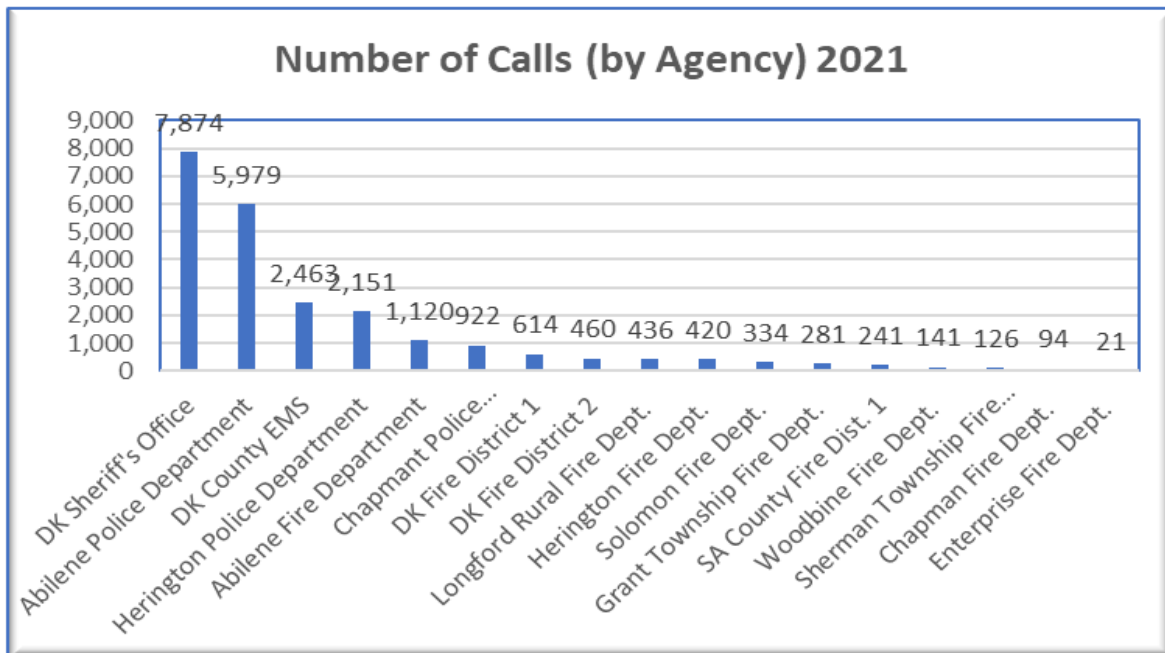
Source: Emily Papa, Communications Coordinator, September, 2022

96

Educational Facilities

Dickinson County is served by seven unified school districts those being: USD 306, 393, 397, 435, 473, 481, and 487. These districts are shown in the **School District Map** that follows.

The enrollment for the districts is shown below on in **Table 6.3.** Comparing enrollment totals from the 1974-1975 school year to the 2005-2006 enrollment we find that enrollment for almost all of the schools is decreasing. The districts that serve Dickinson County all have exceptional schools. All the schools in the county are accredited, and many have received awards and recognitions at the state level as well as at the national level. The information regarding enrollment during the 2021-2022 school year came from the Kansas Department of Education Building Report Card

Table 6.3 Dickinson County Unified School Districts

District & School	2021-2022 Enrollment	District Total	School Capacity %
USD #435 Abilene		1508	90
Abilene High School (9-12)	484		
Abilene Middle School (6-8)	351		
McKinley Intermediate (2-3)	207		
Kennedy Primary (K-1)	259		
Dwight D. Eisenhower Elementary	207		
USD #397 Centre		610	N/A
USD #473 Chapman		1,067	54
Chapman High School (9-12)	321		
Chapman Middle School (6-8)	267		
Blue Ridge Elementary School (K-5)	62		
Chapman Elementary School (K-5)	276		
Enterprise Elementary School (K-5)	91		
Rural Center Elementary School (K-5)	50		
USD # 487 Herington		445	90
Herington High School (9-12)	142		
Herington Middle School (6-8)	107		
Herington Elementary School (K-5)	196		
USD #481 Rural Vista		264	65
Hope High School (9-12)	38		
Hope Elementary School (K-8)	69		
White City High School (9-12)	39		

White City Elementary School (K-8)	118		
USD #306 S.E. Of Saline		649	N/A
Southeast Saline High School (7-12)	332		
Southeast Saline Elementary School (K-6)	317		
USD #393 Solomon		365	80
Solomon High School (7-12)	98		
Solomon Elementary School (K-6)	267		
Total Enrollment		**4908**	

Source: Kansas Department of Education. Building
Report Card 2021-2022, September, 2022.

School Districts

USD 306 S.E. of Saline is located in Saline County and is based in Gypsum. The schools include Southeast Saline Elementary School for kindergarten through sixth grade, and a Southeast Saline High School for grades seven through twelve, with both schools being located in Gypsum. The majority of the students come from Saline County with only a small fraction being from Dickinson County.

USD 393 Solomon operates two schools and serves Dickinson, Saline, and Ottawa counties. Solomon is the home for both of the schools in the district, those being Solomon Elementary School for kindergarten through sixth grade, and Solomon High School for grades seven through twelve. The high school was built new in 1996 and at the same time the elementary school was remodeled, so both of the schools are in excellent condition. The district at this time is approximately at 75% capacity, meaning the district could accept around 100 more students between the two schools.

Solomon High School

USD 397 Centre is based in Marion County and operates out of Lost Springs. The district operates two schools, Centre Elementary School for kindergarten through fourth grade, and Centre Jr./ Sr. High School for grades five through twelve.

Abilene High School

USD 435 located in Abilene operates five educational facilities with a total of 1,568 students in the district for the 2005-2006 academic year. The five schools divide the students by grade levels, including Kennedy Primary school which houses kindergarten through first grade. McKinley Intermediate School serves students in grades two and three. Garfield Upper Elementary School serves grades four and five, while Abilene Middle School serves grades six through eight. Abilene High School holds grades nine through twelve, and has the largest student body in the county with 508 students attending in 2005-2006.

USD 473 Chapman, based in the city of Chapman, operates the largest district within Dickinson County. The district has elementary schools in four different cities: including Chapman Elementary School, Blue Ridge Elementary and Rural Center Elementary, both located in Abilene, and Enterprise Elementary School. All four of the elementary schools located in USD 473 provide education for grades K-5. Chapman Middle School grades 6-8 is located in the city of Chapman, as well as Chapman High School grades 9-12. Enrollment over the past thirty years has dropped drastically for the district, causing the closure of three elementary schools, and an overall reduction in enrollment from 1,571 in the 1974-1975 school year to 992 in 2005-2006.

USD 481 Rural Vista, based in the city of Hope, operates four schools in two cities. The district includes students from Marion, Morris, and Geary Counties as well as Dickinson County. In the city of Hope, the district operates an elementary school for kindergarten through eighth grade, and a high school for grades nine through twelve, with both

schools being made up of students from Dickinson County. White City, which is located in Morris County, has an elementary school and high school similar to the city of Hope. The Rural Vista school district's enrollment since 1974-1975 has decreased from 548 students to 406 in 2005-2006, and experienced the closure of the elementary school in Woodbine in 1982.

Hope High School

USD 487 Herington, based in the city of Herington, operates three schools and serves Dickinson County, as well as some students from Morris County. The three include Herington Elementary School for kindergarten through fifth grade, Herington Middle School for grades six through eight, and Herington High School for grades nine through twelve.

Herington Elementary School

In addition to the public unified school districts in the county, there are four parochial schools. Enrollment for these schools is shown below on **Table 6.4.** Abilene houses St. Andrew's Elementary School for pre-kindergarten through fifth grade. St. Andrew's is part of the Salina Catholic Diocese. Also, there is Abilene Baptist Academy for kindergarten through twelfth grade. The parochial schools in Enterprise are both affiliated with the Seventh-Day Adventist church. The Enterprise SDA Academy grade level varies year to year depending on enrollment. The Enterprise Academy is for grades nine through twelve.

Table 6.4 Dickinson County Parochial Schools	
School	2021-2022 Enrollment
Abilene Baptist Academy (K-12)	17
St. Andrews S Elementary (Pre-K-5)	125
Total Enrollment	**142**

Source: St. Andrew School, Abilene Baptist Academy.

Cultural Facilities

Dickinson County possesses many facilities that considerably aid to the cultural landscape of the area. The county includes numerous museums, libraries, and interesting places.

Libraries

Dickinson County has general access public libraries throughout the county. These libraries locations include Abilene, Chapman, Enterprise, Herington, Hope, and Solomon. The Dwight D. Eisenhower Library, which is located in the Eisenhower Center, is also located within Dickinson County. Each one of these facilities benefits its community by having readily available resources to improve the educational development and cultural knowledge of the area.
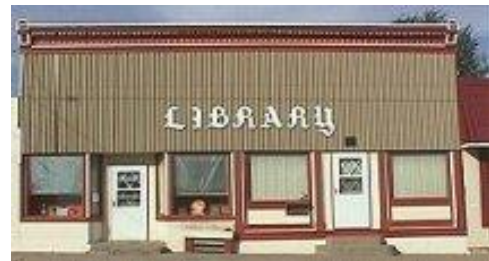
Enterprise Library (above) and Hope Library (below)

- **Abilene Public Library**
  Fourth and Broadway, Abilene

- **Chapman Public Library**
  402 N. Marshall, Box F/ Chapman

- **Enterprise Public Library**
  123 S. Factory, Box 307 / Enterprise

- **Herington Public Library**
  102 S. Broadway / Herington

- **Hope Community Library**
  216 N. main, Box 336 / Hope

- **Solomon Public Library**
  108 N. Walnut / Solomon

The six local public access libraries are all members of the North Central Kansas Libraries System (NCKLS) and considered systems libraries. The NCKLS "is a regional system of cooperating libraries whose purpose is to better utilize human and material resources by sharing programs and services" (NCKLS). NCKLS is a regional system of cooperating libraries serving an 11 county region and governed by local public library boards. The libraries of the county benefit tremendously from being a part of this organization due to the different programs it offers.

The main benefit is the "Rotating Book Van," in which members of the NCKLS rotate books periodically throughout the year (NCKLS). The Book Van is a traveling library that stops at each systems library a total of six times a year. During each visit, a library is able to exchange up to 350 books with a constantly undated collection of current and popular readings in order to bring different and more recent materials to their patrons. Each library in the county has the opportunity to service their respective areas with up to 2,100 new titles a year (NCKLS).

http://www.eisenhower.archives.gov/

The Dwight D. Eisenhower Presidential Library is located in the Eisenhower Center in Abilene. The library contains many historic documents related to the President's lifetime activities. Every year the library hosts many patrons that come to research and utilize the unique information contained in this prestigious library. "The special purpose

library is truly a unique and important asset to the citizens of Dickinson County" (1975 Comp Plan, pg 125)

"When this library is filled with documents, and scholars come here to probe into some of the facts of the past half century, I hope that they, as we today are concerned primarily with the ideas, principles, and trends that provide guides to a free, rich peaceful future in which all people can achieve ever-rising levels of human well-being." **--** Dwight D. Eisenhower
(Library Ground-breaking Ceremonies October 13, 1959)

Sources: www.kansastravel.org/eisenhower.htm and www.eisenhower.archives.gov

Museums

Museums are a unique way to preserve the past and to educate future generations on that past's rich history. Dickinson County possesses a wide range of local museums that house a plethora of culture and information. The most famous of these museums is the Eisenhower Library and Museum hosting a multitude of facts about the past president's life, work and ambitions. There are also many other museums throughout the county. These include the Greyhound Hall of Fame, and the Kansas Auto Racing Museum.

- o **Dickinson County Historical Museum**
  412 S. Campbell, Abilene
- o **Eisenhower Library & Museum**
  200 S.E. 4th Street, Abilene
- o **Greyhound Hall of Fame**
  407 S. Buckeye, Abilene
- o **Kansas Auto Racing Museum**
  1205 Manor Rd., Chapman
- o **Lebold Mansion**
  106 N. Vine Street, Abilene

- o **Museum of Independent Telephony**
  412 S. Campbell, Abilene,
- o **Old Abilene Town & Museum**
  S. E. 6th at Buckeye, Abilene
- o **Seelye Mansion & Museum**
  1104 N. Buckeye, Abilene
- o **Tri-County Historical Museum**
  800 South Broadway, Herington
- o **Vintage Fashion Museum**
  212 N. Broadway, Abilene

Dickinson County also has 30 local items that are listed on the **National Register of Historic Places (NRHP)**. NRHP is the United States official listing of cultural resources worthy of preservation including districts, sites, buildings, structures, and objects (National Register). See **Appendix 2**. The county also has 29 items listed on the Kansas State Historical Society's (KSHS) historic list (http://www.kshs.org/). Ironically these are not the same items, there are about five to ten different items listed on between the two. The county's ability to work with the NRHP and the KSHS says a lot about their commitment to preserving these important cultural features.

Roads and Bridges

The roads and bridges of Dickinson County are constructed and maintained by the Dickinson County Highway Department and the 24 townships of the county. The Highway Department is the main responsible entity in charge of the care of construction of all county roads and "maintains 207 miles of asphalt road, 108 miles of gravel road and 297 bridges in Dickinson County" (Dickinson County Highway Department). The Highway Department also upon request will assist the townships of the county with road and bridge problems.

Roads

Conducting a basic inventory of some of the aspects of the roads in the county can give a better idea of what is there. Using Kansas Department of Transportation data there are five major roads located in the county. These major roads are I-70, K18, K15, K4, and K43.

There are other larger roads in the county that could consider major, but for this inventory they were not taken into consideration. Not including the major roads, 46 percent of Dickinson County's non-major roads are located within city boundaries. This leaves 54 percent of the non-major roads located in the county. There are three main categories of surface types for these non-major roads. They are paved, gravel, and soil, with subcategories under each primary type. Within Dickinson County the majority (54 percent) of roads are paved, followed by 40 percent gravel roads, and then six percent dirt roads.

Graph 6.1
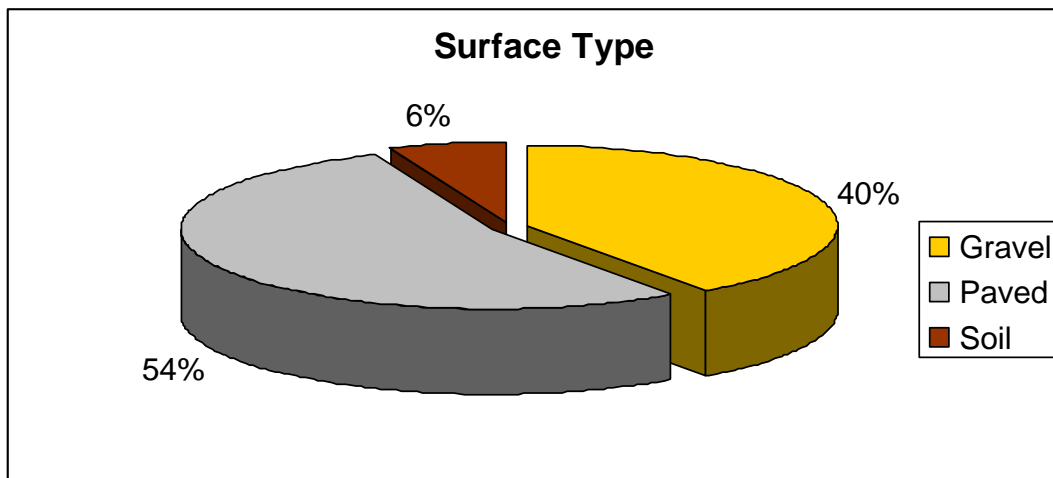
These roads can then be broken down into their functional classification. The surface type, width, capacity, and other factors are used to determine the functional classification of a road. KDOT uses the following functional classifications.

Table 6.5 KDOT Functional Classification Code Sheet

FunCls	Character	Highway Class	Description	Highway Code	CVRG Groups	HPMS Code
01	R	11	Principal Arterial - Interstate	INTR	3	Int
02	R	12	Principal Arterial - Other	OPAR	5	OPA
06	R	13	Minor Arterial	MIAR	5	MA
07	R	21	Major Collector	MAJC	5	MaC
08	R	22	Minor Collector	MICR	5	MiC
09	R	31	Local	LOCR	5	Loc
11	U	51	Principal Arterial - Interstate	INTU	4	Int
12	U	52	Principal Arterial - Other Freeway	FREX	4	OFE
14	U	53	Principal Arterial - Other	OPAU	6	OPA
16	U	54	Minor Arterial	MIAU	6	MA
17	U	61	Collector	COLL	6	Col
19	U	71	Local	LOCU	6	Loc

There are five main classifications found within the county. The majority of the Dickinson County roads are classified as functional class 9, Rural Local, with 67 percent of the roads falling under this category. The next two largest categories are functional class 19, Urban Local, at 14 percent, and functional class 7, Rural Major Collector, at 11 percent. The rest of the breakdown is depicted in the graph below.

Graph 6.2

Functional Classification

- Major Collector: Rural
- Minor Collector: Rural
- Local: Rural
- Minor Arterial: Urban
- Collector: Urban
- Local: Urban
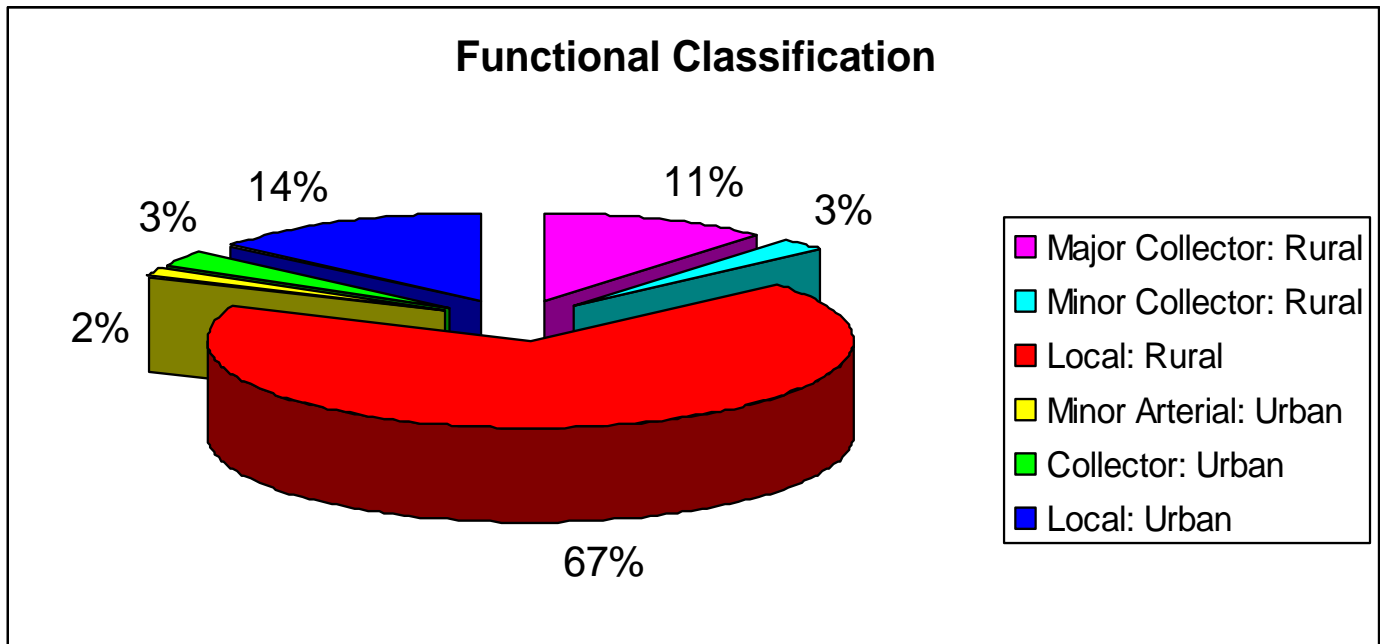
Bridges

The Dickinson County Highway Department is in charge of the designing, construction, and maintenance of the county's bridges. There are a little under 300 bridges that the Highway Department maintains at the present. Bridges are an important part of the Highway Department's duties since it is a rural county. If a county bridge goes out or is need of repair, although the road might not be traveled frequently, the users must travel some distance out of their way to get around.

Smoky Hill River on K-43 at Enterprise, KS

Dickinson County not only possesses modern day bridges used for functionality, it also has a few bridges that are listed on the United States Historic Bridges list. This list is provided on the website as a database of current and past historic bridges that are or once were in use in the United States. Dickinson County currently has eighteen bridges listed that possess a variety of cultural values, including traditional design and construction materials of the 1900s (Historic Bridges of the US).

Parks and Recreational Facilities

Parks and other open green spaces are often a glossed over item but can ultimately result in improving the atmosphere and functionality of a community as a whole. Recreational facilities provide amenities for a higher quality of life by providing sources of relaxation and enjoyment.

Parks

Dickinson County as a whole has a wide variety of parks. From nature trails and natural green spaces to large traditional parks with playground equipment the county has a great park base. The parks of the county serve residents of all ages. There is playground equipment for children, ball fields for the sports fan, nature and walking trails as well as basic shaded green areas for all. The county also has the Smoky Hill River and State and County Lakes that serve as scenic green spaces that provide alternative ways to utilize natural amenities as open space.

106

Abilene has five parks within the community consisting of Eisenhower, Rose Garden, Little Ike, Pocket, and Bicentennial Parks. These parks range from large sports complexes possessing ball fields to smaller traditional parks with playground equipment and picnic areas to natural open green areas.

The city of Chapman has one main park, the City of Chapman Park. This park includes traditional playground equipment for children, as well as shelters for picnicking and nature landscaping that adds to the visual appeal of the park.

Enterprise Ecological Park and Nature Trail

Enterprise has a main park with traditional playground equipment and an Ecological Park that boasts beautiful nature trails.

The City of Herington has two parks including Padilla Memorial Park featuring a shaded picnic area, traditional playground facilities with a gazebo, and the Tri-County Fair Grounds with a fully equipped playground and a miniature train for children.

The city of Hope also has two parks. The first is a mini park that has a picnic area with a gazebo, water fountain, and a flower garden. The second is the larger city park that has a playground, shelter house, and a stage.

The city of Solomon has a large shaded park including open space and a large playground area. The other towns of Dickinson County have smaller city parks and other green spaces that the citizens of their respective towns can utilize for play and relaxing areas.

Solomon City Park

Recreational Facilities

Dickinson County has a wide variety of recreational opportunities, depending on the perception of the individual. The county has ball fields, sports complexes, and community centers that offer organized sports, exercise and activities for all ages.

There are five main lakes in the county that can be used by all residents for boating and other leisure activities. Also, being a relatively rural county, Dickinson County offers a prime location for the avid hunter and fisher. Game includes deer, turkey, pheasant, quail, dove, migratory waterfowl, bass, and other popular wild game. The county's lakes, rivers, streams, and ponds can be fished for many different species. Big game like white tail deer to migratory birds can be found throughout the county.

Other recreational opportunities in Dickinson County include lakes such as Terrapin Lake, Redbud Lake and Magnolia Lake, as well as four highly rated golf courses. These include

Abilene Country Club, Chisholm Trail, Herington Country Club, and Indian Hills Golf Course.

Being a rural county also provides alternative recreational opportunities in which residents can partake, such as ATVs, motorcycles, and horseback riding. Overall, there are unique and adequate recreational opportunities in the county.

Abilene has a community center that offers a wide range of recreational options for the local community with the intent to provide "recreational, cultural, education, and leisure opportunities to benefit and enhance the quality of life in" the community (City of Abilene). The center offers many after-school programs, youth activities and sports, adult activities and

Abilene Community Center

sports, aquatics, as well as opportunities for senior citizens. The activities range from organized sports such as softball and baseball to more leisurely activities like horseshoes.

Chapman also has adequate recreational facilities including a pool, tennis courts, and the Daryl Beemer Ball Complex consisting of two softball and one baseball fields.Enterprise has a trail system that includes bridges and attractive scenery along the Smoky Hill River.

Herington has a wide range of recreational options including a city swimming pool and two lakes. Lake Herington and the Herington Reservoir are both ideal spots for camping, fishing, and boating.

The city of Hope includes a ball diamond and the famous Ladies Lounge where people can host meetings and just relax. Among other alternative recreational opportunities, the city of Solomon has a city swimming pool and a local fitness center.

Daryl Beemer Sports Complex

Lake Herington

Conclusions and Recommendations

Health Care Facilities

The current health care facilities are located in the larger cities within the county. The occupation of the current hospitals in the county is not 100%, increasing the cost of operation for these facilities. The addition of small healthcare clinics in other cities throughout the county would benefit the citizens of the community by reducing travel distance and decreasing the personnel required at the larger hospitals, thereby making for more cost-efficient mode of operation. This is becoming more important for elderly and family access to quality healthcare.

Emergency Medical Services (EMS)

The current operation of the two EMS stations in the county provides good coverage for the urban zones. There are also seven, First Responder Districts in the county. In these districts there are local responders that are able to be first on the scene to stabilize patients until EMS arrives. However, the addition of one or more stations would improve response time. The response times for "Category A" calls, according to the Journal of Emergency services, should be within 8:59, which is critical for patient survival in some cases.[f] Having more fire departments equipped with life-saving equipment or licensed Emergency Medical Technicians on staff would also be another solution to increasing response times. EMS currently has three new rescue trucks with equipment upgrades for the remainder of the fleet. All emergency vehicles should be rotated within a reasonable life span.

Law Enforcement

The county's crime rate is lower than that of surrounding counties, and lower than state crime levels. According to the survey, the protection districts and law enforcement branches are currently serving the public with quality services and in a timely manner. The facilities that some of the law enforcement branches occupy need to be considered for expansion, renovation, and/or new structures. In 2022, The Dickinson County Sheriff's office resolved many space and compliance issues with the new jail and courthouse renovation, but other law enforcement facilities in the County may need to be addressed.

Some of the city police departments need new facilities as they have become outdated, are non-compliant with Americans with Disabilities Act (ADA) requirements, and are below standards of modern law enforcement. The renovation or new construction of such facilities should be studied and researched to determine the best possible solution. These facilities may indeed be housed with other city government offices to maximize efficiency and lower cost, but this too needs re-evaluated for functionality, purpose and safety. Law Enforcement services should develop a working relationship with EMS and Fire Protection personnel to provide more efficient services.

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[f] Journal of Emergency Medical Services. September 2005, Vol. 30 Issue 9. April 2007.

Fire Protection

The coverage provided in Dickinson County, according to the survey sent out, is generally good. However, the location of fire stations and sub-stations could be adjusted to better serve the rural areas. The addition of fire stations or sub-stations in the southern part of Dickinson County would provide better response time and improve fire ratings for schools, businesses, and homes. All fire protection personnel should continue to attend available training courses to learn about advances in control techniques, rescue methods, and equipment operation. Fire protection personnel should foster a relationship with law enforcement personnel as well as EMS. By working together these forces can limit the expenditure of forces where not needed.

Educational Facilities

The unified school districts serving Dickinson County follow the trend shown in the population analysis. There is a decrease in the population but by comparing the enrollment numbers of the county in the 2005-2006 school year with those for the 2020-2021 school year it is evident that there are less children in the county. Also, by comparison, it is found that many schools have been re-organized, and ten schools throughout the county have closed. With the exception of USD 306 S.E. of Saline and USD 393 Solomon, both districts predominately being located in Saline County, all Districts have experienced a decrease in enrollment. USD 435 Abilene is experiencing the lowest decrease (7 percent), while USD 397 Centre is experiencing the greatest loss, a 40% decrease since 1974-1975.

Roads and Bridges

The overall road and bridge infrastructure in Dickinson County is maintained by the Dickinson County Road and Bridge Department. The Road and Bridge department maintains all county roads, while the incorporated cities maintain their own roads. The unincorporated cities get help from either their respective township or the Highway Department.

- Continue to maintain the roads and bridges through federal and state and local funding and use alternative and new ways to raise the amount of funds available. KDOT and Homeland security grants could be a new way to fund some improvements.

- According to Martin Tannehill, Dickinson County Road and Bridge Supervisor, the county has a high number of large truck traffic due to the rock quarries and farm use. The county roads were not built to handle this type of traffic. The result is county roads with ruts, washboards, and an overall poor rating. This is an area to be reviewed for improvement. The option of paving the highest traffic truck routes. Fixed routes should be implemented to only allow large trucks to travel on certain roads. Large trucks should be kept on less traveled roads and not allowed to travel the main county roads. This should increase the life and the conditions of the main county roads that receive the largest amounts of traffic. Controlling what machinery can travel these roads should also be addressed here.

o The county is seeing new subdivision growth throughout the county. Subdivision regulations with regards to the transportation infrastructure are another concern. The County has recently written a set of subdivision regulations that do a good job at covering this concern. In these regulations, it requires the developer and the lot/property owner to pay for 100% of the cost of roads and/or improvements to the existing roads. These policies should be adequate, so enforcement is the only recommendation.

o According to Martin Tannehill, Dickinson County Road and Bridge Supervisor, the bridges in the county for the most part are in good condition. A biennial bridge inspection is done on each of the almost 300 bridges in the county. The most recent report shows that 20 out of that 300 need repairs or replacement. Four of these bridges are on KDOT's list for replacement in the next 5 years; this will be performed with 80/20 money (80 percent federal aid and 20 percent to match). Tax revenue will be used to cover costs for replacements and repairs on the other 16 bridges. The County does a good job with inspection and maintenance of the bridges in the county.

Parks and Recreation

o The parks and recreational facilities of the county have a great base to build upon. One recommendation would be to continue the "Rails to Trails" program already started. This could be a huge positive asset that the county as a whole should utilize to improve the appeal of the county. Converting the old train routes into new walking/running paths will add a large linear trail system to the area.

o Use federal, state and private funding for improvements and new facilities. The focus groups and surveys show a large concern for creating new facilities geared to families and the elderly. Some recommendations from these sources are to build such things as theatres, restaurants, walking trails, and indoor swimming facilities. The most suitable spot for these new facilities would be in the larger cities of county and along the I-70 corridor to not only serve the largest portion of the county, but non-local residents as well.

o Another important part of parks and recreation is to guarantee that when new development comes to the county, the developers set aside sufficient space for parks and recreational facilities. This should be accomplished through mandatory park land dedication and Payments-in-lieu of taxes (or PILOT) agreements written into the county's subdivision regulations. Dickinson County in January 2007 adopted a set of subdivision regulations that covers this important issue in it. The County requires new development to dedicate parkland or pay a fee that will go towards other facilities in the Dickinson County. The only recommendation is to standardize the quantities. As of now the amount of either land or money is up to the Planning Board. Standards should be taken one step further. For instance, there should be a set amount of land per dwelling unit.

Cultural Facilities

o The cultural facilities of the county are very important to the county's future. The main concern with the cultural facilities are their age. The maintenance and improvement of these facilities should always be an addressed concern.

o Maintain and improve current cultural facilities through state, federal, and local funding. Some landmarks and monuments are old and worn. Improving the old facilities and adding new signs, statues, and other markers can help the appeal of these sites. (See also **Visual Assessment Chapter 6**.)

o Continue to preserve local historical sites and continue to nominate them to the state and national register. The Planning Team recommends creating a board to continue the performance these tasks. The best way to accomplish this would be to create a joint board for countywide tourism. (See also **Economics Chapter 4**). The tourism board should help maintain these county historic and cultural landmarks due to the tourism potential.

All County Facilities

o Encourage Departments and Agencies, both in the County and cities to give recommendations to elected officials on acceptable level of service to provide to the County. These service standards would then be used to evaluate each of the county's public facilities and services. Then, the elected body, based on these evaluations, should give directions and make recommendations to administrations and individual department heads on what and how improvements could be made. This would provide a benchmark and guarantee that improvement of the county's facilities and services will continue. It should allow the facilities to reach their highest potential and remain there.

Sources

North Central Kansas Libraries System
http://www.nckl.info/

National Register of Historic Places

Historic Bridges of the US
http://bridgehunter.com/ks/dickinson/

City of Abilene

Eisenhower Presidential Library
http://www.eisenhower.archives.gov/

Kansas Travel, Tourism and Restaurants
www.kansastravel.org/eisenhower.htm

Kansas State Historical Society
http://www.kshs.org/

Dickinson County Road and Bridge Department
www.dkcoks.gov

City of Abilene
http://www.abilenecityhall.com/

Martin Tannehill,
Dickinson County Road and Bridge Supervisor

6-Visual Analysis

Visual Analysis

The visual appeal of a place is a crucial quality that defines the look and feel of a community. The look of an area will attract or deter possible new residents and visitors. The current residents are able to create an aesthetically pleasing community, which helps to appeal to new residents and guests.

Visual assessment is a means to gain insight for needed or potential enhancements in Dickinson County. Harmony between visual elements is important. This harmony is found by providing appropriate landscaping and signage. In order to improve the visual character, it is also important to enhance the existing visual elements of the county.

This chapter focuses on ways to retain and enhance the appeal of Dickinson County. It identifies visual assets and addresses measures to enhance those assets.

Focus Groups and 2022 survey results

To assist in the assessment of the visual aspects of Dickinson County, the Kansas State Plan Preparation Team hosted two separate public focus group meetings in 2007. For the update of 2022, staff prepared a public survey posted on line via the County website. The first of the focus groups took place in Herington where 34 residents attended, and the second in Chapman, where 24 residents were in attendance. The meetings lasted around two hours; the residents are seated at tables to participate in a discussion focused on these five key issues:

- o economic development
- o land use
- o quality of life
- o water and facilities
- o visual assessment

These meetings help to focus the comprehensive plan on issues imperative to the community. Each person is allowed to voice their opinions on all the issues while at that tables. A recorder writes lists on posters that are then adhered to the walls around the meeting room. Following the table discussions, all participants are asked to place sticker dots next to the issues that they felt were key to the county's development.

Of the 362 total "dot" votes, 57 percent deal with visual aspects.

Graph 7.1 Focus Group Voting Responses by Category
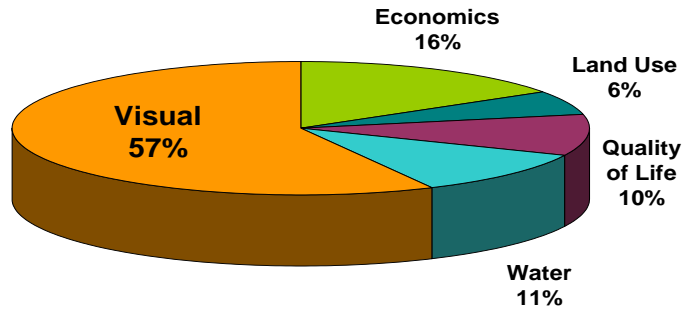
From analysis of the results, improvement is needed in the visual aspect of many of the communities, ranging from deteriorating business districts to dilapidated housing. Economic growth is also a main concern; growth near the airport is one possibility discussed, along with the prospect of wind farms (**Graph 7.2**). Overall, citizens are pleased with the quality of life in Dickinson County for many reasons including the small-town atmosphere, community safety, and good quality education.

Graph 7.2

Citizen Concerns Indicated During Focus Groups
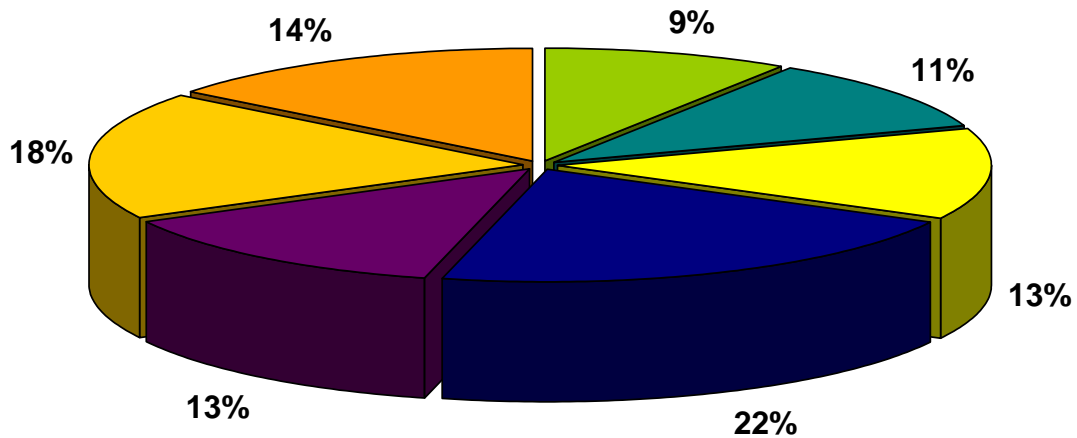
☐ Promote New Businesses	☐ Industry at Airport
☐ Wind Farms Possibilities	☐ Dilapidated Properties
☐ Deteriorating Business Districts	☐ Pride in Ownership
☐ Holes, Roughness of Road	

Prior to the focus group meetings, the Planning Team conducts an introductory presentation before the comprehensive plan project's Citizen Steering Committee,

assembled by the County. Following the presentation, a question-and-answer session led to a summary of community issues. Most of these issues were in sync with those later brought up at focus group meetings.

Between focus group meetings, a Planning Team representative attended a work session of the County Commission. This four-hour session in Abilene involved commissioners as well as members of the Board of Zoning Appeals. Issues raised by these participants were along the same lines of those raised by county citizens in focus groups. This shows that the County Commission is listening and staying aware of county sentiments.

Dickinson County Citizen Opinion Survey

The Dickinson County Citizen Opinion Survey asks a variety of questions related to the look and feel of Dickinson County. Some of these results are below.

- o Many residents agree that Dickinson County's history and architecture should be preserved.
- o The majority of residents disagree that old buildings and houses should be torn down for newer construction.
- o County residents have no opinion or are not sure if the entrances to towns in Dickinson County are unattractive.
- o Residents agree that there should be more places for kids to hang out with their friends.
- o Most residents agree that homes in Dickinson County have an above average appearance.
- o Many citizens would support a program to strengthen community pride and appearance.
- o Residents are neutral when it comes to using community centers and/or walk-n-bike paths.
- o There is a neutral response to whether there are enough places to exercise.
- o When asked if outdoor recreation is limited or non-existent, citizens again respond neutrally.
- o A major portion of residents agree that lakes, reservoirs and streambeds are Dickinson County's most important assets.
- o When asked if there are enough cultural opportunities, events and activities, the response is neutral.
- o Finally, residents also have neutral feelings about needed improvement of the overall appearance of Dickinson County.

Visual Elements

The Planning Team analyzes the strengths, weaknesses, opportunities, and threats of Dickinson County. The goals are to enhance strengths, improve weaknesses, and take advantage of opportunities. This kind of focus should enhance Dickinson County's visual opportunities, expand community pride, and attract potential investors and residents. The following design features are discussed:

- o Community Entrances
- o Downtown Business Districts
- o Open Spaces and Parks
- o Landmarks

Community Entrances

A community entrance serves as the first impression of a community and can have either a positive or a negative effect on visitors. An ideal community entrance consists of a gateway, signage and landscaping. The gateway invites the visitor into the community; the signage identifies the community and welcomes the visitor; and the landscaping enhances the view.

Abilene

The predominant entrances to Abilene are located at the northern and southern edges of town along K-15 and at the eastern and western edges along I-70. The northern and southern signs are positioned on the right side of the highway just before entering town. A small wooden adornment states "Youth + Community = Abilene", and a larger graphic welcomes the visitor.

Abilene welcome sign at northern and southern entrances on K-15

Water tower at western entrance along I-70

The western entrance from I-70, denoted by the large water tower, is actually very successful. Its placement, subtlety and scale create a nice welcome to the city. Unfortunately, the city of Abilene has neglected the need for a welcome sign on the eastern edge of the city at I-70. A subtle, well-placed sign would be a nice addition. There is another entrance to the city from the west along Old Highway 40, although it is not nearly as well traveled. It would be nice if there was a smaller sign similar to the others welcoming visitors to Abilene.

Although the existing entrances are sufficient, improvements could be made to enhance their visual quality. For example, the graphics could be updated and the landscaping

should be better maintained. Lighting should be added to improve nighttime visibility. It would also be better if signs are established to thank the visitors for coming.

Southern entrance to Herington

Herington

Entrances to Herington are located along the main arterial highways. The entrances are denoted with signage at each of these entrances. There is a nice brick construction with a welcoming message located at the southern edge of Herington, but the sign is awkwardly placed and difficult to see or read. Beside realignment, this entrance should also be improved by adding lighting for night and a landscaped base for visual appeal.

The other gateways consist of nothing more than clumsily-placed, painted plywood signs. These entrances could be vastly improved with appropriate lighting, landscaping and more appealing signage. There is also an opportunity to utilize the existing oil tanks located on the northeast side of the intersection of Highways 77 and 56. With some paint and creativity, the oil tanks could become nice welcoming elements. Finally, an aesthetically pleasing way to thank guests for visiting should be incorporated into the signage at the exits.

Chapman

Chapman's entrances are located to the north, south, east and west of town. The most prominent of these is the northern entrance, about a mile south of I-70. The entrance signage is great, but it lacks both lighting and landscaping. The entrance would be improved with the addition of lighting for ease of seeing it at night, along with more prominent landscaping. The existing small bushes are not enough visual appeal to attract visitors.

Again, smaller, less dominant signs with some landscaping at the other entrances are ideal. "Thank you for visiting" signs would be nice additions as well.

Northern entrance to Chapman

Solomon

Solomon's entrance from I-70 could be improved and made more welcoming. However, Solomon does have signage on Old Highway 40 on the east and west entrances to the city.

Solomon's existing I-70 entrance

Enterprise, Hope, Woodbine, Manchester, Carlton
These communities have little to no signage welcoming residents and visitors. It would be nice to have a simple entry to each town, welcoming residents home. Exit signs should also be used to thank visitors for coming and to invite them to return in the future. This could consist of something as simple as a small flowerbed and short sign.

Downtown Business Districts
The downtown business district of a community not only provides goods and services to its residents and visitors, but also establishes an image of the community. In Dickinson County, downtown business districts are located on the communities' primary streets. The image of downtown gives a sense of enclosure from the architectural characteristics of buildings, the landscaping, and the street furniture such as signage, lighting, and trash receptacles.

The feeling of enclosure is the relationship between humans and the size of the street space. The distance between buildings on both sides of the street (D) and the height of the adjacent building (H) are two elements used in this analysis. A D/H ratio of one to two is well balanced because the opposite elevation and façade details can be comfortably perceived within a 30° to 45° cone of vision. When the D/H ratio is greater than one to three, the angle of vision with the opposite elevation reduces to less than 18°. In this case, the sense of spatial enclosure is low and the elevation loses detail.

Diagrams 7.1 – 7.4 Degrees of Street Enclosure
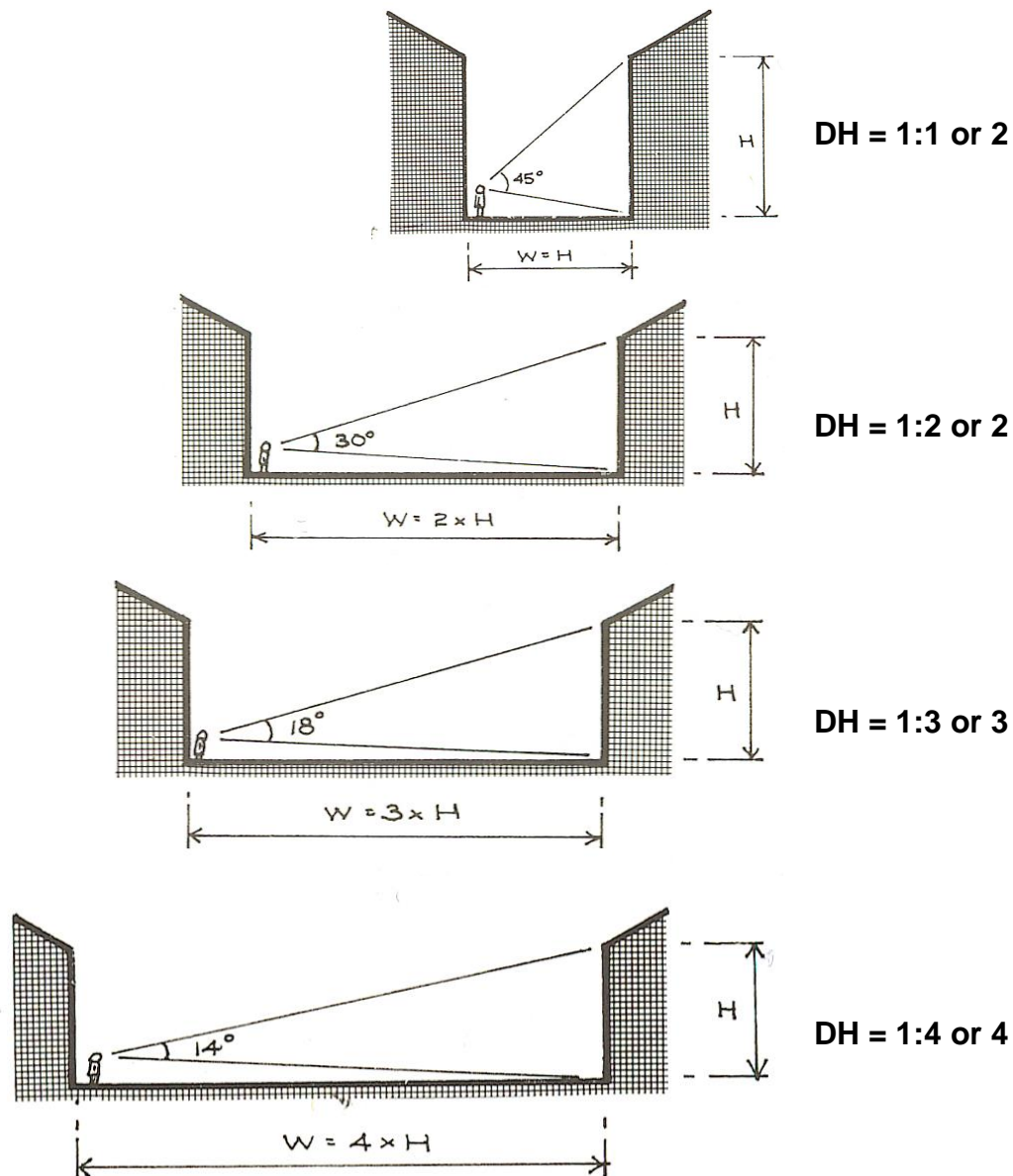
Source: McCluskey, J. (1992). *Road form & townscapes.* London: Butterworth Architecture. Pgs. 108-110.

The architectural characteristics of the downtown supplement its street image. These also show the economic condition of the district. The decline of downtown businesses is indicated by the condition of the buildings along main streets. Poor maintenance and unattractive elements due to non-renovation add to this decline. It is important to preserve and restore downtown buildings because they influence economical opinion.

Landscaping enhances the visual quality and softens the street image. It can be integrated with street furniture, providing convenience, increasing attractiveness of the streetscape, and improving human scale.

Enhancing the image of the downtown districts attracts new businesses, improves the possibility for growth, and helps to create vibrant and healthy surroundings. It should be a goal for every community to maintain an attractive downtown. This can be accomplished by providing small tax incentives for improving downtown structures.

Abilene

Downtown Abilene

The main drag of the downtown business district of Abilene is located on north Third Street. With a D/H ratio at about two, the downtown has a comfortable sense of enclosure. On-street parking buffers sidewalks from vehicle traffic flow. Buildings line up along the street nicely and are in good condition, indicating economic strength. Most of the buildings are two-story structures built of brick, maintaining a uniform streetscape and human scale. In addition, wider sidewalks and decorative street lamps, as well as a nice open space, provide seating and green space. This enhances the attractiveness of the streetscape.

It is recommended that the decorative street lamps and signage continue throughout the entire business district rather than just for a few blocks. The original architectural features of the buildings and the street furniture should be preserved and maintained. It is necessary to enforce specific architectural design regulations in order to preserve the historical character of the downtown. New architecture should complement the style of the existing context of buildings.

Herington

The downtown district of Herington is primarily located on North Broadway. The businesses are primarily small-scale and service-oriented. These include a pharmacy, chiropractor and insurance company. In addition to these, there is a larger retail store located on the southern edge of the district. Largely, the buildings in the downtown district are two stories tall with lower overhangs above store entrances, providing a

Current downtown Herington

better sense of human scale. North Broadway has an H/D ratio of about three which creates a less than ideal, but acceptable, sense of enclosure. The continuation of the landscaped median located in the residential portions of Broadway could easily be continued in order to improve the H/D ratio, and wider sidewalks could make downtown Herington more pedestrian friendly place as seen in the picture below. The majority of

buildings are all in relatively good condition, although some could benefit from simple maintenance improvements.

It is recommended that the original architectural features of the downtown buildings be maintained and the deteriorating buildings be restored to attract new businesses to the area. It is necessary to enforce architectural design regulations in order to preserve the historical character of the downtown. Renovations should compliment the style of the existing buildings.

Chapman

Chapman's downtown business district is located on Marshall Avenue. It has an H/D ratio of about two, an ideal degree of enclosure. The buildings are primarily built of stone and brick and contain small-scale, service-oriented businesses. A few of the buildings need minor repair, but for the most part, the buildings are in good condition. The brick street adds to the appeal of the small community's downtown. The curbs and sidewalks should be repaired in order to be more visually attractive.

Downtown Chapman

Chapman has a great sense of pride. This is seen not only throughout the downtown signage, but also throughout the entire community. The shamrocks hung on the light

Downtown Solomon improvements

poles in the downtown district and various signs hung around the town are examples.

Solomon, Enterprise, Hope, Woodbine, Manchester, Carlton
The smaller communities of the county should look into renovating their downtown districts. Currently, Solomon is undergoing a revitalization to improve its downtown. This project could be an example for other communities. The sidewalks have been widened to create a safe area for pedestrians. The on-street parking and designated brick crosswalks add to this pedestrian safety while broadening visual appeal. An open space for community interaction has been developed and storefronts are being updated.

The communities of Enterprise, Hope, Woodbine, Manchester, and Carlton should use this example to revitalize and update their downtown business districts.

Landmarks
Landmarks are distinguishable elements located throughout communities. Both citizens and visitors use these places to orient and direct themselves. Landmarks are generally identifiable, significant and memorable. Since Dickinson County has a very historical past, many significant places are located throughout the area. Below is a list of places listed on the National Register of Historic Places:

Abilene

Coulson, Emerson House
Eisenhower Home

Hotel Sunflower
John Johntz House
Lebold Mansion
Litts-Dieter House

Meade-Rogers House

Parker Carousel
Perring Building
St. John's Episcopal Church
Seelye Mansion
D.G. Smith Building
United Building

Chapman
Prospect Park Farm

Herington
Carnegie Public Library
Artwork at Post Office

Because of the rich heritage and cultural significance of these landmarks, it is recommended that the county focus on preservation of these existing structures as well as their environmental conditions.

Other important landmarks located throughout the county are the one room schoolhouses. These structures date back to the late 1800s and early 1900s and are significant aspects of the history of education in Dickinson County. Many of these structures are well preserved and still used today. The utilization of this asset is commended and further restoration, renovation and preservation of the school houses as community centers or museums is encouraged. The County could also develop an organization in charge of preservation and publicity of the various schoolhouses located throughout Dickinson County.

One location which could be better utilized is southern Abilene from downtown to Old Abilene Town. This area includes downtown Abilene, the Eisenhower Presidential Center, the Greyhound Hall of Fame, the Hall of Generals, Old Abilene Town, the end of the Chisholm Trail and the Historical Museum of Dickinson County.

Since all of these places are located in a somewhat centralized location more effort should put forth to unify these attractions. As a result, visitors to a certain attraction should find themselves wanting to visit the others as well. Transformation into a day and night walkable tourist center should attract more visitors. Other considerations could be trolley or horse carriage rides, children's activities and city tours. The addition of restaurants and relaxing open spaces would add to the Abilene community as a whole.

Other than the unification of these locales, the historical significance of the Chisholm Trail should be utilized more effectively than it is presently. Currently, a simple three-foot concrete pole marks the end of the trail as a historically significant site. A park and monument could easily be constructed in the parking lot where this pole is located. In addition, the trail could be creatively marked along K-15 which would increase the awareness and interest of people traveling south of Abilene. It could potentially be reopened as a living history or walk-and-bike trail. The Appendix in the back of this document has a complete list of State and Federally registered historic properties.

Open Spaces

Open spaces in Dickinson County facilitate interaction between residents. These include parks, walk and bike paths, tracks, and trails. These informal gathering places provide space for community events and promote cultural celebrations and activities. These spaces, especially spaces with designed water features, public art, and pleasing innovative design features, enhance the visual appeal of the county as a whole.

This analysis shows that the communities of Dickinson County have sufficient open space and opportunities for recreation. The main concern for these spaces is adequate maintenance, updating and upkeep.

Housing

Dwelling units are important elements in the visual appeal of communities. As stated before in the Housing chapter of this plan, the housing stock of the county is in relatively good condition. The houses themselves have an above-average appearance, according to the citizen survey. This issue is also discussed in the focus group meetings. Some citizens are concerned that the appearance of lawns is less than attractive. It is suggested in the citizen survey that there be a program to repair/clean-up homes and lawns, but community response is neutral. The appearance of lawns could be improved by something as simple as enforcing county property ordinances and assessing fines for those failing to comply.

Conclusions and Recommendations

According to the community survey, Dickinson County's history and architecture should be preserved. Preservation is important to a heritage county such as Dickinson County. It is important to prevent new developments from creating visual disharmony to the existing architecture. Environmental protection and the conservation of prime farmland need to be emphasized when developing new areas.

Dickinson County towns have workable downtowns for business opportunities, but these opportunities need to be investigated. Communities are encouraged to revitalize their downtown business districts since visual quality reflects the economic conditions of a community. New structures should be compatible with the existing business context of the downtown region.

Beautification movements, such as landscaping and street furniture, would aid in the visual quality of Dickinson County's communities. The creation or enforcement of local ordinances pertaining to yard cleanliness will also increase visual appeal. Lastly, communities must build on their local resources, assets and strengths.

7-LAND USE

Introduction

The land use plan is the guide for tools used by citizens of Dickinson County to minimize tax burden from infrastructure and services, maintain aesthetic qualities of the agrarian landscape, appropriately locate new industry, commercial business and residents, and protect, conserve or enhance water resources. The future land use plan implements the vision and goals identified throughout this plan by addressing key planning elements:

- Agriculture, Open Space & Rural Preservation
- Aquifer and Surface Water Resources for Water Supply
- Land and Economic Development via Smart Growth

The land use plan is built upon a LESA (Land Evaluation and Site Assessment) model process developed by the United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) and adapted for Dickinson County. LESA is a community-based land use decision making model. The results presented hereafter represent valid results of the LESA process. The GIS LESA model and associated GIS data layers provided the county as part of this study afford efficient review and use of the model under different value ratings if deemed necessary. Citizen engagement in the continued development of the LESA model could improve citizen approval of land use planning decisions.

The LE or Land Evaluation aspect of LESA evaluates natural resources and identifies locations for certain types of land uses based on natural resource characteristics. The SA or Site Assessment aspect assesses natural resource locations in combination with location of existing infrastructure and social resources to assess the appropriateness of land use. The land use plan is then developed around the combined natural and social resources evaluation and assessment.

The plan recognizes key land and water resources and identifies a set of goals; key planning concepts, and implementation policies for each of the planning elements presented above. The policy statements define a course of action or rule of conduct to achieve the goals of the plan. The Planning Commission and County Commission (BOCC) should review and consider each of these policies when they make decisions about land use, infrastructure, or other decisions affecting the future development of the county.

Land and Water Resources of Dickinson County

To be able to generate a smart growth land use plan both citizens and citizen leaders must know what they collectively are responsible for. Dickinson County has historically been an agricultural community founded on very good soil resources. In fact, over 95% of the county has been determined to be Prime Farmland or Farmland of Statewide importance. A detailed analysis of soil resources using the LESA model in a Geographic Information System (GIS) determined the location of the best soil resources for agricultural crop production in the county. The areas determined to be best soil should remain in agricultural use and not converted to alternative land uses. A significant percentage of agricultural land

in the county has terraces, grassed waterways and buffer strips, all vitally important in limiting soil erosion and maintaining or improving water quantity and quality.

The majority of Dickinson County is within the Smokey Hill River Watershed with a very small area in the northeast corner of the county in the Republican River Watershed. The entire county is within the Kansas River Watershed which is a part of the Missouri River watershed and ultimately the Mississippi River watershed feeding the Gulf of Mexico. The Smokey Hill River watershed begins just west of the Kansas line in Colorado as illustrated in the map. Water in the Smokey Hill River is collected from the area within the boundary shown.

Citizens of Dickinson County should be aware that long term water resources in the Smokey Hill River will be impacted by depletion of groundwater resources throughout the watershed. As groundwater is withdrawn to support land uses, it is replenished by both river water and water that infiltrates the soil profile. Managing water use throughout the watershed will be required to maintain adequate water flow in the river and groundwater stores. With much of the upper watershed in western Kansas having groundwater resources largely depleted or being depleted, river levels have, and will continue to decline as more surface water will be required to recharge aquifer draw down.

Dickinson County's water supply is primarily derived from alluvial aquifers, including the Sand Springs Aquifer, mostly underlying the Smokey Hill River flood plain. If river levels continue to decline as water enters Dickinson County from the west, recharge of alluvial aquifers will also decline. Dickinson County should partner with counties in the watershed and state agencies to form a water resource management plan for long term water availability in the county. Any development in recharge areas such as Sand Springs should be carefully designed and managed to ensure quality recharge and/or increase quantity of recharge amounts.

Regardless of who is right in the global warming and climate change debate, scientific estimates of future precipitation and temperature should be considered in the land use plan to ensure ample water supply for current and future generations. Scientific studies indicate temperatures in the area will increase. While precipitation in the area is predicted to remain near current levels, the frequency of storms is predicted to slow, while the intensity of storm events increases. From a planning perspective, if fewer more intense storms do occur, surface water runoff increases and less water infiltrates the soil again lowering recharge of aquifers relied upon for municipal supply. Failure to plan for predicted climate change could be catastrophic to current and future generations. Agricultural terraces and grassed waterways with level spreaders (devices to slow and hold small amounts of water so it can infiltrate) should be further encouraged in the county. Additional impoundments designed to enhance water recharge should also be considered.

The Herington Lakes are valuable water resources for the county and the watershed area surrounding the Herington Lakes should be carefully planned to ensure long term water quantity and quality. The Herington Lakes area is also a very important recreation area for the county providing local residents not only an aesthetic and water resource, but also a valuable economic resource.

If fewer storms of higher intensity do occur, a highly developed watershed will put large amounts of water in the lakes quickly, however long term water movement into the lake from infiltrated water that sustains recharge of the lake between storm events will be limited. Additionally, quick movement of water into the lakes carries more eroded soil into the lake filling it with sediment shortening the total life span of the lakes. Therefore, management of development in the watershed and existing lands in the watershed to minimize total impervious surface and maximize infiltration into the soil profile is necessary to sustain the lake long term.

Agricultural, Open Space & Rural Preservation

The agricultural landscape is an essential part of the character and environmental quality of Dickinson County, and factors heavily into the perception of the county as an extraordinary place to live, work, or visit. The rural working landscape provides open space and scenic views of the countryside. Simply stated, people are attracted to Dickinson County because of vast areas of farmland, open space and rural charm. Additionally, a large share of the local economy is generated from agriculture production and 10 percent of the workforce is employed directly or indirectly in agriculture.

Given human perception and economic importance, farmland, open space, and rural character is vital to growing the County's quality of life. The question to be addressed with a land use plan for Dickinson County is how to accommodate new development and economic growth while respecting, preserving and enhancing agricultural land?

The county must recognize the economic challenges facing farmers and, at the same time, the need to balance private property rights with overall public welfare. Agricultural land use is vastly more compatible with the conservation of natural resources such as open space, wildlife habitat, and watershed management, than any alternative land use. Existing terraces and grassed waterways on agricultural lands are critical to quality surface and aquifer water supplies. Loss of the best agricultural soil for crop production to alternative land uses forces farming on less favorable soil which requires more inputs to produce a crop lowering net profit of the farmer impacting the county economy.

However, the sale of a small tract of land may be an important source of revenue to a farming operation. At the same time, unregulated residential uses in rural areas can lead to a new set of problems for citizens and citizen leaders, such as infrastructure and services extension to a sparsely populated area. Loss of farmland undermines the economic backbone of the county at many levels and would be an environmental, economic and fiscal blunder not to act to protect and enhance agricultural land resources. To make smart choices about all types of future land use, LESA model results identifying the most valuable soil resources in the county are used as the basis for developing policies to guide development.

The following map is the result of the LESA GIS model using over 30 soil characteristics in combination to identify the best soil resources in Dickinson County for crop production. Most Suitable soil areas should be preserved. Areas that are suitable could be considered for development if existing infrastructure is available and capable of proposed demand and the proposed land use has no adverse affect on existing rural character.

Map 8-1

Legend
5 Moderate Agricultural Land
6
7
8
9 Best Agricultural Land

1 inch equals 3 miles

Miles
0   0.9 1.8 2.7
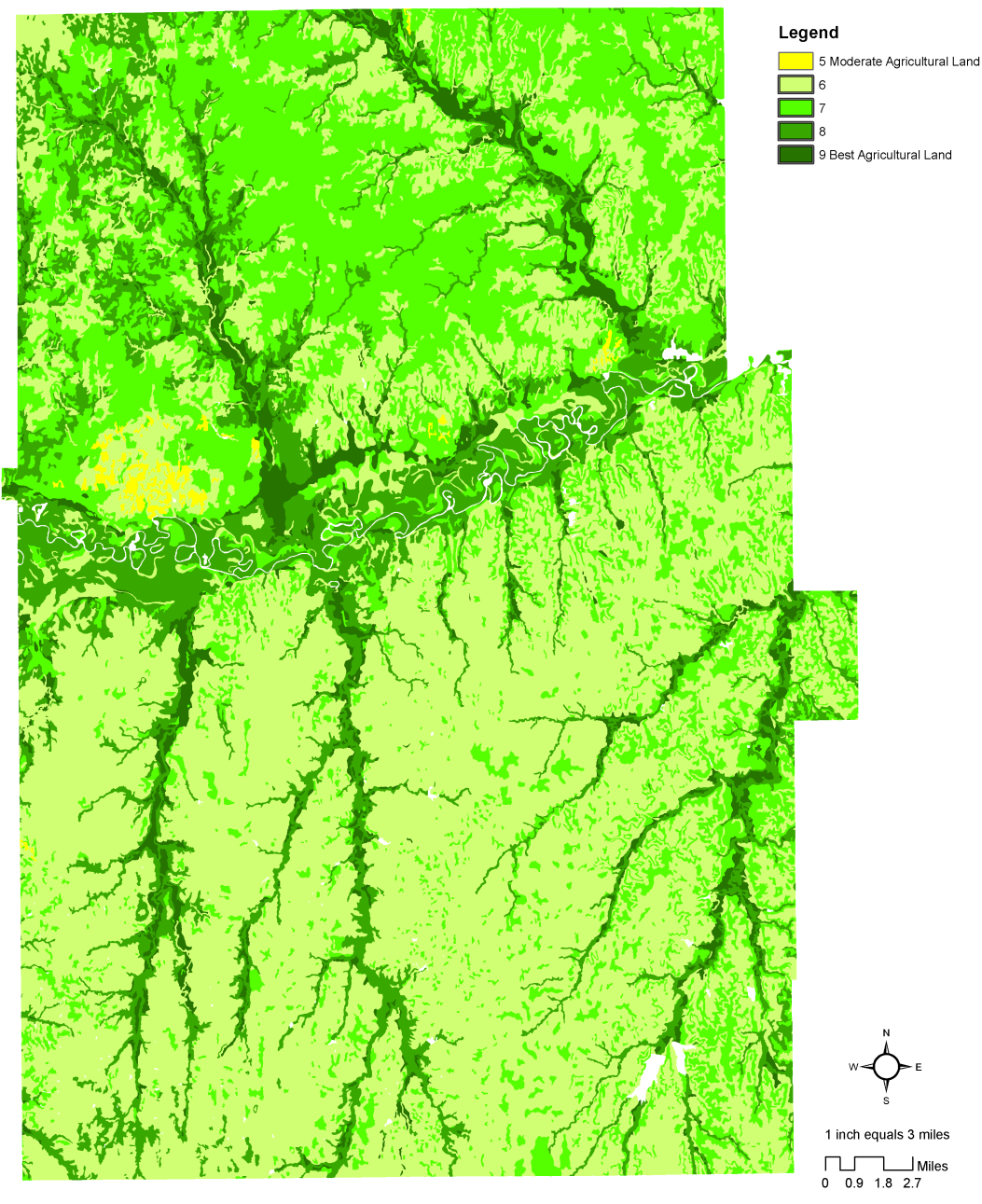
While the previous model result map identifies locations of best soil resources for crop production, it is only one part of the LESA model. The following model result map identifies locations of key transportation corridors and existing rural water infrastructure. Each resource has a proximity buffer weighting areas close to existing infrastructure higher, or more suitable for development.

133

Map 8-2

The following model result illustrates soil areas that are most suitable for develop based mainly on engineering properties of soil resources such as ratings for dwellings with and without basements, small commercial buildings, shallow excavations, septic or sewage lagoons, etc.).

Map 8-3
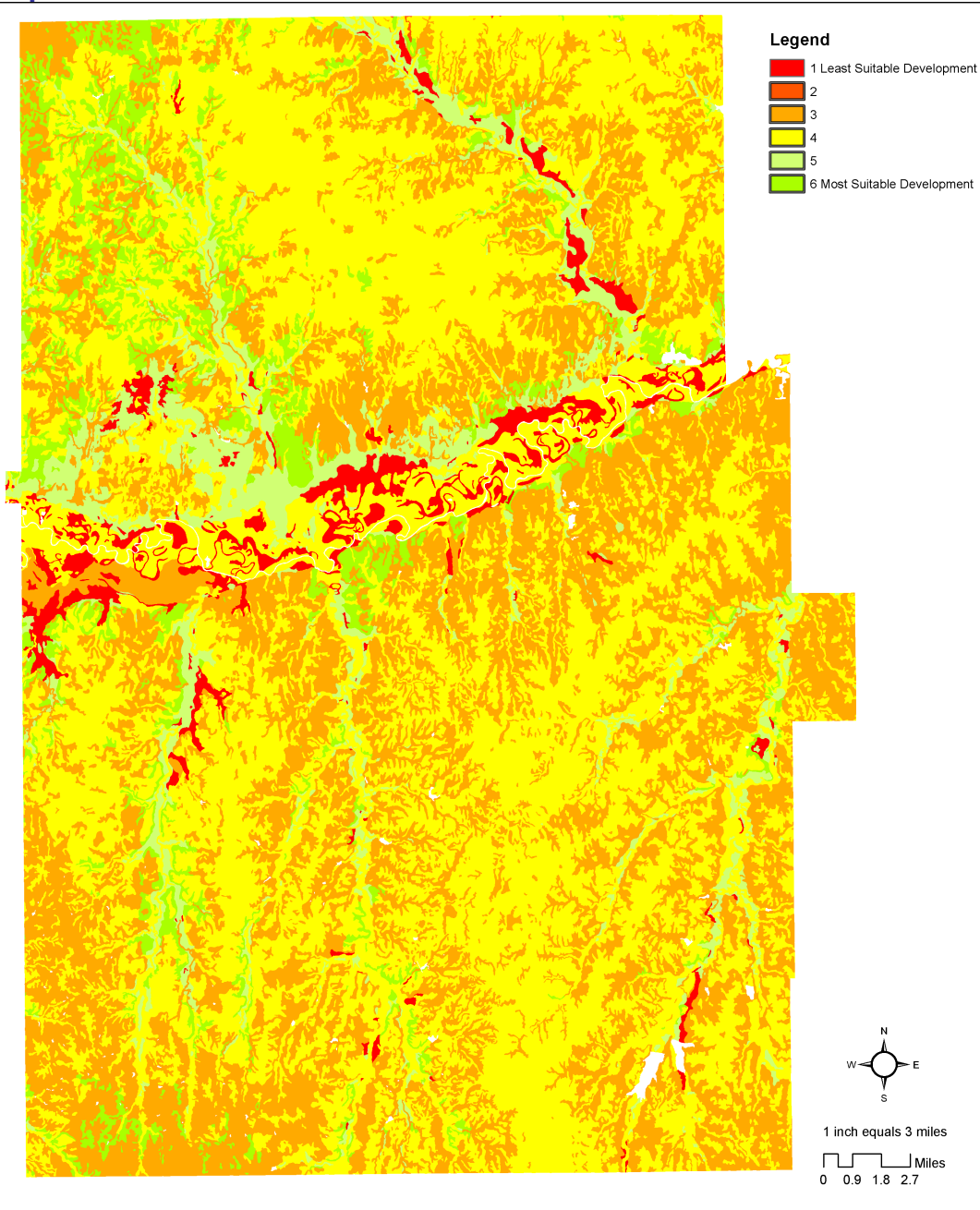
The next model result illustrates key water resources in the county that cannot be built upon including streams, rivers and lakes

Map 8-4
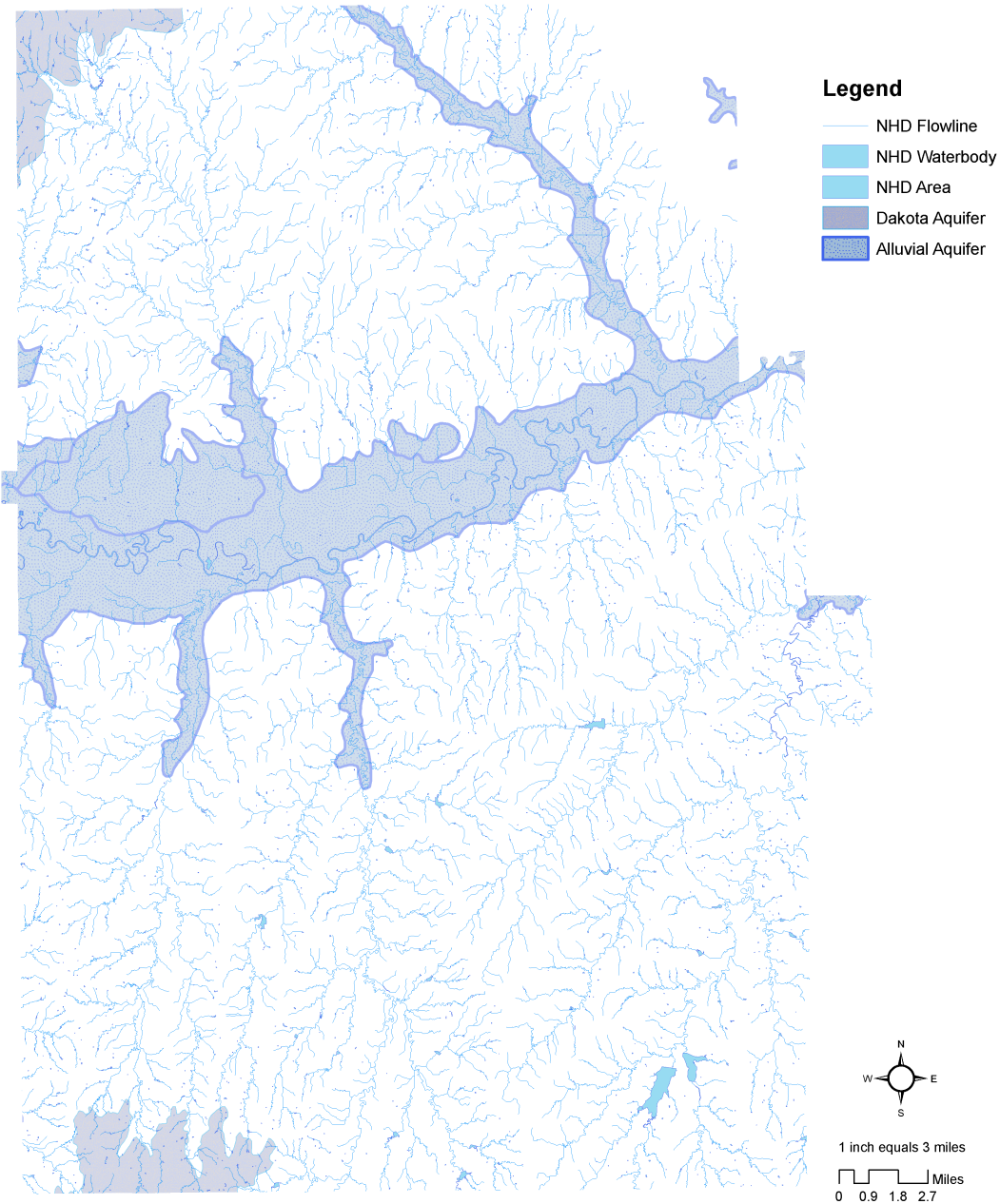
The previous four model results indicating areas with best soils for crop production, within a reasonable proximity to existing road and rural water infrastructure, most suitable for development, and stream, river and lake areas not suitable for development are combined into a single map result in the LESA model defining land areas best for crop production (development excluded), areas less suitable for crop production (consider alternative land use), close to existing infrastructure (development encouraged), suitable for development (development encouraged), and not streams, rivers or lake(development excluded).

Map 8-5
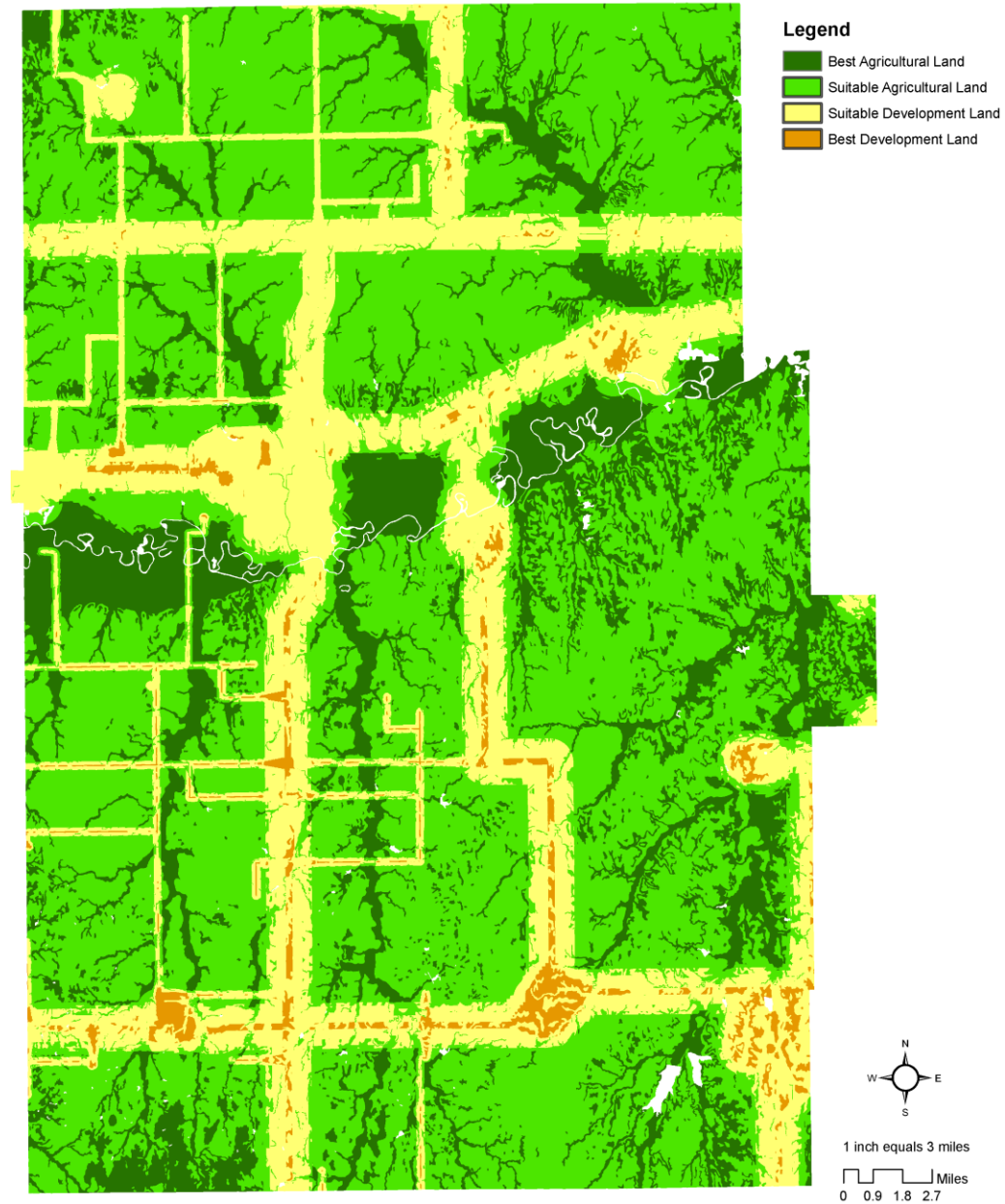
The LESA model results should serve as the guide to policy development where both regulatory and non-regulatory measures are incorporated to realize the land use plan.

Agricultural, Open Space & Rural Preservation Goals
- Protect agricultural lands and limit non-farm developments in order to preserve farmland for the production of agricultural products and promotion of related agribusiness.
- Preserve the rural character of the county and retain the historical, cultural, and physical features that define the rural landscape.
- Protect and preserve the natural resources (soil, water, and wildlife habitat) of the county.
- Direct Non-farm development to areas near existing infrastructure, communities and areas most suitable for development as determined by the LESA model.

Agricultural and Rural Preservation Areas
The primary goal of the agricultural/rural preservation area is to retain best agriculture land and the rural character of the county by directing growth into the areas determined by the LESA model to be most suitable for development and especially near existing communities. The rural preservation areas are considered, concerning scattered non-farm housing or urban types of activities. The agricultural/rural preservation area is a visible symbol of the county's commitment to conserve and maintain rural use and character.

Agriculture/Rural Preservation Development Policies
- Residential subdivisions shall not be allowed in areas defined by the LESA model as best soil for crop production or suitable for crop production, and shall be located in areas deemed suitable or most suitable for development.
- Non-farm housing shall be allowed in the agricultural/rural preservation area in areas that are not best soil for crop production and are deemed suitable for development.
- Farms, woodlands and water resources shall be recognized as an integral part of the planning area's open space system and should be preserved.
- Commercial & Industrial Activity including but not limited to renewable energy production, should include consideration of locations which are of most benefit overall, and least detrimental to adjacent land uses.
- Agriculture-related support businesses (both commercial and industrial) in the agricultural/rural preservation areas may be allowed in areas determined by the LESA model to be suitable for development, subject to conditional review and approval. The market being served or the character of the use needs to be distinctly non-urban in nature (i.e., agricultural commodities, plant nurseries, etc.). The site for the proposed use should be designed to meet the following conditions:
- Roads providing access to the site are capable of handling additional traffic without causing congestion or undue deterioration. Sites should be located with access to hard surfaced or major county roadways.
- Vehicular turning movements onto the site shall not cause a significant reduction in road capacity or represent a traffic safety hazard.
- A source of potable water is available in sufficient quantity to meet usage requirements. The county planning staff shall coordinate development review and approval with the affected rural water district.
- A sewage disposal system is available that can safely treat the anticipated quantity and type of wastewater without causing groundwater or surface water pollution.

- o Storm water runoff does not increase flooding hazards to human life or property.
- o The proposed use is compatible with adjacent uses.
- o The site is designed to conserve unique and sensitive natural features such as woodlands, steep slopes, streams, floodplains, and wetlands, by setting them aside from development.
- o The proposed location does not restrict existing agricultural operations.
- o Urban commercial and industrial development shall not be allowed to locate in the agricultural/rural preservation area.
- o The county planning commission shall require buffers and/or open space between agricultural uses and commercial and industrial developments to minimize the negative impacts of one use on the other.

Aquifer and Surface Water Resources for Water Supply

Water is a potentially limiting resource in Dickinson County. Securing clean and plentiful water resources for future generations should be one of the county's highest priorities.

Smoky Hill River: Overall Watershed Management
Successful management of the Smoky Hill River and associated alluvial aquifers is vital to the long-term sustainability of clean and plentiful drinking water in Dickinson County. Securing the Smoky Hill River resources for future generations will require a scope of vision that extends beyond county borders. Dickinson County should be a pro-active stakeholder in the Smoky Hill River watershed. Partnerships and dialogue with other communities and stakeholders in the watershed should be initiated to develop long-term, watershed scale management strategies. The fact that nearly all the Smoky Hill watershed occurs in the state of Kansas creates an opportunity for collaboration, in contrast to the strife common in water-use discussions that cross state lines.

Sand Springs Aquifer
The Sand Springs Aquifer is a unique area within Dickinson County. Its sandy soils allow rapid infiltration of rainfall into the water table. These physical properties make it valuable as a water-recharge zone, but also highly sensitive to pollution. Any land use that carries a high risk of introducing pollutants to groundwater should be avoided in the Sand Springs area.

Herington Lakes
Herington's lakes provide potable water to much of southeast Dickinson County and neighboring counties. The county should investigate the availability of grants and cost-sharing programs to assist landowners within the Herington Lakes watershed to reduce non-point pollution in the lake (sediment, fertilizer, fecal bacteria, pesticides are common non-point pollution problems in an agricultural setting). The modest size of the watershed, combined with its use for potable water, gives the Herington Lakes a unique opportunity to attract funding for reducing non-point pollution. Its modest size makes it a good candidate for research and targeted funding to achieve measurable improvement in water-quality on a watershed scale. In addition the previously

described challenges associated with climate change and timing of water supply recharge should also be considered in all land use planning decisions.

Overlay Zoning

Overlay Zoning is applied on top of existing zoning boundaries to protect environmental resources. Within the overlay district, additional restrictions for land use apply. We recommend that Dickinson County develop overlay zoning to safeguard its alluvial aquifers, stream and river corridors, floodplains, and key surface water resources such as the Herington Lakes.

Rural Resource Protection Area Policies
- o   Defined FEMA floodplain areas should be restricted from development and preserved as open space.
- o   All aquifer areas in the county should have overlay zoning implemented to maintain and or enhance recharge and preclude potential contaminating land uses.
- o   The Herington Lakes watershed should be carefully planned to maintain water recharge and improve water quality.
- o   Encourage private landowners to preserve and protect riparian areas and streambeds from destruction and encourage structures to promote groundwater recharge.
- o   Require the protection of riparian areas and streambeds when a preliminary plat or site plan is being designed.
- o   The county should adopt erosion and sedimentation guidelines for new development. These guidelines should address stormwater quantity and quality during and after construction.

Land and Economic Development via Smart Growth

Smart growth provides opportunities for development while preserving, enhancing or restoring natural resources, limiting tax burden, land and energy consumption.   The LESA model results define areas most suitable and suitable for development based on proximity to existing communities, major highways, soils suitable for development, areas that are outside existing stream, river and lake resources and are not considered to be best soils for crop production all important considerations in smart growth.

The results of the LESA model delineate over 10,800 acres of best development land meeting smart growth criteria built into the model. Areas of land determined by the model as best suited for development exist near every community, along the I-70 corridor and near existing rural water and major road infrastructure. The 10,800 acres of land are well dispersed throughout the county and is an area almost twice the size of all existing incorporated areas.

There are three inter-related implementation strategies associated with managing the urban fringe as presented in this section.

First is the **urban fringe**, which is defined as the land area located around a city that is expected or being planned to accommodate eventual urban growth and development. The urban fringe is the land a municipality plans to annex or directly control to promote urban housing, commerce or industry.

Second is the **rural transition area**, which is the land adjacent to the urban fringe and is intended to accommodate limited suburban and non-farm residential housing. The development in the rural transition area is not planned to be served by municipal infrastructure. Cities prefer restricting development in the urban fringe to minimize land use conflicts and avoid problems in extending sanitary sewer or water mains. For this reason, it is important to identify rural areas that are suitable for supporting suburban subdivisions and non-farm housing on individual tracts with lateral fields or lagoon systems.

Third is the **rural preservation area**, which delineates the portion of the county where agriculture and rural densities prevail. This is the part of the county where farmland and open space is considered, concerning higher density non-farm housing or urban types of activities.

The amount of land influenced by urban fringe growth in the county is greatest near Abilene. However, urban fringe management issues and concerns apply to all of the incorporated communities of the county. The intricacy of urban fringe land use issues crossover county and city boundaries and require coordination among involved parties in the decision-making process.

Background
Urban Fringe Management is an important tool for any county seeking to implement effective smart growth strategies. Like most of rural Kansas, Dickinson County has seen a shift in its population from rural areas to larger more densely populated communities, such as Abilene and Chapman. In addition to economic incentives associated with moving into a larger community, people in Dickinson County are also seek the small town lifestyle. In order to preserve the small town quality of life found in Dickinson County and to prohibit unplanned fringe growth in its communities, Dickinson County needs to establish a tradition of using land planning and local zoning to protect its small town image.
Not only is protecting the small town image a central planning concept, it is also important for the county to protect itself financially. When fringe growth is not managed correctly a community may finance unnecessary infrastructure for potential development. This in turn leads to a higher tax burden for the community's residents. Urban fringe management will allow each community and the county to protect those things most important to the identity of Dickinson County.

The adoption of urban fringe management policies is important to Dickinson County because:

- o Communities such as Abilene and Chapman are already   witnessing outward development in their communities and will continue to do so.
- o Financial losses associated with unneeded infrastructure improvements will be prevented.
- o The small town quality of life will be preserved.
- o Farmland and natural resources will be preserved and protected.

Urban Growth Boundary & Service Areas
The concept of applying an "urban growth and service area boundary" is a central element of this plan. The need exists for each of the incorporated cities to have land located outside their corporate limits for growth. The planning concept is based on encouraging city growth to areas where municipal infrastructure can easily and economically be extended. The cities are encouraged to apply "concurrency management". This is a technique to regulate development and manage growth concurrently with city revenues that are available for providing infrastructure.

The purpose of an urban growth boundary is to define the location and extent of urban growth for a defined period of time. The placement of an urban growth boundary is based on the feasibility of extending municipal sewer and water service. Projected population growth, historical market trends, and environmental resources must also be assessed when defining an urban growth boundary. By creating urban growth boundaries communities can direct growth to the areas they desire while protecting others

Urban Fringe Management Goals
Balance the opportunity for the cities to expand their boundaries with limited suburban and non-farm housing in areas determined to be most suitable non-development activities.
Promote compact urban development adjacent to existing urban areas where public water and sanitary sewer lines can easily and economically be extended.
Promote development that is in harmony with the surrounding built and natural environment, and in rural areas, preserves the county's rural character.
Preserve prime farmland, riparian areas, and historic and natural resources.
Encourage cluster housing and appropriate site design to protect natural resources in areas of new development

I-70 Corridor
The I-70 corridor area is generally defined as the area 1 mile north and 1 mile south of Interstate 70 and old Highway 40. The county recognizes the economic benefits associated with its location along I-70, and at the same time the need to preserve the landscape that so many travelers see when crossing through the county. The development of attractive residential areas along I-70 could attract new residents to the area.   However, unregulated development along the I-70 corridor may lead to the destruction of important development land and natural resources. The I-70 corridor provides an opportunity in Dickinson County's attempt to increase it's population base and attract new businesses. By utilizing land in the I-70 corridor that has been identified as most suitable for development, the county can encourage smart growth that leads to economic and social benefits while preserving the natural resources of the area.

Roughly 15,000 vehicles pass through Dickinson County a day while making their way along Interstate 70. With such a large number of people traveling through the county each day it is important to realize the potential draw for attracting new businesses as well as new residents. In addition to the economic benefits associated with development along the I-70 corridor, preservation of prime agriculture land and natural resources as identified by the LESA modeling is also important.

Historically, private developers have sought sites that can accommodate large amounts of traffic flow with easy points of access and amenities. When traveling westward along I-70, Dickinson County and Salina offer the only suitable amenities and attractive access points in the 120 miles between Junction City to Russell. In order to maximize the benefits associated with the I-70 corridor, smart growth decisions need to be made when planning the land uses for this area as well as when creating the appropriate land use policies.

The adoption of appropriate land use policies for the I-70 corridor area are important to Dickinson County for the following reasons:

o The future economic contribution associated with development along 1-70.

o The majority of visitors to the county see it from I-70.

o The quality of life is enhanced through ease of access when high traffic areas are utilized for the construction of new development.

o The current and future need for infrastructure services is reduced when commercial, industrial, and residential land uses are positioned along or nearby already established major roadways.

o I-70 Corridor Goals

o Encourage development within the county along areas with sufficient infrastructure.

o Allow a mix of land uses while also preserving portions of the landscape and natural resources along I-70

o Encourage development that is in harmony with the surrounding built and natural environment.

o Balance the need to create suitable development areas outside of communities with the need to protect the rural character of the county.

o Encourage development that promotes a positive image of the county pride an increase the quality of life for Dickinson County residents.

Conclusions

Dickinson County is in a unique position to become a very vibrant and successful county within the Flint Hills Region. Unlike most counties in rural Kansas suffering from population decline, Dickinson County has every opportunity to reverse those trends thanks to its position along I-70 and the influx of population to the Flint Hills Region. In order to achieve growth within the county and at the same time preserve the rural quality of life that is so important to residents, it is important to ensure informed decision making.

The LESA model and resulting maps outline areas for each of the key planning areas:

- o Agriculture, Open Space & Rural Preservation
- o Aquifer and Surface Water Resources for Water Supply
- o Land and Economic Development via Smart Growth

Based on LESA model results, there are 10,833 acres of highly suitable land in smart growth areas and 104,828 of best agricultural production lands with 419,712 acres of land in total to remain in agricultural use. For Land areas determined as highly suited for development, the County may consider providing incentives or policies to aid in locating non-agricultural uses appropriately. Policy should be implemented where deemed necessary to prevent land use changes that are not in line with the LESA model results and existing zoning policies.

8- S.W.O.T. ANALYSIS

Introduction

This was originally introduced in the 2007 Plan. Compiling the 2022 Dickinson County Comprehensive Plan required staff to employ several processes and methods. Staff began by meeting with a steering committee of county officials and residents a total of four times between 2021 and 2022 to identify which goals and objectives were still valid or needed revision. Due to the issues involving the COVID pandemic, public participation was limited to an online survey only. Finally, extensive studies of Dickinson County were performed yielding an in-depth report of the county's current position with regard to population and demographics, economics, public facilities and infrastructure, visual aspects and aesthetics, and land use. The previous Plan adopted in 2008, and compiled by the K State Planning team was amended to reflect current County conditions.   The findings from each of these methods are incorporated into this chapter and define the strengths, weaknesses, opportunities, and threats of the county as well as goals and recommendations.

The Original 1975 Dickinson County Comprehensive Plan

The initial County comprehensive plan was compiled in 1975 for the growth and development of the county to the year 2000. It was prepared by Bucher & Willis Consulting Engineers, Planners, Architects for the Dickinson County Planning Board. **Table 9.1** indicates the goals stated in the 1975 plan that are still relevant in 2022.

Table 9.1 Goals for Implementation by 2050		Being Implemented (Short-term)	To be implemented (long-term)
1	Diversify economy	X	
2	Create new industries locally	X	
3	Expand existing industries	X	
			.
4	Provide for rates of growth and development within acceptable social and public costs		X
5	Provide a choice of life style which will encourage the young to stay		X

S.W.O.T. Analysis

S.W.O.T. (strengths, weaknesses, opportunities, and threats) is an analysis tool used to evaluate the overall strategic position of Dickinson County. Strengths and weaknesses are internal factors over which the county has varying degrees of control. Opportunities and threats are external factors that cannot be controlled by the county. The county can either capitalize on these factors for their potential or be victimized by their risk. Responses from the focus groups, survey results, and suggestions by the planning team on the elements analyzed are collated and integrated into the S.W.O.T. analysis below.

Strengths
o   Excellent healthcare facilities and emergency services
o   Historic tourism
o   Agriculture land and historical significance
o   Major highway access (I-70, Hwy. 77, 56, & 4)
o   Safe and secure rural/small town atmosphere
o   History of railroad
o   Lakes, reservoirs and streambeds and outdoor recreation opportunities

Weaknesses
o   Water issues, in general
o   Lack of communication, cooperation, and vision throughout the county
o   A need for newer housing stock
o   Lack of recreational activities
o   Not enough retail in the small towns
o   Poor signage for communities
o   Many rural bridges and roads are inadequate
o   Lack of quality rental choices

Opportunities
o   Wind power
o   Capitalize further on highway corridors
o   Expand the "Rails to Trails" program
o   Expand historic tourism to other communities
o   Basic skills training and building trades
o   Recruit home-based or non-location specific business operations that utilize broadband
o   Develop business ownership/historical tourism with event venues and agri-tourism
o   Housing related to Ft. Riley and NBAF

Threats
o   Water supply
o   Abatement of independent agriculture
o   Retaining youth
o   Apprehension of change

S.W.O.T. Goals
Dickinson County is an above average county in comparison to other rural Midwestern counties. Unlike many of these counties, Dickinson has remained relatively stable in terms of population. The stability of the community can be attributed to its strategic position along I-70, its close proximity to Junction City and Salina, and its agricultural backbone. While the county has been typed a "bedroom community" for Fort Riley, it

should expand economic development and tourism initiatives in order to retain and attract new residents. In order for such initiatives to be a success, the separate town and county governments need to work together to understand in what state the county currently is, what goals are in mind for the future, and how to most efficiently follow the plan for achievement. The Planning Team is providing five diverse and inclusive goals that Dickinson County should strive to accomplish:

Goal 1: Create business resources

- o Advertise and recruit opportunities for development of existing real estate
- o Provide more job/technical training opportunities

Goal 2: Carefully plan development near agricultural land

- o Do not lose valuable agricultural land to commercial/residential development

Goal 3: Continue to secure the rural water supply

- o Increase availability and supply
- o Eliminate contaminated water

Goal 4: Build new, more affordable housing

- o Update old housing stock and attract new residents
- o Develop diversity in the housing stock

Recommendations

From the community elements analyzed, a set of recommendations developed. The following is a summary of such recommendations.

History

- o Elected officials, stakeholders, businesses and citizen groups in and around Dickinson County should investigate availability of resources in preserving the many historical structures throughout the county.

- o Continue to strengthen the county's identity by recognizing and building upon the historic significance of the Chisholm Trail.

Housing

- o Allow developers and builders to improve and build on property within or adjacent to current service limits where practical.

- o Emphasize the development of and conversion of existing properties to affordable, family-sized housing, as well as to affordable multi-family housing with smaller units where services already exist to cut capital and operating costs in the future.

- o Improve the quality of yards, sidewalks, and structural conditions of the housing stock considered deteriorated or dilapidated when feasible by laying out a series or combination of penalties for non-compliance with established standards, incentives for compliance with standards, and aid to those who need assistance to improve their properties.   The latter may include grant writing, volunteer programs, city-sponsored programs and county-led programs. Encourage practical planning in sidewalk to avoid dead-ends or sporadic installation .

Economics

- o Develop an aggressive initiative to attract an employer that would provide reasonable incomes using appealing aspects of the county as well as its small-town amenities. Continue to encourage the development of home-based or non-location specific business operations not demanding an overbearing amount of resources.

- o Encourage the development of more retail and service-oriented businesses with specific or unique market functions and an emphasis on continuing support from local lending institutions, support and networking with resource sharing from current businesses, and a focus on complimentary business operations.

- o Encourage residents to shop locally by assisting local businesses with low cost advertising relating to their competitive prices and service amenities and allow businesses to showcase their products and services at a local business fair supported by the community.

Population

- o Make Dickinson County more attractive for younger people and encourage youth to live and stay in the community. This can be achieved by increasing entertainment and recreational facilities, providing job and technical training, and increasing employment opportunities.

- o Capitalize on incoming population which will add new, middle-aged residents. Market Dickinson County's affordable housing, school districts, healthcare, availability of high-speed internet, and other facilities through various media to help achieve this.

o Attract new residents by advertising the rural quality of life in Dickinson County. Promote the friendliness and safety of the small communities as being an excellent place to live and raise a family.

o Encourage and promote programs for high school and college students that allow them to serve their hometowns by working with local community organizations.

Land Use

o Plan development to be built on property within or adjacent to current service limits within the county.

o Encourage development that is conscious of both the built and natural environment and will preserve the character of the county. Plan a variety of land uses that incorporate the preservation of valuable agricultural land, the prairie landscape, natural resources, and historical resources.

o Promote development which will instill county and community pride and also enhance the quality of life for residents.

o Encourage diverse housing and appropriate site design to promote flexible development and preserve natural amenities.

Facilities

o Increase water storage capacity to meet the demands of the County's projected population in 2050.

o Promote practical and strategic placement of facilities such as utility lines and substations, wind and solar energy conversion systems.

Visual Analysis

o Continue to pursue the county's "Rails to Trails" program. Promote the program to the public to encourage consensus. Extend the existing trail and connect it to the various interesting destinations in the county.
o Continue to coordinate with cities on future entryway improvements.

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Donneta Felbush	Chuck Scott	Terry Wilson

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Marg Bergstrom	Tony Frieze	Kevin McKeeman
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Please note that spelling verification was impossible due to signature writing on sign-in sheets. We apologize for any inaccuracies.
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