

Cache la Poudre - North Park Scenic and Historic Byway

**Colorado State Highway 14 Within Jackson and
Larimer Counties - a State of Colorado Scenic and
Historic Byway**

Corridor Management Plan



**Cache La Poudre - North Park
Scenic and Historic Byways Council**

Shalkey & Team, Inc.

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Executive Summary

Cache la Poudre - North Park Scenic and Historic Byway Corridor Management Plan

Byway Council Vision Statement

The Cache la Poudre - North Park Scenic and Historic Byway Council recognizes the need to conserve resources intrinsic to the Byway's appeal as a scenic and historic feature. Since so much of the corridor is already under the jurisdiction of local, state and federal agencies, and since the Byway Council is such a modest organization with extremely limited management capabilities, the Council desires to take a broad view of the concept of "intrinsic resources".

The Byway Council's vision is that the Byway corridor really consists of four regions, each of them possessing a different combination of individual historic, cultural, scenic, recreational and natural features. These resources are like threads, in the sense that individual threads, when woven together, create a fabric. The thread resources unique to each Byway Region, when woven together as they are, create a fabric unique to each region. The Byway Council's vision is that their mission is to conserve the fabric, and leave the details of maintaining and managing the individual threads that hold it together to the many existing public agencies already in the business of resource management along the vast majority of the Byway corridor. Therefore, the Cache la Poudre - North Park Scenic and Historic Byway Council's vision is:

- **To summarize the essence of the so-called Fabric of each Byway Region as it exists today, then apply its modest management capabilities toward conserving and enhancing the essence of this fabric**
- **To encourage and cooperate with the various agencies already providing stewardship over the thread-like component resources of Byway Fabric, to seek consensus toward endorsement of the value of the respective regional Byway Fabrics and to ask these agencies to help enhance and conserve its essence by protecting the fabric's threads through their normal current activities**
- **To promote, sponsor, and/or coordinate initiatives from a variety of other sources that may also enhance and conserve the essence of the Byway's fabric, thread by thread.**

Intrinsic Resources

The Cache la Poudre - North Park Byway Regions, and the ingredients essential to their unique intrinsic resource fabrics are described (from West to East) as follows:

Walden and North Park Region - begins at the Town of Walden, and ends just north of Gould, at the Colorado State Forest Boundary, a distance of approximately 19 miles.

- The overall visual impact of the combined geomorphology of a mountain park of this size and elevation surrounded by some of the most rugged mountain ranges on the continent
- The modest settlement of Walden, and a few widely scattered ranch developments, coupled with a continuing opportunity for the region's hardy residents to capitalize economically on resource extraction, ranching, recreation and tourism
- Abundant public lands supporting a tradition of recreational use and resource extraction industries
- Abundance of solitude (sparse settlement), water and wildlife habitat

Cameron Pass Region - begins just north of Gould, stretches to the confluence of the Cache la Poudre River and Joe Wright Creek, a distance of about 22 miles.

- The "approach to mountain pass" and "mountain pass" (3-lanes max., moderate and steep grades, lots of curves with only minor cut or fill embankments) character of this segment of Highway 14, without roadside development not related to forest access
- Undeveloped, natural, State and National forest scenery (forest cover and bare rock alike) with no visible indications of resource extraction.

Poudre Canyon Region - begins at the confluence of the Cache la Poudre River and Joe Wright Creek, just west of Cameron Pass, extends to Ted's Place, at the junction of State Highway 14 and US 287, a distance of approximately 46 miles.

- The great quantity, quality and diversity of recreational opportunities within the corridor and areas neighboring it, including access to these opportunities
- The rich history of transportation and water development associated with Highway 14 and the Poudre River, respectively
- The spectacular variety and range of Rocky Mountain river canyon scenery, natural and cultural alike
- The communities and dispersed residential parcels, including tourist service related commercial developments, on private land
- The protected Wild and Scenic River segment of the Poudre
- The scenic Highway 14 right-of-way itself
- The diversity and abundance of natural plant and animal communities existing on public and private lands

Laporte and Fort Collins Region - begins at Ted's Place, at the junction of State Highway 14 and US Highway 287, extends to the junction of Highway 14 and Interstate highway 25, a distance of approximately 14 miles.

- The expression of commerce, industry and economic vitality that is the commercial strip development segment of this region between Interstate 25 and the northwest fringes of the City of Fort Collins
- The nascent potential for achieving streetscape improvements along the City of Fort Collins' Byway frontage equal to the charming standards of other commercial corridors within the City
- Ted's Place - the landmark oasis and meeting place

Corridor Management Plan Goals

In order to implement its vision statement, the Byway Council has formulated the following Goals as its method of management of the Byway Corridor. Further Objectives and Action Plans have been articulated in the corridor management plan to implement the following goals:

Goal I

Develop a proactive byway marketing strategy focused on managing tourism related visits to the corridor in order to protect the byway's intrinsic resources and to maintain and improve the viability of local businesses.

Goal II

Encourage the development and maintenance of improved access to appropriate public and private byway resources within the corridor.

Goal III

Encourage the development and maintenance of a framework of improvements needed to upgrade information, comfort and safety services for visitors, as well as residents and businesses residing within the corridor.

Goal IV

Encourage the development and maintenance of measures to enhance and conserve the various byway corridor regions' fabric of intrinsic resources.

Goal V

Maintain a self-sustaining council organization representative of the interests of governmental agencies, businesses and individuals residing within the corridor, and to delegate the implementation of its vision to such governmental agencies, businesses and individuals to the greatest extent possible.

Byway Council History

The idea that some portion of Colorado Highway Number 14 might be designated a Scenic Byway originated with US Forest Service personnel when the Forest Service began its own Scenic Byway program in 1988. In 1991 the 101 mile segment of Highway 14 between Interstate 25 and Walden was nominated to become a Colorado Scenic and Historic Byway in an application submitted as a joint effort between: Jackson County; Larimer County; the Estes, Poudre and Redfeather Districts of the Arapaho and Roosevelt National Forests; and the North Park District of the Routt National Forest. The Cache la Poudre - North Park Byway was officially designated by the State of Colorado as a Scenic and Historic Byway in November of 1991.

In January of 1993 the Cache la Poudre - North Park Scenic and Historic Byway was also submitted for designation to the National Forest Scenic Byway program and was designated by the Forest Service in July of 1993.

The Cache la Poudre - North Park Scenic and Historic Byway Council is incorporated in the State of Colorado as a non-profit corporation.

Management Plan Implementation

The Byway Council has been actively engaged in projects since 1993, and has completed the following to date:

- **Information Kiosks**
Five wooden kiosks, one on Colorado State Forest land near Gould, one at Lions Park in Walden, one at Picnic Rock, one at Ted's Place and another at Arrowhead Lodge.
- **Gateway Park Entrance Project**
Involves a grant request only to support the City of Fort Collins in the City's desire to improve access to a 440 acre site proposed as a park and museum development.
- **Reprint and Distribute Brochures**
This project is currently in progress.
- **1997 ISTEA Grant - Phase 1 - Corridor Management Plan**
The Corridor Management Plan culminating in this document.
- **1997 ISTEA Grant - Phase 1 - Historic Interpretive Plan/Materials**
Assemble an interpretive plan and the materials needed to make the assembled information available to the public. Scheduled for completion in mid-1998.
- **1997 ISTEA Grant - Phase 2**
Submitted for ISTEA funding, but turned away. Council is currently seeking private funding, and hopes to start implementation of Loop Tour and Audio Tour ideas in 1998.

Action Plans articulated in the Management Plan have been prioritized over a five year period. Action Plan items scheduled for attention in the current year (1997) consist of the following:

- Re-print current brochure
- Meet with neighboring byway councils
- Annual evaluation of marketing measures
- List thread resource sites
- Develop thread resource site minimum improvement access criteria
- List improvements to existing thread resource sites, new sites needed
- Develop a byway tour guide
- Address agencies about conserving thread resources
- Address private owners about conserving thread resources
- Develop Council annual plan
- Develop Council operating and projects budget
- Develop sustaining Council funding strategy

Management Plan Stakeholders

Development of the Corridor Management Plan was a joint effort of the following organizations:

Jackson County

Larimer County

Arapaho and Roosevelt National Forests (Estes, Poudre and Red Feather Districts)

Routt National Forest (North Park District)

Town of Walden

City of Fort Collins

State of Colorado - State Forest Service

State of Colorado - Department of Parks and Outdoor Recreation

State of Colorado - Division of Wildlife

Friends of the Poudre

Private Land Owners

Lower Poudre Canyon Association

Upper Poudre Canyon Association

Town of Walden

Poudre River - Red Feather Lakes Tourism Council

North Park Chamber of Commerce

FALCONS

Four Public Meetings were held in June of 1995 to explain the general concept of the Management Plan and to obtain the public's view of issues the Management Plan should address. Meetings in this series included one for the Upper Poudre Canyon area, one for Walden and North Park, one for the Lower Poudre Canyon and one for the Fort Collins area. A variety of opinions were expressed, typified by the following:

- Management of tourists during the summer season is a major problem - including vandalism, trash generation and collection, and general congestion, especially in the Poudre Canyon
- Traffic congestion and safety issues resulting therefrom is also a major problem in the summer tourist season, especially in the Poudre Canyon
- Bicycling in the Poudre Canyon is a dangerous activity in need of management attention
- Interpretation of the cultural and natural history of the corridor has great potential to attract additional tourist visits

Section I

Byway Council Vision Statement

I.

Byway Council Vision Statement

A. INTRODUCTION

A Scenic Byway corridor can be thought of as a collection of contiguous Regions, each one of them possessing a unique character which distinguishes each Region from its neighboring regions. Each Byway Region's unique character is like a different kind of fabric (of the kind from which articles of clothing are made), in the sense that each Region's fabric has been woven from a different combination of threads - each from a different source, each with different colors, textures and patterns. In other words, if you could characterize the feeling and style of individual byway Regions as you might when you judge the character of fabrics and patterns when shopping for clothing, you might think of one Byway Region as having the look of, say, a plaid, maybe another as a calico, another as navy pinstripe, and another as faded denim.

Each Byway Region's unique fabric, in turn, consists of a large number of individual component resources, which are not unlike the threads of clothing fabric that, when woven together in different ways with different colors and textures, yield different patterns. Just like the threads of a fabric, no single resource component, or thread, is nearly as important as the whole aggregate of them woven together in combination, imperfections and all. It is this woven combination of individual component resources, each Region's fabric, which we regard to be the Byway's Intrinsic Resources. Intrinsic Resources are those resources most appropriately the focus of the Cache la Poudre - North Park Byway Council's modest management capabilities.

B. VISION STATEMENT

The Cache la Poudre - North Park Byway Council is an un-paid, volunteer organization, without predictable funding, equipment or paid staff. This is a limiting situation that nonetheless is acceptable to the Council, at least for the foreseeable future. Fortunately, there are capable and resourceful public agencies already established within each Byway Region. The Council believes these agencies have adequate responsibilities and resources in place for taking stewardship over nearly every individual component resource important to each Region's overall fabric. Because the Byway Council does not possess capabilities of its own adequate to redirect or usurp the responsibilities of these existing agencies to provide stewardship over individual resources, the council wishes, instead, to protect the overall fabric of each Byway Region - not the threads, and to

support the existing agencies in individual resource protection endeavors they are already undertaking.

The Byway Council's overall mission, it's Vision Statement, is summarized in the following three paragraphs:

- 1. To summarize the essence of the so-called Fabric of each Byway Region as it exists today, then apply it's modest management capabilities toward conserving and enhancing the essence of this fabric**
- 2. To encourage and cooperate with the various agencies already providing stewardship over the thread-like component resources of Byway Fabric, to seek consensus toward endorsement of the value of the respective regional Byway Fabrics and to ask these agencies to help enhance and conserve its essence by protecting the fabric's threads through their normal current activities**
- 3. To promote, sponsor, and/or coordinate initiatives from a variety of other sources that may also enhance and conserve the essence of the Byway's fabric, thread by thread.**

Section II

Intrinsic Resources

II. Intrinsic Resources

A. BYWAY CORRIDOR REGIONS

The Cache la Poudre - North Park Byway Regions are described (from West to East) as follows and as shown on the Byway Region Map, Page 2 of this section:

WALDEN AND NORTH PARK REGION - begins at the Town of Walden, and ends just north of Gould, at the Colorado State Forest Boundary, a distance of approximately 19 miles.

CAMERON PASS REGION - begins just north of Gould, stretches to the confluence of the Cache la Poudre River and Joe Wright Creek, a distance of about 22 miles.

POUDRE CANYON REGION - begins at the confluence of the Cache la Poudre River and Joe Wright Creek, just east of Cameron Pass, extends to Ted's Place, at the junction of State Highway 14 and US 287, a distance of approximately 46 miles.

LAPORTE AND FORT COLLINS REGION - begins at Ted's Place, at the junction of State Highway 14 and US Highway 287, extends to the junction of Highway 14 and Interstate highway 25, a distance of approximately 14 miles.

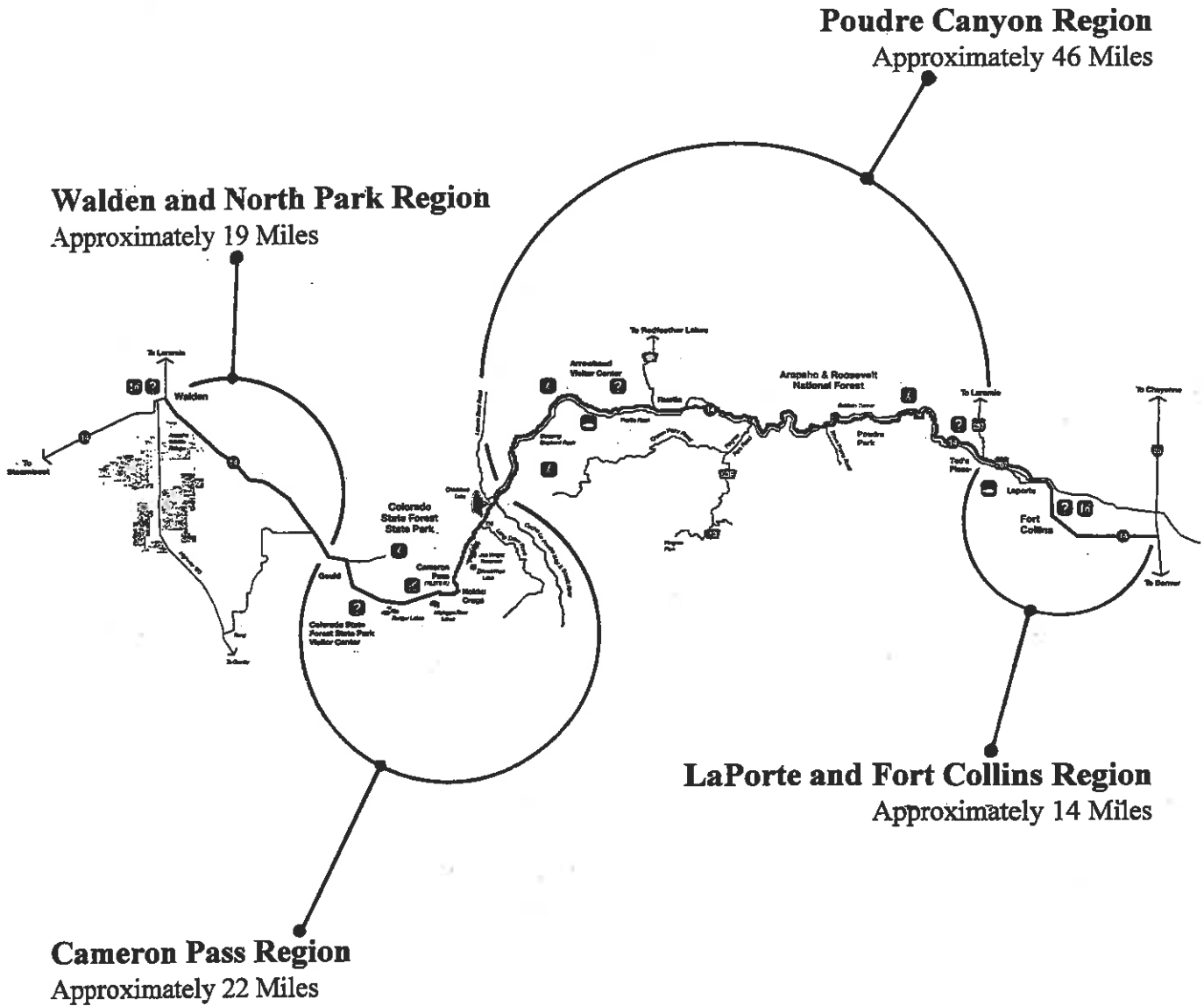
B. BYWAY REGION INTRINSIC RESOURCES

1. Resource Fabric

Fabric of the Walden and North Park Region: In the Rocky Mountain West, the word "park" means a relatively level clearing in otherwise rough and forested mountainous terrain. North Park is about a 1,628 square mile intermountain glacial basin (65% of which is public land), surrounded by the Medicine Bow Range to the east, the Rabbit Ears Mountains and Never-Summer Range to the south, and the Park Range and Mount Zirkel Wilderness to the west, and is the northern most of Colorado's four great mountain parks. Out of North Park, to the north, flow the mountain snow-melt fed headwaters of the North Platte River. This Byway region begins at the Town of Walden, and ends just north of Gould, at the Colorado State Forest Boundary, a distance of approximately 19 miles.

Byway Region Map

Cache La Poudre - North Park Scenic and Historic Byway



This Map is Not to Scale

The County of Jackson coincides approximately with the edges of North Park, with the Town of Walden, the seat of Jackson County, situated roughly at its center. Walden, elevation 8,100 ft., was incorporated in 1890 and is the center of North Park culture and commerce, and currently home to less than 1,000 people. Summer in Walden and North Park is warm, but brief, and winter has nearly always driven less hardy creatures (including humans) to lower elevations.

The business of Walden and North Park is ranching, recreation and natural resource extraction. Ranching and recreation both rely heavily on two elements: solitude and water. North Park's plentiful water resources support an abundance of grazing lands, hay fields, and wildlife habitat, each of which support activities which flourish in the scarcity of human settlement. North Park's hay crop is reputed to be one of the most nutritious on the continent. The Arapaho National Wildlife Refuge is located just south of Walden and produces an average of 9,000 ducklings every year and hosts up to 8,000 waterfowl during the peak of the fall migration. North Park is also home to a few modest industries including principally mining, logging and the manufacturing of dry ice.

The essential ingredients that are woven together into the rich fabric that is the Walden and North Park Region include the following:

- The overall visual impact of the combined geomorphology of a mountain park of this size and elevation surrounded by some of the most rugged mountain ranges on the continent
- The modest settlement of Walden, and a few widely scattered ranch developments, coupled with a continuing opportunity for the region's hardy residents to capitalize economically on resource extraction, ranching, recreation and tourism
- Abundant public lands supporting a tradition of recreational use and resource extraction industries
- Abundance of solitude (sparse settlement), water and wildlife habitat

Fabric of the Cameron Pass Region: The Cameron Pass Region begins just north of Gould, and stretches to Laramie River Road, near the confluence of the Cache la Poudre River and Joe Wright Creek, a distance of about 22 miles. The elevation of the pass is approximately 10,276 ft.. Highway 14 in this region can be characterized as either "mountain pass" (winding roadway, steep grades, switch backs and sharp drop-offs), or "approach to mountain pass" (moderate, sustained grades, curves - but not a lot of them sharp). All of the land along this corridor is publicly owned by either the State of Colorado or the U.S. Forest Service, managed and protected according to their respective forest plans.

The scenery of this segment of Highway 14 is outstanding. Ponderosa, Lodgepole and Spruce forests above and below the road, a few beaver meadows below it, and rock formations glazed with snow and ice in season - including the Nokhu Crags, are all easily visible from the highway.

The essential ingredients that are woven together into the scenic fabric that is the Cameron Pass Region include the following:

- The "approach to mountain pass" and "mountain pass" (3-lanes max., moderate and steep grades, lots of curves with only minor cut or fill embankments) character of this segment of Highway 14, without roadside development not related to forest access
- Undeveloped, natural state and national forest scenery (forest cover and bare rock alike) with no visible indications of resource extraction

Fabric of the Poudre Canyon Region: The Poudre Canyon Region begins at Laramie River Road, near the confluence of the Cache la Poudre River and Joe Wright Creek, and extends to Ted's Place, at the junction of Highway 14 and US Highway 287, a distance of about 46 miles. Between Cameron Pass, just west of the beginning of this region and Ted's Place, the Canyon falls nearly 5,500 vertical feet. Highway 14 parallels the Cache la Poudre at the canyon's bottom for most of this 48 miles. This region is extremely popular for scenic driving, camping, picnicking, fishing, rafting, kayaking, hiking and bicycling.

Historical accounts trace the name "Cache la Poudre" to early French trappers who were caught in a snow storm and buried their gunpowder in a cache near the mouth of the river. The river segment within this region between the confluence of the Cache la Poudre and Joe Wright Creek, to just downstream of the community of Poudre Park, has been designated as part of the Cache la Poudre Wild and Scenic River.

The Byway corridor in this region varies from narrow rock canyons with rapidly flowing river water (as much as 2,500 CFS during spring runoff) to U-shaped, glaciated canyons with slow flowing waters (as little as 15 CFS in winter). The scenery is spectacular, with 1,000 ft. vertical rock cliffs of schist and granite, large pine and cottonwood trees along the river and sparkling water. The roadway itself is scenic, only two lanes, with very few visually obtrusive cuts or fills and nearly fully vegetated to the edge of pavement throughout. Most of this region is managed by The U.S. Forest Service (Arapaho and Roosevelt National Forest), but there are more than 600 summer or year round residents, many of those residing in settled areas known locally as Poudre Park, Poudre City, Indian Meadows and Rustic.

Recreational facilities include numerous U.S. Forest Service and State Parks campgrounds and picnic areas. The Forest Service and State Parks also maintain numerous parking areas with trail heads providing access to state and forest lands and the river. The river has attracted rafters and kayakers since the 50's. Rapids on the river are classified from I to VI and vary greatly according to fluctuating water levels. Six commercial companies currently offer guided raft and kayak trips on the river. Second in Colorado only to the South Platte for intensive fishing, the Poudre is host to over 50,000 angler days annually. The Colorado Division of Wildlife operates a trout rearing unit on the upper Poudre within this region.

The region provides excellent wildlife habitat for such species as bighorn sheep, mule deer, elk, bear, mountain lion, golden eagles, peregrine falcons, osprey and many other birds and small mammals.

Since the 19th Century, the Cache la Poudre has been intensively managed for importation, storage, and conveyance of water for human use. One of the earliest transmountain diversion structures in Colorado, the Grand Ditch, still carries water from the headwaters of the Colorado River into the headwaters of the Poudre. There are many diversion structures and small reservoirs on this segment of the river, almost all of them downstream of Poudre Park.

The essential ingredients that are woven together into the river canyon fabric that is the Poudre Canyon Region include the following:

- The great quantity, quality and diversity of recreational opportunities within the corridor and areas neighboring it, including access to these opportunities
- The rich history of transportation and water development associated with Highway 14 and the Poudre River, respectively
- The spectacular variety and range of Rocky Mountain river canyon scenery, natural and cultural alike
- The communities and dispersed residential parcels, including tourist service related commercial developments, on private land
- The protected Wild and Scenic River segment of the Poudre
- The scenic Highway 14 right of way itself
- The diversity and abundance of natural plant and animal communities existing on public and private lands

Fabric of the Laporte and Fort Collins Region:

This region begins at Ted's Place, at the junction of State Highway 14 and US Highway 287, and extends to the junction of Highway 14 and Interstate Highway 25, a distance of approximately 14 miles. The LaPorte and Fort Collins Region can be generally characterized as well settled, with urban development within the

City of Fort Collins (population approximately 100,000), suburban development at Fort Collins' fringes, and mostly sparse settlement west of Fort Collins' fringes. Recent Highway 14 realignment and reconstruction has bypassed the community of LaPorte - it is hardly visible from the Byway.

The City of Fort Collins is a regional center (most of north central Colorado, including all of the Cache la Poudre - North Park Byway's regions) for commerce and industry, and the home campus (about 22,000 students) of Colorado State University. It is an attractive city of wide, tree lined streets with a busy downtown retail core recently redeveloped as an historic preservation project called "Old Town". The Byway skirts the northernmost edge of Old Town. Almost all of the Byway within the City, and east of it, is typically commercial frontage. Atypically, however, except for that portion abutting Old Town, very little of this segment of Byway frontage has been developed to the well planned, highly landscaped standard of the rest of the City of Fort Collins. The eastern and western suburban fringes of the City are similarly mostly commercial frontage along the Byway, except not as densely developed as within the City. Whereas within the City and east of the City the Byway corridor's landscape is relatively barren, the western and northern fringes of the City are home to a lot of mature shade trees and other attractive cultural landscape developments.

Between Fort Collins' suburban fringe and Ted's place, most of the Byway frontage is open land, in agricultural or grazing use, with scattered ranch and single family home developments. A notable exception to this kind of rural pastoral landscape is a large strip mine and cement mill just north of LaPorte. An extensive, linear slag berm associated with the mining is also visible, but has been revegetated and its physical form blends into the "hogback" geomorphology typical to the foothills in this part of Colorado.

Ted's Place, historically a wayside traveler's oasis and meeting place, now a modern Conoco Service Station development, is an important landmark on the Byway. Ted's Place is at the important junction of Highway 14 and US 287, where motorists traveling westbound on the Byway must turn left across the eastbound lanes of the divided 4-lane 14 and 287 roadway to continue westbound into the Poudre Canyon on Highway 14. Eastbound Byway motorists must similarly stop at 287 and 14 in order to turn right and enter 287 and 14 via an acceleration lane. It is probably these required traffic maneuvers (which must be executed slowly and cautiously - these can be dangerous turning movements), more than any other factor, which makes this intersection such an ideal oasis and meeting place.

The essential ingredients that are woven together into the urban and suburban fabric that is the LaPorte and Fort Collins Region include the following:

- The expression of commerce, industry and economic vitality that is the commercial strip development segment of this region between Interstate 25 and the northwest fringes of the City of Fort Collins
- The potential for achieving streetscape improvements along the City of Fort Collins' Byway frontage equal to the charming standards of other commercial corridors within the City
- Ted's Place - the landmark oasis and meeting place

2. **Resource Threads**

Remember, the Byway Council's vision is that Council holds the **Fabric** unique to each Byway Region to be of intrinsic value and most appropriately the focus of the Council's modest management capabilities. The Fabric, however is woven from the **Thread Resources**, and most of these threads can and should be identified. The thread resources of the Cache la Poudre - North Park Byway are listed in the Appendix as Exhibit "A".

Also in the Appendix, as Exhibit "B", is a Byway Corridor Map showing at an enlarged scale, region by region, the Byway's Seen Area (approximately all of the terrain that can be seen from Highway 14 - more or less), points of interest, the byway's thread resources and other features of interest.

Section III

Corridor Management Plans Goals, Objectives and Action Plans

III.

Corridor Management Plan

Goals, Objectives and Action Plans

In order to implement its vision statement, the Byway Council has formulated the following Goals, Objectives and Action Plans as its method of management of the Byway Corridor:

I. GOAL I

DEVELOP A PROACTIVE BYWAY MARKETING STRATEGY FOCUSED ON MANAGING TOURISM RELATED VISITS TO THE CORRIDOR IN ORDER TO PROTECT THE BYWAY'S INTRINSIC RESOURCES AND TO MAINTAIN AND IMPROVE THE VIABILITY OF LOCAL BUSINESSES

Note: The Byway Council's articulation of this goal is extracted from a marketing study conducted for this project by John Sem, Tourism Specialist for the University of Colorado at Denver's Western Entrepreneurial Network. A copy of Mr. Sem's entire marketing statement report to the Byway Council is included in the Appendix as Exhibit "C".

A. Objective IA

Form a Byway Council marketing committee to coordinate marketing and public relations programs along the Byway

B. Objective IB

Manage marketing strategies in order to promote underutilized seasons and under-visited resource locations to markets that are more likely to patronize corridor businesses.

1. Action Plan IB.1

Revise and re-print the current Byway brochure. The revised version should favor the attractiveness of recreational resources in the Walden and North Park, Cameron Pass and LaPorte and Fort Collins Regions over the Poudre Canyon Region. Revisions should also emphasize resources that are adjacent to but not located directly on the highway/river corridor in the Poudre Canyon Region. Distribution of the revised brochure should be targeted to out-of-state Byway visitors and more distant (other than central and northern Front Range) Colorado visitors that are more likely to come for overnight stays and require more lodging and retail services. Local market area visitors are more likely to pack their recreational necessities and provisions in with them, and less likely to require lodging and retail services from Byway corridor businesses.

2. **Action Plan IB.2**
Develop an off-season recreational brochure (or add special emphasis to the current brochure) favoring Byway recreation resources which are especially attractive at times other than the summer peak tourist season. This effort should include an inventory of all existing trail systems that could potentially serve, especially, the winter recreation market.
3. **Action Plan IB.3**
Develop and promote the "Loop Tour" concept, as articulated in the Byway Council's 1997 ISTE A grant application.
4. **Action Plan IB.4**
The Byway Council should cooperate with Byway businesses to create a public relations program. The program should be targeted to the same market areas discussed in Action Plan IB.1, above and should include the following activities:
 - a. Volunteers should be recruited to call travel writers from newspapers and winter sports magazines.
 - b. Each volunteer should commit to contacting three travel writers three times each year.
 - c. A press kit documenting winter recreational resources and businesses should be developed so it can be distributed to newspapers and magazines contacted by the volunteers.
 - d. Work with the North Park Chamber of Commerce to promote the west end of the Byway. This should include summer and winter promotional materials and public relations programs to encourage more visitation to this segment of the Byway by both close-in and remote market visitors.

C. Objective IC

Maintain and improve the economic vitality of the Walden and North Park Region

1. **Action Plan IC.1**
Develop promotional efforts in the Walden and North Park Region focused on increased visitation in order to maintain and expand economic development in this region. Promotional strategies should include:
 - a. Brochures and other promotional materials developed by the land management agencies of the area should more prominently highlight Walden. Walden should be promoted as a rewarding destination for all west-bound Byway visitors.
 - b. Walden businesses should be encouraged to maintain, expand and keep well stocked existing racks with brochures promoting area motels, campgrounds, and B & B's in order to encourage visitors to find accommodations in Walden and North Park.

- c. Walden should add their internet page to the Colorado Scenic and Historic Byway Commission internet page.
- d. The Byway Council (or its Marketing Committee) should initiate a dialogue with the Northern Region Manager of Colorado State Parks (currently Joe Maurier in Fort Collins @ 226-6641), whose interest in increasing recreational use of the State Forest should have significant potential for the Walden and North Park Region.
- e. Walden and North Park should conduct one familiarization tour of local resources for the press each year, and should meet with representatives from the visitor centers in the area to familiarize them with the recreational resources of Walden and North Park. The Poudre River/Red Feather Lakes Tourism Council has offered to work jointly with Walden and North Park on this activity.

D. Objective ID

The Byway Council (or its marketing committee) should meet annually with neighboring Byway Councils, especially the Pawnee Pioneer Trails and South Platte River Trail Byways, to coordinate marketing efforts in the region

E. Objective IE

The Byway Council should conduct an annual evaluation to monitor the status of recreational and tourism usage and the impacts of marketing measures implemented in previous years

II. GOAL II

ENCOURAGE THE DEVELOPMENT AND MAINTENANCE OF IMPROVED ACCESS TO APPROPRIATE PUBLIC AND PRIVATE BYWAY RESOURCES WITHIN THE CORRIDOR

A. Objective IIA

Establish a Byway traffic management plan for the Cameron Pass and Poudre Canyon Regions in order to improve seasonally congested traffic conditions

1. Action Plan IIA.1

Ask CDOT to Conduct a Highway 14 Traffic Management Plan. Such a traffic management plan should include recommendations for permanent traffic counting station, parking supply, advanced motorist information and TSM (Transportation Systems Management) improvements. Planning should be based on data collection and analysis of: Motorist trip origins and destinations including vehicle classifications; traffic counts; accident records, and an existing parking inventory. The Plan should incorporate existing public agency plans, especially in the LaPorte and Fort Collins Region. The Traffic Management Plan needs to be responsive to the

following community concerns which have been specifically identified in Public and Byway Council meetings:

- a. The high level of traffic congestion in the region (Memorial Day - Labor Day)
- b. The amount of traffic on Highway 14 may be increasing as a result of Byway designation
- c. An increase in off-season use of the roadway may be due to Steamboat Springs ski traffic
- d. Sensitivity of Jackson County commercial traffic to any restrictions in access to Highway 14
- e. Commercial rafting traffic operations
- f. A perceived need for additional passing lanes and pull-outs
- g. Dangerous mixing of bicycles and motorized traffic on the highway
- h. The Byway Council's marketing goals
- i. Ask CDOT to schedule implementation of improvements recommended in the traffic management plan

B. Objective IIB

Develop a public access strategy that would facilitate the ability of tourists to interact more directly with a cross-section of the thread resources that compose the fabric of the Byway Regions

1. Action Plan IIB.1

Develop a list of sites capable of graphically illustrating the Byway's thread resources, emphasizing sites not in the Poudre Canyon Region, and sites not immediately adjacent to Highway 14 in the Poudre Canyon Region

- a. Sites with existing visual or physical access
- b. Sites not currently accessible, but with potential for developing visual or physical access

2. Action Plan IIB.2

Develop a profile of minimum improvements criteria (such as road and trail access, parking, signage, rest rooms and other safety and convenience improvements) a typical site would need in order to facilitate physical or visual access to thread resources

- a. Assess the sites listed in IIB.1, above, for the ability of each to support access according to the developed minimum improvements criteria
- b. Develop a prioritized list of improvements needed to existing sites, and new sites that need to be developed

- c. Ask appropriate government agencies, businesses or individuals to sponsor implementation of one or two high priority "Pilot Improvement Projects"

C. Objective IIC

Develop a Byway Courtesy Policy that would become a framework for resolving conflicts among the range of Highway 14 user groups, including tourist and recreation oriented destination visitors, tourist and recreation oriented business operators, travelers passing through to other destinations, commercial traffic only passing through, and corridor residents

1. Action Plan IIC.1

- a. Form a task force consisting of representatives from the range of user types
- b. Facilitate a consensus based task force workshop toward the purpose of developing a list of conflict resolution measures
- c. Develop a "Byway Courtesy Policy" and recommend same to the Byway Council for adoption

III. GOAL III

ENCOURAGE THE DEVELOPMENT AND MAINTENANCE OF A FRAMEWORK OF IMPROVEMENTS NEEDED TO UPGRADE INFORMATION, COMFORT AND SAFETY SERVICES FOR VISITORS, AS WELL AS RESIDENTS AND BUSINESSES RESIDING WITHIN THE CORRIDOR

A. Objective IIIA

Promote and delegate primary responsibility for information, comfort and safety issues not central to the Byway Council's mission to existing agencies already possessing jurisdiction over such issues

1. Action Plan IIIA.1

Approach the following listed agencies and request an increased level of management attention to the following issues:

- a. Colorado Highway Patrol (CHP) for highway traffic patrols and enforcement
- b. CDOT, CHP and adopt-a-highway litter control groups for regular roadside trash removal
- c. Larimer and Jackson Counties and Fort Collins for code and ordinance enforcement
- d. USFS, DOW, CHP, Jackson & Larimer County sheriffs for illegal discharge of firearms

- e. US West for emergency call boxes and cel phone coverage
- f. USFS and Colorado State Forest for camping
- g. Existing EMS teams for emergency medical services

B. Objective IIIB

Develop a Comprehensive Interpretive Program

1. Action Plan IIIB.1

Develop a Byways Brochure - printed media, the purpose of which is to attract visitors from outside of the byway's region - the brochure locates the Byway in the region, summarizes the fabric of each byway region, gives examples of its most graphic thread resources, and lists services available. The brochure should favor the attractiveness of recreational resources in the Walden and North Park, Cameron Pass, and LaPorte and Fort Collins Byway Regions over the Poudre Canyon Region, and should only emphasize resources in the Poudre Canyon Region that are not located in congested areas immediately adjacent to Highway 13

- a. Fund
- b. Create
- c. Print
- d. Distribute annually outside of the Byway's immediate area
- e. Review annually for update and reprint

Note: This Action Item is currently being implemented. For the next Brochure update, emphasis needs to be given to more fully emphasize Byway Regions other than the Poudre Canyon Region, in order to help attenuate increasing congestion in the Poudre Canyon Region and to help boost economic development in other Byway Regions.

2. Action Plan IIIB.2

Develop a Byway Tour Guide - printed media, and/or audio, the purpose of which is to summarize thread resources by Byway Region and to locate sites where resources may be accessed and services procured. The Tour Guide needs to be comprehensive in its coverage of all Byway Regions, but it should especially emphasize recreational resources in the Walden and North Park, Cameron Pass, and LaPorte and Fort Collins Byway Regions over the Poudre Canyon Region, and should only emphasize resources in the Poudre Canyon Region that are not located in congested areas immediately adjacent to Highway 13

- a. Fund
- b. Create
- c. Print (and/or record)
- d. Distribute to byway gateways and at key attractions within
- e. Review annually for update and reprint

3. Action Plan IIIB.3

Develop a system of Pathfinder Signs - essentially a modest, graphically systematic roadside sign program designed to point out the locations of the same sites where resources may be accessed and services procured that are listed in the tour guide - components to include milepost markers and wayside markers (including associated safety and convenience infrastructure - such as safe pull-outs) locating historic and scenic resources and services - would also include incorporating existing and new additional kiosks to be provided at a key location within each segment of the corridor

- a. Designate Pathfinder Sign and additional kiosk locations
- b. Design Pathfinder Signs
- c. Ask CDOT to fund, build, install, maintain and update pathfinder signs as needed
- d. Byway Council to fund, build and install additional kiosks, existing land owners to maintain

4. Action Plan IIIB.4

Develop site specific interpretive signage - purpose of which is to explain significance of thread resource sites, with an emphasis on the natural and cultural processes behind the formation of the sites. An interpretive theme should be developed specific to each Byway Region, and all sites within each segment should relate to that theme.

- a. Designate locations
- b. Develop interpretive theme appropriate to each Byway segment
- c. Design interpretive message and signage
- d. Ask existing agencies with possession of access sites to fund, construct and install

5. Action Plan IIIB.5

Develop Portal Monuments at each Byway Portal - monument locations should include: near the junction of Highway 14 and Highway 125 in Walden; the junction of Highway 14 and US 287 at Ted's Place, and the junction of Highway 14 and I-25 in Fort Collins. A fourth location might be the junction of Highway 14 and College in Fort Collins. The purpose of the monuments would be to function as symbolic landmarks marking entry to the Byway. One type of monument structure could be stone or masonry columns, say 4 or 5 ft. square at the base, tapering up to 2 or 3 ft. at the top, maybe 16 to 20 ft. above ground, with the Byway name and the columbine logo prominently displayed.

- a. Select Sites
- b. Design
- c. Fund, Build, and Maintain

6. Action Plan IIB.6

Develop Visitor Information Sites - The purpose of the Visitor Information Sites should be to function as a place for visitors to view a good map in order to become oriented and to obtain information on access to resources and safety and comfort services (including the Byway Courtesy Policy). Five Information Sites have already been completed, one on Colorado State Forest Land near Gould, one at Lions Park in Walden, one at Ted's Place, one at Picnic Rock, and another at Arrowhead Lodge. Potential for a fifth Visitor Information Site exists at the proposed Gateway Park and Museum in the Lower Cache la Poudre Canyon. It is anticipated that the Byway Council would not own or operate any visitor centers outright, but would participate with other agencies and groups in establishing, operating and maintaining these facilities. The Byway Council would also prefer to participate in the operation of existing centers rather than to promote new ones.

IV. GOAL IV

ENCOURAGE THE DEVELOPMENT AND MAINTENANCE OF MEASURES TO ENHANCE AND CONSERVE THE VARIOUS BYWAY CORRIDOR REGIONS' FABRIC OF INTRINSIC RESOURCES

A. Objective IVA

Develop a summary of the essence of the fabric of each Byway Region as it exists today

1. Action Plan IVA.1

Summarize the essence of the fabric of each Byway Region:

Note: This Action Item was completed during the development of the Corridor Management Plan - See Section II., Intrinsic Resources, of this document.

B. Objective IVB

Map the locations of the Byway's seen area and locate the jurisdictions of public agencies having stewardship responsibilities over it

1. Action Plan IIB.1

- a. Obtain base mapping of the corridor's seen area
- b. Indicate land ownership
- c. Show land marks, points of interest, existing development, etc.

Note: This Action Item was completed during the development of the Corridor Management Plan - see Exhibit "A".

C. Objective IVC

Develop a resource conservation and enhancement strategy

1. Action Plan IVC.1

- a. Update the Council's existing list of thread resources that Byway organizers provided with original Byway application

Note: This Action Item was completed during the development of the Corridor Management Plan - see Exhibit "B".

- b. Address the agencies having jurisdiction with the listed thread resources and ask their cooperation in conserving and enhancing the listed resources. Such agencies should have one or more of the following resource protection controls at their disposal:

- 1.) Zoning regulations
- 2.) Land use plan and/or regulations
- 3.) Sub-area planning districts
- 4.) Ordinances
- 5.) Master plans and management plans
- 6.) Design guidelines
- 7.) Transfer of development rights

- c. For resources located on private lands address the owner about the intrinsic resources within their control and ask formally for their cooperation in conserving and enhancing the listed resource sites. It is not anticipated that the Byway Council would approach any private interests unless resources within their control were extremely sensitive and/or significant. Some of the devices available to private interests include the following:

- 1.) Friend of the Byway status (essentially a memorandum of understanding, a sort of "gentleman's agreement", that the land owner voluntarily supports the spirit of the Byway Council's resource protection goals)
- 2.) Tax incentives
- 3.) Easements
- 4.) Design guidelines
- 5.) Purchase of development rights
- 6.) Fee simple acquisition

These devices could be administered directly by the Byway Council, or they could be administered by one or more of several land trust organizations active in this part of Colorado, including:

- 1.) Larimer Land Trust
- 2.) Larimer County Rural Development Conservation Plan
(under development)
- 3.) Poudre River Trust

V. GOAL V

MAINTAIN A SELF-SUSTAINING COUNCIL ORGANIZATION REPRESENTATIVE OF THE INTERESTS OF GOVERNMENTAL AGENCIES, BUSINESSES AND INDIVIDUALS RESIDING WITHIN THE CORRIDOR, AND TO DELEGATE THE IMPLEMENTATION OF ITS VISION TO SUCH GOVERNMENTAL AGENCIES, BUSINESSES AND INDIVIDUALS TO THE GREATEST EXTENT POSSIBLE.

A. Objective VA

Create and maintain methods for self sustaining pursuit of the organization's vision

1. Action Plan VA.1

- a. Develop an ongoing plan consisting of manageable annual schedules of action items and pilot projects
- b. Develop a two part budget capable of supporting the annual components to the ongoing plan:
 - 1.) A "Council Budget" for the purpose of funding the Council's day to day activities and obligations - to be funded primarily with monies raised by the membership
 - 2.) A "Projects Budget" for the purpose of funding action items and pilot projects - to be funded primarily with monies raised via grants, special fund raising efforts, public/private partnerships, etc.
- c. Develop a fund raising strategy adequate to support the "Council Budget" on a self sustaining basis
- d. Expand Council membership by recruiting corridor residents, business people and frequent or committed visitors
 - 1.) Develop a recruiting mailer and send to all corridor residents and businesses
 - 2.) Post notices at kiosks inviting visitors to join
 - 3.) Reward new members with newsletter mailings and a "favor" (one idea might be a distinctive sew-on patch or a pin-on replica of the Byway's logo)
 - 4.) A list of candidate new members should be developed from the following public agency sources as well as from private citizens and business people:

- a.) City of Fort Collins
- b.) Larimer County
- c.) Jackson County
- d.) Town of Walden
- e.) Arapahoe Wildlife Refuge
- f.) Bureau of Land Management
- g.) US Forest Service
- h.) State Division of Wildlife
- i.) State Division of Parks
- j.) State Land Board
- k.) Bureau of Reclamation
- l.) CDOT
- m.) Poudre River Water Commissioner
- n.) Colorado State University

B. Objective VB

Promote greater visibility of the Byway Council by developing a monthly or quarterly Byway newsletter that would publish Council proceedings, updates on Council actions and projects and general news of interest and concern to the membership

1. Action Plan IVB.1

- a. Appoint a newsletter editor
- b. Establish editorial policy and publishing schedule
- c. Develop budget for printing and mailing
- d. Find Byway business to sponsor funding of each edition and/or pursue including a news column in local newspapers

Section IV

Byway Council History

IV. Byway Council History

The idea that some portion of Colorado Highway Number 14 might be designated a Scenic Byway originated with US Forest Service personnel when the Forest Service began its own Scenic Byway program in 1988.

In 1990 Michael Lloyd, Estes-Poudre District Ranger and Donna L. Hepp, Red Feather District Ranger met with Walden Mayor Rick Wyatt and Jackson County Commissioner Tony Martin to begin Scenic Byway discussions. The 101 Mile segment of Highway 14 between Interstate 25 and Walden was nominated to become a Colorado Scenic and Historic Byway in an application dated April 16, 1991 (included in the Appendix as Exhibit "D"). The application was submitted as a joint effort between: Jackson County; Larimer County; the Estes-Poudre and Redfeather Districts of the Arapaho and Roosevelt National Forests; and the North Park District of the Routt National Forest.

Quoting from the application cover letter for the Cache la Poudre - North Park Scenic and Historic Byway, signed by Michael Lloyd and Donna L Hepp:

"Designation of the Cache la Poudre - North Park Byway as a Colorado Scenic and Historic Byway would formally recognize the unique scenic and historic significance of this spectacular area, ensure the proper management and preservation of existing scenic and historic attractions, and encourage the development and promotion of new public recreation facilities. It affords an excellent opportunity to view some of the most scenic features of Colorado for residents and tourists alike. Designation of the Cache la Poudre - North Park Byway as a Scenic and Historic Byway would greatly enhance the existing network of Scenic Byways and would promote tourism and recreation in Colorado by virtue of its proximity to Wyoming and the Denver-Metro area. The national significance of this Byway is demonstrated by the designation of the Cache la Poudre as a National Wild and Scenic River, National Recreational Trails and Wilderness Areas adjacent to the Byway and nomination of the entire Poudre Basin as a National Water Heritage Area to record the history of water development and use in the West."

The Cache la Poudre - North Park Byway was officially designated by the State of Colorado as a Scenic and Historic Byway in November of 1991.

In January of 1993 the Cache la Poudre - North Park Scenic and Historic Byway was also submitted for designation to the National Forest Scenic Byway program, and was designated by the Forest Service in July of 1993.

In April of 1993, a collection of individuals representing the U.S. Forest Service, the State Parks and Wildlife Divisions, Jackson County, North Park Chamber of Commerce, Larimer County, residents and businesses along the Byway met informally as the "Scenic Byway Working Group", to hold a "Strategic Planning Workshop". The purpose of this meeting was to begin to establish a leadership group that could effectively formulate goals, objectives and funding

mechanisms for managing issues that designation as an official State Byway was perceived to have brought forward. This began a series of informal meetings held along the Byway to discuss issues of concern.

In April of 1994, the State Byways Commission launched a program to assist all of the State's designated Byways with developing organizational structure and management plans. At about the same time the State's consultant initiated discussions with what was left of the Cache La Poudre - North Park "Scenic Byway Working Group". Soon thereafter State funding became available to each Byway for the development of a Byway Corridor Management Plan, and the Cache la Poudre - North Park Byway engaged the services of Shalkey & Team (formerly Shalkey Walker Associates) to assist in developing the Byway's first Corridor Management Plan, in August of 1995, under this program.

The surviving members of the original "Scenic Byway Working Group" (along with some new participants from the City of Fort Collins, Walden and Jackson County, businesses and residents along the Byway) first order of business was to elect officers and create a formal organization and incorporate as a non-profit in the State of Colorado. At the group's May 17, 1995 meeting the following Board Officers were elected:

President:	Tony Martin Walden Businessman and Jackson County Commissioner
Vice President:	Barb Gibbens Lower Poudre Canyon Businesswoman
Secretary:	Sue Wright Red Feather Lakes Businesswoman
Treasurer:	Jan Felker Upper Poudre Canyon Businesswoman
At Large:	Gary Kimsey Lower Poudre Canyon Resident and member of Friends of the Poudre

This is the Board which guided this Management Plan to completion, agreeing to stay on the Board and involved with the process until the plan was completed.

The Bylaws of the Cache la Poudre - North Park Scenic and Historic Byway Council is included in the Appendix as Exhibit "E".

Section V

Management Plan Implementation

V.

Management Plan Implementation

A. PROJECTS

The Byway Council has been actively involved in projects since early 1993. The Council has not waited for the Corridor Management Plan to be completed, or even begun, before implementing the following projects:

1. **Information Kiosks**
Five wooden kiosks have been designed, fabricated and installed, one on Colorado State Forest land near Gould, one at Lions Park in Walden, one at Picnic Rock, one at Ted's Place and another at Arrowhead Lodge. The Kiosks are designed to accept large panel graphics, and fold-up brochures.
2. **Gateway Park Entrance Project**
This project involves a grant request only. The Byway Council has supported the City of Fort Collins in the City's desire to improve access to a 440 acre site (the City's currently vacant Water Treatment Plant No. 1) proposed as a park and museum development.
3. **Reprint and Distribute Brochures**
These are the Byway Council's existing brochures, in need of reprinting and distribution. Reprinting and redistribution are in progress at this writing, funds are not adequate at the time of this writing for updating.
4. **1997 ISTEA Grant - Phase 1 - Corridor Management Plan**
This project is the \$40,000 budget Corridor Management Plan culminating in this document.
5. **1997 ISTEA Grant - Phase 1 - Historic Interpretive Plan/Materials**
This project consists of a \$40,000 budget project to assemble an interpretive plan and the materials needed to make the assembled information available to the public. This project is under way as of this writing and scheduled for completion in mid-1998.
6. **1997 ISTEA Grant - Phase 2**
This project was submitted for ISTEA funding but was turned away. The project consists of a Self Guided Audio Tape Tour, a Loop Tour Interpretive Plan and a Loop Tour Tourist Information Book. The Byway Council is currently seeking private funding for this project, and plans to start implementation in 1998.

B. MANAGEMENT PLAN ACTIONS

The Byway Council has established priorities and a long range schedule for all of the Action Plans outlined in the Management Plan Goals, Objectives and Action Plan Section of this document. Council's current view of priorities and schedule has been summarized in a matrix format on Exhibit "F" - Projects and Management Plan Priorities Matrix, included in the Appendix..

Section VI

Management Plan Stakeholders

VI. Management Plan Stakeholders

The original Byway designation application submitted to the State of Colorado Byways Commission was a joint effort of the following organizations, who remain involved with the Cache la Poudre - North Park Byways Council through the writing of this document:

Jackson County

Larimer County

Arapaho and Roosevelt National Forests (Estes-Poudre and Red Feather Districts)

Routt National Forest (North Park District)

Since the original designation application, the following organizations have also been active in the Council's activities in support of management planning:

Town of Walden

City of Fort Collins

State of Colorado - State Forest Service

State of Colorado - Department of Parks and Outdoor Recreation

State of Colorado - Division of Wildlife

Businesses and residents along the Byway Corridor have been actively represented during management planning by the following organizations:

Lower Poudre Canyon Association

Upper Poudre Canyon Association

Friends of the Poudre

Private Land Owners

Poudre River - Red Feather Lakes Tourism Council

North Park Chamber of Commerce

FALCONS

Four Public Meetings were held to explain the general concept of the Management Plan and to obtain the public's view of issues the Management Plan should address:

June 20, 1995 - Upper Poudre Canyon Focus Group

June 21, 1995 - North Park Focus Group

June 21, 1995 - Lower Poudre Canyon Focus Group

June 28, 1995 - Fort Collins Area Focus Group

Records of Public Meeting Comments for the four "Focus Groups" are included in the Appendix as Exhibit "G", including a letter from a Byway Corridor resident wishing to supplement his Public Meeting comments with a letter.

Also included in the Appendix, as Exhibit "H", is a "Public Issues Matrix", a summary by the consultant of all of the issues raised in the Public Meeting process, followed by a narrative summary of observations about the Public Meeting Comments - also by the consultant.

In July of 1996, a copy of the Byway Council's Draft Vision Statement, Goals, Objectives and Action Plans was mailed to every person or organization who attended a Public Meeting Focus Group, inviting public comment. A copy of this letter is included in the Appendix as Exhibit "I", including the only public comment received in return.

Appendix

EXHIBIT "A"
Byway Region Map

THREAD RESOURCES INVENTORY - PAGE 1

October 1, 1997

WALD-NP = Located in Walden and North Park Byway Region

CAMPASS = Located in Cameron Pass Byway Region

DRE = Located in Poudre Canyon Byway Region

L&FTC = Located in LaPorte and Fort Collins Byway Region

HISTORIC RESOURCES

		WALD-NP	CAMPASS	POUDRE	L&FTC
1	Cache la Poudre and North Park Toll Road				
2	Baldwin Tunnel				
3	Fort Collins				
4	Camp Collins				
5	LaPorte				
6	Ted's Place				
7	Dutch George Flats				
8	Rustic Hotel				
9	George Pingree				
10	Old Water Wheel Electric Power Generator				
11	Poudre City & Old Poudre City				
12	Chambers Lake				
13	Poudre Canyon Chapel, Library & School				
14	Profile Rock				
15	Arrowhead Lodge				
16	C.M. Bradford				
17	Keystone Hotel				
18	Home Post Office				
19	Mike & John Zimmerman				
20	Poudre Trout Rearing Ponds (Hatchery)				
21	Kinikinik Ranch				
22	Sleeping Elephant Mountain				
23	Laramie-Poudre Tunnel				
24	Barnes Meadow Reservoir				
25	Mountain Plains Irrigation Company				
26	Robert Chambers				
27	Joe Wright Reservoir				
28	Cameron Pass				
29	General R.A. Cameron				
30	The Nokhu Crag (Old Sawtooth)				
31	Wiley Overlook				
32	Wiley Lumber Camp				
33	Gould				
34	Penfold Store				
35	Civilian Conservation Corps Camp				
36	German Prisoner of War Camp				
37	Seven Utes Lodge				
38	M Bar M				
39	Walden				
40	The Railroad				

THREAD RESOURCES INVENTORY - PAGE 2

HISTORIC RESOURCES - CONTINUED

WALD-NP CAMPASS POUFRE L&FTC

41	Floods				
	Lumber Industry				
43	Michigan Ditch				
44	Water Treatment Plant				
45	Spencer Heights				
46	Paving the Road				
47	Colorado State Forest				
48	Beaver Trapping				
49	Gold Panning				
50	Mining				
51	Forest Fires				
52	Indian Tribes				
53	Sugar Beets				
54	Ranching				
55	Irrigation Water Use				
56	Mountain Park				
57	Eggers				
58	Dadd's Gulch				
59	Pingree Hill				
60	Manhattan Gold Town Site				
61	Walden Museum				
62	Ansel Watrous Campground				
63	Young Campground				
64	Fort Collins Water Plant #1				
65	Bureau of Reclamation Water Works				
	U Bar U				
	Gypsy Terrace				
68	Gateway Park and Museum				
69	Poudre Park				
70	Grey Rock				
71	Yauger Homestead				
72	Mishawaka				
73	Highway Development Through Big Narrows				
74	Picnic Rock				
75	Hewlett Gulch				
76	Pine Vu Lodge				
77	Railway Cut near Gypsy Terrace				

CULTURAL RESOURCES

78	Artifacts				
79	Arrowheads				
80	Hide Scrapers				
81	Mining Prospect Holes				
82	Mining Cabin Remnants				
83	Old Poudre City				
84	Laramie-Poudre Tunnel				

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THREAD RESOURCES INVENTORY - PAGE 3

SCENIC RESOURCES

		WALD-NP	CAMPASS	POUDRE	L&FTC
85	Mountain Shoulders				
	Mature Forest Stands				
87	Rolling Forest				
88	Aspen Lands				
89	Willow and Native Tall Grass Stream Bottoms				
90	Sagebrush Covered Rolling Bottom Lands				
91	Rugged Peaks				
92	Snowcapped Peaks				
93	Deep Snow Banks				
94	Wild and Scenic River Reach				
95	Falls				
96	Meanders				
97	Stream Boils over Boulder Strewn Beds				
98	Trout Laden Ponds				
99	Home Moraine Geological Site				
100	Arrowhead Lodge				
101	Clarks Peak				
102	North Park Hay Fields				

RECREATIONAL RESOURCES

103	Camping				
104	Fishing				
105	Hiking				
106	Picnicking				
107	Horseback Riding				
108	Wildlife Observation				
109	Bird Watching				
110	Driving for Pleasure				
111	Photography				
112	Winter Sports				
113	Kayaking				
114	Rafting				
115	Cross-Country Skiing				
116	Fly Fishing				
117	Four Wheel Driving				
118	Motorized Recreation				
119	All Terrain Vehicles				
120	Mountain Bicycling				
121	National Recreation Trails				
122	Trails				
123	Interpretive Trails				
124	Poudre River White Water				
125	Overnighting at State Forest Cabins				

THREAD RESOURCES INVENTORY - PAGE 4

RECREATIONAL RESOURCES - CONTINUED

		WALD-NP	CAMPASS	POUDRE	L&FTC
125	Snow Mobiling				
	Campgrounds				
128	Picnic Grounds				
129	Yurt System				
130	Private Resorts				
131	Hunting				
132	Trapping				
133	Ice Fishing				
134	Rock and Mountain Climbing				
135	Boating				

NATURAL RESOURCES

Geologic

136	Layered Sedimentary Rock (above Ted's Place)				
137	Flatlands (Region around Fort Collins)				
138	Millions of Years of Freeze/Thaw Cycles				
139	Profile rock				
140	Home Morain Geological Site				
141	Chambers Lake				
142	Gravel Deposits				
143	Relative Age of Canyon/River				
144	Erodability of Canyon				
145	Geomorphology of North Park				

NATURAL RESOURCES

Native

	Grasses				
147	Forbs				
148	Mountain Mahogany				
149	Sagebrush				
150	Bitter Brush				
151	Ponderosa Pine				
152	Lodgepole Pine				
153	Cottonwoods				
154	Aspen				
155	Rocky Mountain Juniper				
156	Douglas Fir				
157	Spruce				
158	Lillies				
159	Buttercups				
160	Roses				
161	Colorado Blue Columbine				
162	Plains Cactus				
163	Rocky Mountain Iris				
164	Harebell				
165	Fireweed				
166	Larkspur				
167	Miner's Candle				

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THREAD RESOURCES INVENTORY - PAGE 5

NATURAL RESOURCES

Vegetative - continued

		WALD-NP	CAMPASS	POUDRE	L&FTC
	Black-Eyed Susan				
169	Anemone				
170	Primrose				
171	Wild Geranium				
172	Lupine				
173	Shooting Star				
174	Mullen				
175	Yucca				
176	Timothy Grass				

NATURAL RESOURCES

Fish and Wildlife

177	Bighorn Sheep				
178	Mule Deer				
179	Elk				
180	Peregrine Falcon				
181	Osprey				
182	Rainbow, Brown & Brook Trout				
183	Eleven Non-Game Fish Species				
184	Native Greenback Cutthroat Trout				
185	Broad Tailed and Rufous Hummingbirds				
186	Stellar's Jay				
187	Mountain Chickadee				
188	Magpie				
	Mountain Bluebird				
	Flycatcher				
191	Bullock's Oriole				
192	Tanager				
193	Grosbeak				
194	Cassin's Finch				
195	Sparrow				
196	Woodpecker				
197	Clark's Nutcracker				
198	Black Bear				
199	Mountain Lion				
200	Rattle Snake				
201	Great Horned Owl				
202	Porcupine				
203	Mountain Goat				
204	Moose				
205	White Tailed Deer				
206	Pronghorn Antelope				
207	Beaver				
208	Muskrat				
209	Richardson Ground Squirrel				
210	Least Chipmunk				
211	Pine Squirrel				
212	Swainson's Hawk				

THREAD RESOURCES INVENTORY - PAGE 6

NATURAL RESOURCES

Fish and Wildlife - continued

		WALD-NP	CAMPASS	POUDRE	L&FTC
	Great Blue Heron				
214	Bobcat				
215	Raccoon				
216	Prairie Dog				
217	Golden Mantle Ground Squirrel				
218	Ferret				
219	Sandhill Crane				
220	Pelican				
221	Garter Snake				
222	Striped Chorus Frog				
223	Western Toad				
224	Badger				
225	Long Tailed Weasel				
226	Sage Thrasher				
227	American Kestrel				
228	Sage Grouse				
229	Coyote				
230	Common Waterfowl				
231	American Crow				
232	Raven				
233	Marmot				
234	Red Fox				

EXHIBIT "B"
Byway Corridor Map

EXHIBIT "C"

Byway Marketing Study

This Byway Marketing Study was completed by John Sem, Tourism Specialist for the University of Colorado at Denver's Western Entrepreneurial Network as a sub-contractor to Shalkey & Team, Inc. during the summer of 1996. Some portions of Mr. Sem's report were viewed by the Byway Council to be overly controversial, so all of Sem's recommendations have not been included in the Council's Management Plan. Sem's report has been included herein, unedited in its entirety, by the Consultant, so that the portions of the Study acceptable to the Council and included in the Corridor Management Plan can be reviewed in the context of all of Mr. Sem's recommendations, and so that future Byway Council's may have access to Sem's entire study for their consideration at that time.

- NORTH PARK

Cache la Poudre Scenic and Historic Byway Marketing Statement

I. The Purpose of the Marketing Statement

The Cache la Poudre Scenic and Historic Byway is a recreational and natural resource important to north central Colorado and the entire state. This Poudre Canyon Region of the Byway is also a national treasure. The "Wild and Scenic River" designation indicates this region's importance to the area and the nation. The purpose of this marketing statement is to discuss ways to use tourism marketing as one of many strategies to manage and direct recreational and tourism use along the Byway.

II. Tourism Opportunities and Constraints

Managing tourism along the Poudre Canyon Region will be complex and difficult. The Poudre Canyon Region is a recreational playground for Fort Collins and neighboring Front Range communities. Rapid growth in these populated will continue to place growing pressure on the recreational resources of the Poudre Canyon Region. Demand for such recreational resources is not expected to decrease in the foreseeable future.

Recreationalists from nearby communities use the Poudre Canyon Region, especially the lower sections, for day use and weekend use. Most of these visitors bring their necessary supplies with them and do not make major purchases at businesses on or near the Byway. Although a few Poudre Canyon Region businesses have a large Fort Collins clientele, most of the others seem to be offering their services primarily to the tourist.

The designation of this portion of the Cache la Poudre as a "Wild and Scenic River", national marketing by the Colorado Scenic and Historic Byways Commission, and the nearby location of highly publicized and popular Rocky Mountain National Park are three influencing factors which will continue to make the Poudre Canyon Region attractive to visitors.

A. Opportunities for Managing Tourism:

1. Improved infrastructure and elimination of some of the informal gravel pull-offs along the Byway route would improve safety and begin a slight limiting of use along the river.
2. The USFS controls key recreational infrastructure along the river such as permits for river rafting and for camp sites along the way. As demand and safety issues grow, the local community can encourage the USFS to begin reducing rafting permits and campsites along the river.

3. Local businesses can join cooperatively to target markets for their services, improving business without dramatic impacts to the Byway resources.
4. There are substantial public resources (Roosevelt National Forest, Rocky Mountain National Park, Arapaho National Wildlife Refuge, and Colorado Trust Lands) nearby or adjacent to the Cache la Poudre Byway; marketing and promotional efforts could help move uses away from the Cache la Poudre to other less utilized resources.
5. Large sections of public land ownership along the Cache la Poudre allows the Cache la Poudre Byway Committee an opportunity to exert a major influence over management of Byway resources.

B. Constraints to Managing Tourism:

1. The narrow road and river canyon limits roadway shoulders, parking and other infrastructure needed to protect the safety of the public.
2. The growth rate of Fort Collins and the Front Range will continue feeding the ever increasing demand for recreational resources along the Cache la Poudre.
3. Recreationalists from the Front Range will make most of their purchases in their own localities, limiting the business opportunities along the Byway.
4. The business community along the Byway is small and has limited capacity to handle big increases in use. They may need to narrowly target visitor audiences to maintain profitability without much additional stress on the scenic and recreational resources of the Byway.
5. The "Wild and Scenic River" and "Scenic and Historic Byway" designations will result in other organizations and groups promoting the area as a recreational and tourism attraction.

III. Inventory of Businesses and Promotional Resources

Existing tourism businesses, availability of recreational resources and services, and promotional messages all add to the use of recreational and tourism resources along the Cache la Poudre River. Following is a short inventory of the resources along the Cache la Poudre Scenic Byway:

A. Businesses:

A total of 18 businesses serve the recreationalist and tourist along the Byway. This count began at "Ted's Place," a kiosk and picnic area adjacent to a full service gasoline station outside Ft. Collins city limits, and ended at the Walden town limits. Considering the extensive use of the area, the number of businesses is quite low. Most recreationalists probably purchase most of their goods within

their localities and not from businesses along the Byway route. The business services along the Byway route include:

- 13 - Accommodation businesses including two bed and breakfasts
- 5 - Restaurants and cafes
- 3 - Gasoline stations
- 7 - Retail stores (groceries, supplies, and gift shops)
- 2 - Outfitters
- 4 - Liquor outlets (off-premise, on-premise)
- 3 - Live music entertainment
- 1 - Wildlife museum

There are several businesses in Fort Collins that provide business services to tourists and recreationalists. Because of the size of this metropolitan area, an inventory was not conducted within the municipality. However, there are five rafting companies that provide guided river trips along the Cache la Poudre River. These businesses generate substantial use along the Byway.

C. Visitor/Recreational Resources:

There is a substantial acreage of publicly owned land along the Poudre Canyon Region, providing a wide range of tourism and recreational experiences. Details of these resources are listed in other sections of this Byway corridor management plan. These resources include:

- Roosevelt National Forest
- State Trust Lands
- Rocky Mountain National Park
- Arapaho National Wildlife Refuge
- Routt National Forest
- Bureau of Land Management lands

D. Visitor and Recreational Facilities:

A plentiful supply of visitor or recreational facilities are located on the Byway, most frequently in the river canyon:

- 12 - U.S. Forest Service campgrounds
- 10 - Picnic areas
- 9 - Trailheads
- 12 - River or other water access improvements (in addition to those at campgrounds', etc.)
- 11 - Restrooms (waterless included)
- 5 - Private sector campgrounds

D. Information Centers:

- Arrowhead Lodge on the Cache la Poudre Byway, along with three unmanned kiosk information displays elsewhere on the Byway
- USFS Visitor Information Center, Ft. Collins
- Colorado State Forest State Park, Walden
- Colorado State Forest Visitor Center (under construction), west of the pass
- Colorado Division of Wildlife, Ft Collins
- North Park Chamber of Commerce, Walden
- Fort Collins Convention and Visitors Center (CVC), Ft Collins
- Colorado State Parks, Ft Collins
- Arapaho National Wildlife Refuge, Walden
- USFS North Park Ranger District Office, Walden
- North Park Tourism Information Center, Walden
- Poudre River Trout Rearing Unit (Division of Wildlife)

E. Promotional Materials:

There are several promotional brochures available to promote the Byway Corridor. This list does not include maps and other materials used to inform individuals of area recreational resources. Key brochures include:

- Cache la Poudre/North Park Scenic and Historic Byway Brochure
- Watching Wildlife in North Park (Division of Wildlife)
- North Park Watchable Wildlife (Division of Wildlife)
- Cache la Poudre— A Wild & Scenic River (Rocky Mountain Nature Association and USFS)
- North Park, Colorado— Recreation for all Seasons (North Park Chamber)
- Fort Collins— Scenic Circles (two Ft. Collins CVB brochure)
- Wild & Scenic Poudre River & Red Feather Lakes (two Poudre River/Red Feather Lakes Tourism Council brochure)
- State Trust Lands 96/97 (Division of Wildlife)
- Fort Collins Visitors Guide '96 (Ft Collins CVB)
- The Colorado State Park Moose Brochure-(Watchable Wildlife)
- U.S. Forest Service Mountain Bike Map

Several individual businesses also use the Cache la Poudre resources and images to promote their businesses.

F. Outside Groups Promoting the Cache la Poudre Byway:

There are other organizations and groups marketing the Byway. While the Cache la Poudre Byway Council has little impact on the development and distribution of these marketing materials, it can begin to develop alternative informational messages. These messages can:

- Discourage use during peak recreational times
- Encourage use during off-seasons
- Promote conservation and protection
- Identify alternative recreational and scenic sites near the Byway
- Convey the existing crowding and high usage to discourage use
- Provide positive images that narrowly target small market segments to assist existing businesses.

Organizations other than the Byway Council will continue developing marketing and promotional materials. However, from time-to-time, the Byway Council can help shape promotional messages presented in these materials. It will take active committee diligence and participation to shape and guide these outside promotional messages.

Examples of outside promotional materials are:

- The Colorado Scenic and Historic Byways Brochure
- The Colorado Scenic and Historic Byways Internet site ([HTTP://www.Coloradobyways.org/byways](http://www.Coloradobyways.org/byways))
- Other Colorado Scenic and Historic Byways Commission marketing efforts
- Colorado Tourism Internet site ([HTTP://www.colorado.com](http://www.colorado.com))
- USFS literature on "Wild and Scenic Rivers" in the US
- National guidebooks, map books on scenic byways
- Channel 9—Denver videos on Colorado scenic byways, and television travel shows (e.g., "Colorado Minute")
- Total Petroleum and *Denver Post* "Colorado Scenic and Historic Byway" booklet
- State of Colorado Highway Map (Colorado Department of Transportation)

IV. **Recommended Byway Marketing Goals**

The following Byway marketing goals reflect the complex nature of balancing the economic vitality of the area with long-range recreational resource management. The Cache la Poudre Byway Council should manage the use along the Byway while maintaining the viability and profitability of local businesses. Specifically, the Byway Committee should adopt three main goals; to:

- ***Reduce the rate of peak-season recreational use on the lower Poudre Canyon Region.***
- ***Maintain the vitality of existing businesses along the Byway.***
- ***Encourage more extensive use of other under-utilized public lands adjacent to the Cache la Poudre River.***
- ***Maintain the economic vitality of Walden and North Park***

A. Target Markets & Seasonal Marketing Efforts:

The Byway Council should be interested in a more focused approach to promotion in order to implement its marketing goals. The following identified target and seasonal markets will help implement these goals by beginning to pro-actively manage recreational and tourism usage.

1. Target Markets:

- a. Out-of-state byway visitors: Local tourism and recreational businesses should aim their promotional efforts at out-of-state byway visitors. According to a recent byway visitors profile, these people are older, more educated, and drive for pleasure. This market segment are the individuals who frequent, and spend money at, local businesses.
- b. Winter recreationalists: The Byway and surrounding public lands have the capacity to handle additional winter recreational businesses. There is only limited promotional information marketing back country ski trails, snowmobile trails, and snowshoeing trails. The area could also encourage winter wildlife viewing and photography.

2. Seasonal Markets:

The Byway Council should begin to focus marketing efforts to encourage additional use during the off-season. The priority markets will include late fall, winter, and spring. These efforts should be aimed at winter sports (cross-country skiing, snowmobiling, snowshoeing, and wildlife viewing) and mid-week fall markets. These markets can help extend the season for local tourism and recreational businesses. Promotional materials used during the summer months should be used to direct recreational usage to under-utilized areas off the main river corridor. Promotional efforts should also inform potential visitors of the crowded conditions during the summer.

V. Byway Marketing Strategies

The Byway Council has no formal marketing budget other than occasional grants to develop promotional materials. However, they could have substantial influence over other public organization's marketing efforts. The majority of marketing efforts should be aimed at assisting other organizations to adjust their promotional messages to be consistent with the Byway Corridor Management Plan. The promotional strategies in this marketing statement are designed for a byway group that expects to receive only limited funds for byway promotional efforts. If more generous marketing funds were to become available, a more detailed and extensive marketing and promotional plan should be

developed. The following are key strategies to help reach the Cache la Poudre Byway marketing goals.

A. Demarketing and Redirection of Recreational Use:

1. The USFS should be encouraged to discontinue use of its Cache la Poudre Byway Brochure. As a substitution, they should develop a brochure that directs and encourages use of recreational resources off the Byway. This brochure would only list the under-utilized resources on the forest lands. The 1997 ISTEA proposal for "loop tours" off the byway is an excellent idea and would be a good method to help fund this effort.
2. The Byway Council should work closely with the Colorado Scenic and Historic Byway Commission to craft a marketing message to be used on existing and future statewide byway promotional materials. The message should inform potential visitors about the heavy use of the Byway in the summer and the lighter, less crowded conditions typical to the off-season. The State Commission, which often develops new marketing materials, could be asked to use this new promotional message strategy whenever addressing the Cache la Poudre Byway.
3. The Council should meet with other organizations such as the Fort Collins Convention and Visitors Bureau to request that they adjust their promotional messages to help implement Byway marketing goals.

B. Coordination of Marketing and Promotional Efforts:

1. The Byway Council should hold an annual promotional coordination meeting with both public and private organizations and businesses to coordinate promotional efforts and develop agreement on future promotional directions. There are too many groups involved in distributing public information and developing new promotional materials to maintain the status quo.
2. Letters should be sent (followed by personal contacts) to all organizations and businesses informing them of this marketing statement and the intention of the Byway Council to manage use along the Byway in order to protect the intrinsic qualities of the area.
3. The Byway Council should meet with representatives of private businesses along the Byway to focus promotional efforts to high-potential markets that utilize local tourism business services. This targeted effort should be aimed at out-of-state byway visitors and more distant Colorado urban market visitors that would come for overnight stays.

C. Marketing the Off-Seasons:

1. An inventory should be made of all existing trail systems that serve the winter recreational market. This inventory would be used to develop new winter promotional materials for the Cache la Poudre Byway.

2. The Byway Council should organize a public relations program with private businesses along the Byway. The public relations program should consist of the following activities:
 - a. A volunteer or volunteers would be selected to call travel writers from Front Range newspapers and winter sports magazines.
 - b. Each volunteer should commit to contacting three travel writers during 1997. Each volunteer should contact these writers three times each year.
 - c. A press kit documenting winter recreational resources and businesses should be developed so it can be distributed to newspapers and magazines contacted by the volunteers.
 - d. A marketing committee should be formed to coordinate the public relations program for the Byway and coordinate marketing along the Byway.
3. The Byway Council should develop a winter recreational brochure. This would provide basic information on the winter recreational resources along the Cache la Poudre River. The funding request for the loop tours project could be amended to use winter sports as the justification for loop tours.
4. The federal agencies should be encouraged to readjust their promotional materials to develop a brochure to promote the low-use, off-site locations along the Byway. Heavily used sites and attractions should be left off this brochure.
5. Walden has the capacity to handle additional visitor usage. The Byway Council should work with the North Park Chamber of Commerce to continue to promote the north end of the Cache la Poudre Byway. This could include summer and winter promotional materials and public relations programs to encourage more visitation to this segment of the Byway.

D. Walden/North Park Promotional Strategy:

While marketing and promotional efforts within the Cameron Pass, Poudre Canyon and LaPorte and Fort Collins Regions of the Byway should be focused primarily on redirecting or decreasing visitation, promotional efforts in the Walden and North Park Region should be focused on increased visitation in order to maintain and expand economic development in this region. Key promotional strategies should include:

1. Advertising
 - a. Cache la Poudre brochures and other promotional materials developed by the land management agencies of the area should prominently highlight Walden in the promotional materials.

- Walden should be the (west or north) end destination for byway visitors.
 - b. Walden should prepare a new promotional byway brochure highlighting the key recreational resources of the area.
 - c. A simple rack card promoting area motels, campgrounds, and B & B's should be prepared to help visitors find accommodations.
 - d. Walden should add an internet component to the Colorado Scenic and Historic Byway Commission internet page. This could be accomplished for a low cost yet maintain a high quality internet presence.
 - e. Walden/North Park should prepare a series of one-page flyers to promote ski trails, hiking trails, snowmobile trails, and other specific recreational market segments.
2. Public Relations:
- a. The North Park Chamber of Commerce should organize a public relations program. Part of the program should be to develop contract with travel writers from various newspapers and magazines in the tourism market areas. The goal should be to identify up to 10 contacts. Each contact should be called three to four times a year (examples: Denver Post, Rocky Mountain News, AARP, etc.).
 - b. Walden/North Park should conduct one familiarization tour of local resources each year.
 - c. Walden tourism representatives should meet with representatives from the visitor centers in the area to familiarize them with the recreational resources of Walden and North Park.

VI. Evaluation

The rapid growth of Colorado and the Front Range communities will continue placing pressure on the Cache la Poudre Byway Corridor. Most of this pressure comes during the summer months, especially during the weekends. The late fall, winter, and spring seasons, on the other hand, are slow. Focused promotional efforts could help attract more visitors in these slow seasons.

The Byway Council should consider conducting an annual evaluation to monitor the status of recreational and tourism usage. Based upon such an annual evaluation, the Byway Council would be able to recommend changes to on-going promotional efforts by their own and other organizations. Some promotional messages work better than others (how would you know if you didn't check) and not all organizations will implement the recommendations of the Byway Council. On-going monitoring is a major ingredient in managing the effectiveness of any Marketing Strategy.

EXHIBIT "D"

Original Application for Designation

United States
Department of
Agriculture

Forest
Service

Arapaho and Roosevelt
National Forests

Redfeather RD
210 East Olive Street
Fort Collins, CO 80524
(303) 498-1375

Reply to: 2300/7700

Date: April 16, 1991

Colorado Scenic and Historic Byways Commission
C/O Sally Pearce
Colorado Department of Highways
4201 East Arkansas, Room 284
Denver, Colorado 80222

Dear Commission Members:

The outstanding scenic drive along State Highway 14 from Ft. Collins to Walden is Colorado at its best. We have enclosed a nomination for the Cache La Poudre - North Park Scenic and Historic Byway. This 101-mile route travels from the plains and foothills to the magnificent Cache la Poudre River Canyon, over Cameron Pass into the expanse of North Park. Many believe that this drive merits state scenic and historic byway designation. We hope you agree.

Designation of the Cache la Poudre - North Park Byway as a Colorado Scenic and Historic Byway has been discussed by local government, community groups and businesses and state and federal agencies for some time. To demonstrate the widespread support for the Cache la Poudre - North Park Byway, letters of support are included in the nomination package.

Designation of the Cache la Poudre-North Park Byway as a Colorado Scenic and Historic Byway would formally recognize the unique scenic and historic significance of this spectacular area, ensure the proper management and preservation of existing scenic and historic attractions, and encourage the development and promotion of new public recreation facilities. It affords an excellent opportunity to view some of the most scenic features of Colorado for residents and tourists alike. Designation of the Cache la Poudre-North Park Byway as a Scenic and Historic Byway would greatly enhance the existing network of Scenic Byways and would promote tourism and recreation in Colorado by virtue of its proximity to Wyoming and the Denver-Metro area. The national significance of this Byway is demonstrated by the designation of the Cache la Poudre as a National Wild and Scenic River, National Recreational Trails and Wilderness Areas adjacent to the Byway and nomination of the entire Poudre Basin as a National Water Heritage Area to record the history of water development and use in the West. Clearly, these characteristics echo the importance of the Cache la Poudre-North Park Byway to the State of Colorado and the nation.

Michael D Lloyd

MICHAEL LLOYD
Estes-Poudre District Ranger

Donna L. Hepp

DONNA L. HEPP
Redfeather District Ranger

**A PROPOSAL FOR THE DESIGNATION OF
CACHE LA POUFRE -NORTH PARK PORTION OF COLORADO HIGHWAY 14**

AS

A COLORADO SCENIC AND HISTORIC BYWAY

a joint effort by:

**JACKSON COUNTY
LARIMER COUNTY**

**ESTES POUFRE AND REDFEATHER DISTRICTS OF THE ARAPAHO AND ROOSEVELT NATIONAL
FORESTS
NORTH PARK DISTRICT OF THE ROUTT NATIONAL FOREST**

**PREPARED BY: KAREN S. LLOYD
FOREST SERVICE VOLUNTEER
ESTES-POUDRE RANGER DISTRICT**

STATEMENT OF SIGNIFICANCE

The Scenic Cache la Poudre-North Park Byway, otherwise known as Colorado Highway 14, provides an exceptionally scenic drive between the historic towns of Fort Collins on the east and Walden on the west. The 101-mile road meanders through plains and hogbacks, into the magnificent Poudre Canyon, over Cameron Pass and into North Park to Walden. Visions of people and events of the past breathe drama into a stage set by scenery along the Byway—an area that loomed large in the lives of Indians, trappers, explorers, emigrants, miners, settlers, soldiers, stage-travelers, cowboys, outlaws, farmers—in short, the whole pageant of the conquest of the Great West. The Cache la Poudre River, Colorado's first National Wild and Scenic River, winds up the canyon for two-thirds the length of the Canyon Byway.

A few of the exceptional highlights encountered along the Byway from Fort Collins to Walden are: Fort Collins historic features and recreation trails associated with the Cache la Poudre River; LaPorte, one of the first white settlements in Colorado; Ted's Place, where the road diverges and heads up Poudre Canyon; Baldwin Tunnel; Dutch George Flats, at the junction of Elkhorn Creek with the Poudre; the historic towns of Rustic and Poudre City; Profile Rock, a unique geological site; Arrowhead Lodge; Keystone Hotel, the first fancy resort in the canyon; Poudre Trout Rearing Ponds; Kinikinik Ranch; Sleeping Elephant Mountain; the Laramie-Poudre Tunnel; Barnes Meadow Reservoir; Chambers Lake; Joe Wright Reservoir, Cameron Pass, the Nokhu Crag; the Wiley overlook; Gould, once the site of a 35-man Civilian Conservation Corps Camp and a World War II German Prisoner of War Camp; and the Seven Utes Lodge, a source of moonshine whiskey during the prohibition years; the sweeping views and ranching in North Park, and the historic community of Walden. The Byway is flanked by beautiful scenery, bountiful wildlife, including Rocky Mountain bighorn sheep, deer, and elk; fabulous fishing, campgrounds and comfortable resorts.

Designation of the Cache la Poudre-North Park Byway as a Colorado Scenic and Historic Byway would formally recognize the unique scenic and historic significance of this spectacular area, ensure the proper management and protection of existing scenic and historic attractions, and encourage the development and promotion of new public recreation facilities. It affords an excellent opportunity to view some of the most scenic features of Colorado for residents and tourists alike. Designation of the Cache la Poudre-North Park Byway as a Scenic and Historic Byway would greatly enhance the existing network of Scenic Byways and would promote tourism and recreation in Colorado by virtue of its proximity to Wyoming and the Denver-Metro area. The national significance of this Byway is demonstrated by the designation of the Cache la Poudre as a National Wild and Scenic River, National Recreational Trails and Wilderness Areas adjacent to the Byway and nomination of the entire Poudre Basin as a National Water Heritage Area to record the history of water development and use in the West. Clearly, these characteristics echo the importance of the Cache la Poudre-North Park Byway to the State of Colorado and the nation.

DESCRIPTION

The Cache la Poudre-North Park Byway (Colorado Highway 14) is 101 miles long, connecting Fort Collins at I-25 in Larimer County and Walden at Route 125 in Jackson County. Colorado Highway 14 skirts Fort Collins, an attractive, fast-growing university town, where the Byway first crosses the Cache la Poudre River. After meandering another 4 miles, the Byway passes the rural village of LaPorte, the oldest settlement in the valley. Four miles beyond LaPorte, Colorado 14 turns west at Ted's Place and heads straight for the mouth of Poudre Canyon from which inviting gravel roads and rougher dirt lanes lead off in various directions. After winding up the canyon for two-thirds of the length of the Cache la Poudre River, the highway diverges southwest to head for Cameron Pass, which surmounts a lesser divide into North Park, one of Colorado's extensive mountain valleys, and then westerly to Walden. It passes through both the Roosevelt and the Routt National Forests, Colorado State Forest land and private land. The entire route is paved and is maintained on a year-round basis by the Colorado Highway Department and is suitable for passenger vehicle travel throughout the year.

NOMINATION CRITERIA

Unique Historic Features:

Cache la Poudre-North Park Byway: In May 1879, the Cache la Poudre and North Park Toll Road Company began a rough road from Rustic to Cameron Pass and North Park. It was open for travel to Chambers Lake by 1880. Discovery of silver at Teller and Lulu Cities on the Western Slope in 1881 led to an extension of the toll road to service these mining communities. In 1882, S.B. Stewart started a stage line with mail service between Teller City and Fort Collins. The Poudre Valley Good Roads Association fought valiantly to promote a needed highway up the canyon. Partly as a result of their efforts, the county commissioners began the ambitious project in 1912. To reduce expenses, they resorted to convict labor crews. It was no chain gang operation, however. The prisoners welcomed useful work in the out-of-doors on an honor system that worked so well that the only gun in camp was a .22 "varmint" rifle! In the winter of 1912-13, the crew worked the first few miles over Water Works Hill. The next few years were spent feuding over priorities in road construction and when the dust settled, the crews returned and blasted the short Baldwin Tunnel through the granite wall of the Little Narrows in 1916. It took three more years to blast a way along the more formidable Big Narrows. Then in October of 1920, a parade of autos carried some picnickers to Rustic to celebrate the completion of the road to that point. The entire road was formally opened in September of 1926 to mark the link completion between Fort Collins and Walden.

Fort Collins: On July 21, 1862, Captain Allen and his Company B, 9th Kansas Cavalry left Fort Laramie to escort Joseph Slade's stage line south and remain to guard the eastern portion of the Cherokee Trail. On or about July 22nd, they reached LaPorte and set up Camp Collins, named for the exceptionally able Lt. Col. William O. Collins, who won the respect and esteem of all who served under him. Except for a brief flurry of excitement near Fort Halleck, the Indians left the stage line so unmolested for the first year, that Camp Collins half slumbered. On the night of June 9th, 1864, a wave of water came roaring down Poudre Canyon and flooded the valley from bluff to bluff with a torrent that carried everything not firmly attached with it. Recognizing not only the danger of another flood, but also the inconvenience of operating a cavalry post in the backyard of a village, Col. Collins ordered on August 20, 1864, a move to a new location. With the aid of settlers he chose an unclaimed area on the south bank of the Poudre four miles down stream. In October of 1864, the two-company garrison moved into the new post, promptly promoting it to Fort Collins. Today, Fort Collins is the fourth fastest growing city of its class in the United States and home to Colorado State University, a fully diversified school with an enrollment of over 17,000.

LaPorte: In 1858 when gold was discovered near modern Denver, Antoine Janis left Ft. Laramie, became a guide and brought down a party of his trader friends from the North Platte to his favorite haunt on the Cache La Poudre and remained there over the winter. By spring enough of them had assembled to give the settlement a name—Colona. The carefree inhabitants of Colona were more absent than present and in August of 1860 a census taker found a high number of vacant cabins. In late 1860, a few railroad speculators began filtering in and soon reorganized Colona into the LaPorte Townsite Company, the new name, appropriately enough, signifying "the gate" in French. In 1862, LaPorte was made headquarters of the Mountain division of the Overland Stage Company. Today, LaPorte is a small, quiet agricultural community.

Ted's Place: Known as the gateway to Poudre Canyon, Ted's Place, a gasoline station, cafe, and general store, opened for business on May 25, 1922. A two-story, Swiss-styled landmark, Ted's Place was started when Ted Herring, a former state senator and representative from Larimer County, spotted a grassy field at the intersection of what was then two dusty roads—one leading north to Wyoming and one leading west to the Rockies. In fall of 1989 it was sold to Conoco and demolished.

Baldwin Tunnel: Until 1916 the road up the Poudre Canyon ended at Thompson's Mishawaka. Travel into the upper canyon had to be over the North Park Stage Line road from Fort Collins to Livermore, then west and down Pingree Hill to Rustic. From there the road went on up the Poudre and over Cameron Pass to Walden. The tunnel was holed through in the fall of 1916 and the road progressed on up the canyon to the Big Narrows.

Dutch George Flats: At the junction of Elkhorn Creek with the Poudre, this area was once inhabited by an old trapper-hunter named Dutch George. He protected his hunting preserve, Elkhorn Creek Canyon, with a passion. Legend says that Dutch George met his "maker" when his own loaded rifle fell down and shot him as he skinned out a slain bear. Some fruit trees still mark his cabin site near the creek.

Rustic: At the foot of Pingree Hill, named for George Pingree, a hunter and trapper, is the old Rustic Hotel site. Built in 1881 by S.B. Stewart, the Rustic Hotel was part of his homestead ranch. Remnants of the Old Water Wheel electric power generator remain down by the river.

Poudre City: With a general store, hotel and saloon, this little town of fifty citizens was hardly two years old when, on June 10, 1891, Chambers Lake dam burst upstream, flooding and destroying the community. Today, the only remnant of Poudre City is a chimney, part of a gold-reducing stamp mill built by John Zimmerman, which may be reached by using the trail head at the Poudre Canyon Chapel.

Profile Rock: A geological site, Profile Rock is known to old-timers as the "Old Man's Face". The likeness of a head is due to the different weathering characteristics of pegmatite and metamorphic rocks. The pegmatite weathers into crude rounded knobs, making the upper part of the head, while the metamorphic rocks weather into blocks with sharp corners making up the nose and chin. This well recognized site in the canyon has been photographed by many a visitor and inspired the local newspaper namesake "Poudre Profile".

Arrowhead Lodge: Built by C.M. Brafford in 1940, the Arrowhead Lodge offered vacationers who could not afford to go a long distance from home the opportunity to vacation at a local resort. The primitive cabins of the Arrowhead Lodge filled the vacationer's dream of recapturing a sense of their pioneer heritage and the west's wildness. In the early 1980's a new trend was taking hold in the tourist ideology and the costs of upgrading the facility would have been prohibitive. In 1984 the U.S. Forest Service acquired the Arrowhead Lodge as part of a land exchange and today a local group maintains the lodge as a visitor information center. It is currently being nominated to the National Historic Register.

Keystone Hotel: At mile marker 36.8 in Poudre Canyon is the site of the old Keystone Hotel and Home Post Office. The plush Keystone Hotel, built in 1896 by Mike and John Zimmerman and John's daughters Agnes and Edith, was the first fancy resort in the Poudre Canyon. The ranch was sold to the Colorado Game and Fish Department after World War II, and unfortunately was torn down. Sadly, there are no remnants.

Poudre Trout Rearing Ponds: One of a number of trout production farms operated by the Colorado Division of Wildlife, designed to maintain the fame of Colorado fishing. The public is invited to visit the ponds and view the fish during posted visiting hours.

Kinikinik Ranch: This historic ranch was first settled by an Englishman named Blackmer and was then the only ranch above Zimmerman's in the canyon. A log blacksmith shop built in 1867 still stands and reportedly is the oldest remaining building in the canyon. Today, this ranch is private property.

Sleeping Elephant Mountain: This cliff-studded mountain resembles an elephant sleeping on its side. Scenic views of the mountain are possible anywhere along the lush mountain meadow in this area and is clearly visible from its namesake Forest Service campground located at mile marker 79.0.

Laramie-Poudre Tunnel: This site was first a stage stop for a change of horses on the route from Fort Collins to Walden and the mining towns of Teller and Lulu City in 1880-81. At the turn of the century, water diversion from other drainages into the Poudre became prominent. The Laramie-Poudre tunnel was finally holed through in 1906 to run water from the Rawah ditch on the Laramie River through the mountain. It is about 9' in diameter and nearly 2 1/4 miles long.

Barnes Meadow Reservoir: Built in 1929 by the Mountain Plains Irrigation Company for water storage, the lake was emptied during July and August to irrigate sugar beets in the Fort Collins-Greeley area. The old camp and wagons used to build the dam are still there. The reservoir was purchased by the City of Greeley in 1949 for domestic water and is private property today.

Chambers Lake: Geologists estimate that in about 1100 A.D., a geological fault occurred high on the slopes of Cameron Peak, at the north end of the valley. The rock material in the mountain valley was very decomposed and loose, so the shaking caused a large landslide to smash into the valley. The damming action caused a lake to fill behind the debris. The first known white men to visit Chambers Lake were Robert Chambers and his son in 1858. The father remained to trap while his son made the long trip to the settlements for needed supplies and ammunition. On returning, the son found that Indians had killed his father in a fierce battle. The signs indicated that when the old trapper's bullets had given out, he had chopped his ramrod into slugs.

Joe Wright Reservoir: Built in 1904 by foreman John McNabb and engineer William Rist. Named for a trapper who spent a winter on the Cache la Poudre gathering peltries, the reservoir is now owned and operated by the City of Fort Collins.

Cameron Pass: Named for General R.A. Cameron, who first discovered the pass and reported it in 1870 while surveying routes for the Union Pacific Railroad. He was the founder of the present town of Greeley. At an elevation of 10,276 feet, Cameron Pass divides the Medicine Bow Mountains on the north from the main continental range on the south.

The Nokhu Crags: These rugged mountain ridges and peaks form a spectacular background to viewers crossing the historic Cameron Pass. The Byway knives through the backbone of the Medicine Bow Mountains so close to these grand Crags that viewers can appreciate Nature's forces.

Wiley Overlook: A highway pullout overlooks the site of the Wiley Lumber Camp which was constructed in 1928. This lumber camp was one of the first in North Park.

Gould: History tells that Gould was never an incorporated town. The Penfold Store was erected in 1928 and remains a structure of the community to this day. Population varied, going up and down according to the fortunes of the mining industry. Gould finally settled into a lumber town until the mill was moved to Walden in the Mid 1900's. Gould was the site of a 350-person Civilian Conservation Corps camp in the 1930's and was the site of a German prisoner of War Camp during World War II.

Seven Utes Lodge: This lodge, formerly called the "M Bar M", was constructed in the 1930's as a mountain lodge. During prohibition it manufactured moonshine whiskey to meet demands for liquor in Colorado. The lodge has been in continuous operation and currently is a dude ranch. Travelers may still stop by for dinner and a room.

Walden: This historic community celebrated its 100th anniversary in 1990 by sponsoring the National Christmas tree and escorting it to Washington D.C. In addition to its roots in ranching and lumbering, Walden is the terminus for the Wyoming-Colorado Railroad.

Distinctive Cultural Resources:

Cultural resources include the physical remains of past human existence and evidence of our interactions with the environment over time. Conclusive evidence of colonizers from Asia, but by then native Americans for hundreds of generations, lies in the foothills north of Fort Collins. There, in 1924, the first discovery of artifacts known to have been used by Ancient Folsom Man were made. Careful digging unearthed arrowheads, hide-scrapers, and decorated discs that were strikingly different from the tools of historic Indian tribes that abound in this area. One arrowhead was found embedded in the vertebra of an extinct species of bison. The Cache la Poudre finds proved to be the first to represent a dwelling site of these ancient Americans. Radiocarbon dating has established that they flourished here 10,000 years ago. More recent, but still prehistoric, natives also frequented the river for a buffalo jump was discovered on the North Fork of the Poudre, northwest of Fort Collins. By the time early Spaniards and French appeared on the scene, a number of Indian tribes were thriving in the Poudre valley. Prominent among the plains Indians were the Arapahos, Cheyennes, and certain bands of the Sioux. Only the Utes made their home in the mountains. The Cache la Poudre corridor figured prominently as a war trail, as the mountain stream and picturesque canyon afforded the only avenue into and out of the Front Range.

Outstanding Scenic Highlights:

The Cache la Poudre-North Park Byway offers a convenient day trip from Ft. Collins. Every turn of the road presents a new view until the eye tires and the brain wearies beholding the breathtaking scenery. The walls of Poudre Canyon vary in width between one to two hundred feet, and in places they rise one, two and three thousand feet. They convey no impression of the gorges themselves, which sometimes narrow down to the width of the Byway and then suddenly broaden out into beautiful meadows alive with brilliant mountain wildflowers in the spring and spectacular golden aspen in the fall. Once the traveler crosses over Cameron Pass out of the Poudre Canyon, the view suddenly and breath-takingly expands as the route enters North Park. Mountain shoulders, dark with mature forest stands crowd the road giving way to rolling forest and aspen lands interspersed with broad stream bottoms choked with willow and native tall grass. Suddenly the route bursts into the sagebrush-covered rolling bottom lands of the North Park. Views of the rugged peaks of the Park Range, the Medicine Bow Mountains and the Rabbit Ears Range, which entirely encircle the Park, are unlimited. Every point on this portion of road could be a scenic turnout. During winter, snowcapped peaks and deep snow banks create an image of Colorado prior to miners and lumberjacks.

The Cache la Poudre River, Colorado's first National Wild and Scenic River parallels the Byway through Poudre Canyon. It stumbles down falls, meanders through open meadows, and as it makes its way through the canyon, its white water boils down boulder-strewn beds, interrupted occasionally by trout-laden ponds. Seething through a last granite narrows, it bursts into the valley, suddenly sedate.

Traveling along the Byway, visitors pass through historical sites, such as Old Poudre City, the Home Moraine Geological Site, the Laramie-Poudre Tunnel as well as Arrowhead Lodge, currently being nominated to the National Register of Historic Places and serving as a visitor information center.

Several scenic treks are accessible from the canyon byway. The Stove Prairie Road leads on to Buckhorn Canyon 7 1/2 miles south. From there a traveler can either descend to Fort Collins or go on to Box Prairie and over to Pennock Pass to the Little South Poudre road. County Road 63E to the left leads up out of the canyon and over into the Little South River valley. Road choices along this route can lead the traveler to either Crown Point, over Pennock Pass to the Buckhorn Canyon or on to Pingree Park. County Road 69 to the north goes past the Manhattan gold camp site, over Prohibition Mountain to beautiful Red Feather Lakes or back to Fort Collins on U.S. 287. Or why not take the Laramie River Road to the north? This road takes you around the north end of Chambers Lake and on down the Laramie River Valley to Woods Landing on the Laramie-Walden Highway. The Long Draw Road winds back towards the boundary of Comanche Peaks Wilderness and Rocky Mountain National Park with access to Trap Lake, Peterson Lake and Long Draw Reservoir.

Exceptional Recreation Opportunities:

Roadside attractions are only part of what the visitor may experience along the route. The general public may enjoy the traditional activities of camping, fishing, hiking, picnicking, horseback riding, wildlife observation, bird watching, driving for pleasure, photography, and winter sports. More specialized adventurers such as kayakers, rafters, and mountain bikers may test their limits also.

Designation of the Cache la Poudre-North Park road as a National Scenic Byway is consistent with the objectives of the U.S. Forest Service Land and Resource Management Plan (the Forest Plan) for this area. Recreation opportunities focus on cross-country skiing during the winter and on highly developed recreation during the rest of the year. There are opportunities for outdoor recreation in both natural and rural settings, including developed recreation facilities and year-round motorized and non-motorized recreation.

Fly fishing is the ultimate experience for the Poudre River sportsman. The season runs from April, when the ice begins to break up, until November when the river starts to freeze again. Brown and rainbow trout are present in about equal numbers, but there are still some brookies and a few cutthroat to be found in limited quantities. Fishing is also good along the Big South Trail or at Chambers Lake.

Historically, the Sevenmile Creek and Wintersteen Park (Kelly Flats) roads have provided motorized recreation since the early 1900's. Today they are used by four-wheel drive enthusiasts, all terrain vehicles (ATV's), trail bikes, mountain bikes and occasional hikers.

Meadows colorful with wildflowers, quiet woodland lakes, and tumbling streams reward the visitor who leaves the car behind and explores a mountain trail. There are 10 trails of varying degrees of challenge along the Poudre Byway including two National Recreation Trails and several trails with interpretative displays.

Spring means white water in the Poudre and challenge for river runners from all over the country. Between early May and mid August, the Poudre's explosive current becomes a wild ride for kayak and rafting enthusiasts. From the beginning kayaker or rafter to the most advanced, the Poudre offers a challenge for all. Commercial rafting requires a special use permit from the Forest Service as well as a guide license from the Colorado State Regulatory Agency and has increased in popularity for the traveling public.

Recreation by no means ends when the first snows have settled and drifted across roads and trails. Cross-country enthusiasts will find varying degrees of trails in the Cameron Pass area and west on the State Forest. Cross-country skiing opportunities range from short day jaunts to cabins and a rustic "yurt" system for overnight trips on the State Forest. Snow mobiling opportunities are also extensive on the National Forest and State Forest. A snowmobile trail from Granby, Colorado to Wyoming is now being planned.

There are many opportunities for camping and picnicking along the Byway. Developed recreational Forest Service sites consist of nine campgrounds and five picnic grounds. All areas are furnished with rest rooms and provide each space with a picnic table and fire ring. Tap water is available at Mountain Park, Kelly Flats,

Big Bend, Sleeping Elephant, Chambers Lake and Ansel Watrous campgrounds. One state campground about a quarter-mile above Kinnikinik is more primitive, providing only toilets and trash containers. Also available in the Poudre Canyon are several private resorts with cabins and trailer sites with full services. After crossing Cameron Pass, the Colorado State Forest offers camping and picnicking opportunities as well as trails. Two campgrounds are provided by the Routt National Forest near Gould: Pines and Aspen. The State of Colorado is currently considering the potential for a new ski area on the State Forest.

Distinctive Geological Features:

The layered sedimentary rocks one mile above Ted's Place reflect the uplift of our present Rocky Mountains which began about 65 million years ago. The red colored layers are the oldest and contain the evidence of a previous uplift of 300 million years ago, called the Ancestral Rocky Mountains which were tall islands in an ancient sea. Erosion began with uplift and these mountains were reduced to a flat, featureless plain, characteristic of the region around Fort Collins. The younger, beige to brown cliffs, to the east record flood plains, marshes, dunes and seas marching in and out of Colorado while the dinosaurs dominated the earth. To the west, the non-layered rocks suggest a rapid change in rock type and from studying these rock types, correlating fossil data and dating the rocks by measuring the amount of decay of radioactive minerals, it has been determined that as you enter the Poudre Canyon about 300 million years of marine deposits are missing.

4.3 Miles from Ted's Place is an outcrop of vertical dikes of alternating light and dark colored rocks. The dark colored rocks are metamorphic and were probably sea floor mud and sand now altered to gneiss and schist. The light colored rocks are igneous in origin and are called pegmatites. The gneiss and schist were formed 1750 million years ago and the pegmatites intruded into these rocks 1450 million years ago. These intrusions are repeated all along the Poudre Canyon, but the greatest force responsible for the carving of the canyon has been millions of years of freeze-thaw cycles breaking up the rocks.

West of Poudre Park village the widening of the canyon is due to the prevalence of "soft" rocks in the area. Just past Baldwin Tunnel, the canyon narrows suggesting a more resistant "harder" rock, perhaps due to an increased percentage of quartz. Profile Rock, known as Old Man's Face to old timers, is a geological site past Old Poudre City. Weathering of the two types of rocks previously discussed provides the visitor with a wondrous sight. The Home Moraine Geological Display two miles west of Arrowhead Lodge interprets to the visitor evidence of three glacial advances and retreats in the Rocky Mountains. Last, the formation of Chambers Lake, caused by a large landslide smashing into the valley and the damming action causing the lake to fill behind the debris.

Unique Vegetative Communities:

Vegetation is diverse. South facing slopes are warmer and drier, and north facing slopes are cooler and more moist, with more abundant tree cover. On open slopes in the lower canyon, ground cover consists mostly of grasses, forbs, mountain mahogany, sagebrush, and bitter brush. Tree species include ponderosa, and lodgepole pine, cottonwoods, aspen, Rocky Mountain juniper, Douglas fir, and spruce.

Adding color and beauty to the mountainsides are wildflowers. There are numerous varieties of familiar species, including several varieties of lilies, buttercups and roses, as well as the beautiful Colorado Blue Columbine and the brilliant yellow waxy blossoms of the Plains Cactus. Other flowers worth noting in the area include the Rocky Mountain Iris; Harebell; Fireweed; the beautiful Larkspur; Miner's Candle; Black-Eyed Susan; Anemone; the Calypso, the only orchid in the area; several varieties of Primrose; Wild Geranium; Lupine, and the beautiful Shooting Star with its bright rose-purple petals.

Exceptional Fish and Wildlife:

The canyon corridor provides excellent viewing of a variety of wildlife, including bighorn sheep, mule deer, elk, peregrine falcons, and osprey. Bighorn sheep often capture visitors' attention and can usually be seen frequenting the north slope of the canyon. Osprey have been sighted along the Poudre River corridor, though no nests have been observed. Fort Collins "Operation Osprey" has plans to build artificial nesting platforms and foster young along the Poudre River within the City of Fort Collins.

The Cache la Poudre River supports a fish population of rainbow, brown and brook trout, along with eleven non-game fish species. The Division of Wildlife operates a trout rearing pond on the upper Poudre and stocks it each year with catchable sized rainbow trout. One of only three native greenback cutthroat trout populations state-wide can be found in the upper reaches of the South Fork of the Poudre. Now a threatened species in Colorado, efforts are being made to re-introduce greenbacks in other streams in the Poudre drainage.

Hummingbirds, smallest of all birds, add their beauty and activity to much of the Poudre Valley each summer. There are two species of hummingbirds to be found, the Broad-tailed Hummingbird, which is the first to come in spring and the Rufous Hummingbird, a July arrival. Other birds worth noting in the area include the Stellar's Jay, Mountain Chickadee, Magpie, Mountain Bluebird, Flycatcher, Bullock's Oriole, Tanager, Grosbeak, Cassin's Finch, Sparrow and Woodpecker.

Roadway Description:

The entire length of Highway 14 between Fort Collins and Walden is a paved, wide shouldered modern highway maintained throughout the year. It is suitable for all types of vehicles.

Support and Cooperative Efforts:

The nomination of Highway 14 as a Scenic and Historic Byway is a result of efforts of the Estes-Poudre and Redfeather Districts of the Roosevelt National Forest, the North Park District of the Routt National Forest, Larimer and Jackson Counties, the cities of Ft. Collins and Walden, the Colorado Highway Department, the Colorado State Forest and Division of Parks, and Recreation Areas. Chambers of Commerce, Visitor Bureaus and other interested groups have also contributed. See appendix A for letters of support for designation of the Cache La Poudre-North Park Scenic and Historic Byway.

Cooperative Promotion of the Cache La Poudre-North Park Byway:

The scenic and recreational attributes of Highway 14 are promoted by both Larimer and Jackson counties, the Forest Service and other appropriate agencies.

Several promotional brochures, maps and other items are planned if the route is designated a Scenic Byway.

Direction concerning future use and management of the National Forest System lands along the proposed route is contained in the Land and Resource Management Plan for the Arapaho and Roosevelt National Forests and Pawnee National Grassland. Management on these lands is designed to protect and enhance the scenic qualities of the route of the Proposed Cache La Poudre Scenic and Historic Byway. Byway designation is consistent with existing plans, jurisdiction and authorities for management of private and public lands.

APPENDIX A

LETTERS OF SUPPORT FOR BYWAY DESIGNATION



Board of County Commissioners
498-7010
FAX 498-7985

Post Office Box 1190
Fort Collins, Colorado 80522-1190

LARIMER COUNTY COLORADO

9 April 1991

Colorado Scenic and Historic Byways Commission
c/o Redfeather Ranger District
210 East Olive Street
Fort Collins, CO 80524

The Larimer County Commissioners support the designation of the Cache la Poudre - North Park Byway as a Colorado Scenic and Historic Byway. The 101-mile route of Highway 14 from Fort Collins to Walden contains outstanding scenery, unique historic features, abundant recreational opportunities and distinctive geological features. Designation as a Byway will enhance recreation and tourism and will help local economies.

In our opinion, this route certainly merits special recognition as a Colorado Scenic and Historic Byway. We also understand that the designation will not affect existing plans, jurisdiction or authorities for management of private and public lands. We are supporting this for recreation and tourism purposes only.

Please contact the Larimer County Parks Department for additional assistance.

Sincerely,

LARIMER COUNTY BOARD OF COMMISSIONERS

M.J. "Moe" Mekelburg
Chairman

APR 12 1991

cc: John MacFarlane, Parks Director
Henry Baker, Planning Director

BOARD OF COUNTY COMMISSIONERS

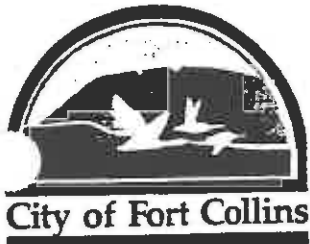
Courtyn W. Hotchkiss
District I
498-7001

M.J. "Moe" Mekelburg
District II
498-7002

Daryle W. Klassen
District III
498-7003

APR 9 1991

Mayor



April 3, 1991

Redfeather Ranger District
210 East Olive Street
Fort Collins, CO 80524

Attn: Karen Roth

On behalf of the Fort Collins City Council, I would like to express support for the nomination of the designation of the Cache la Poudre/North Park Byway as a Colorado Scenic and Historic Byway.

The Cache la Poudre/North Park Byway, also known as Colorado Highway 14, affords an excellent opportunity to view some of the most scenic features of Colorado. This designation would greatly enhance the existing network of Scenic Byways and would promote tourism and recreation in Colorado by virtue of its proximity to Wyoming and the Denver Metro area.

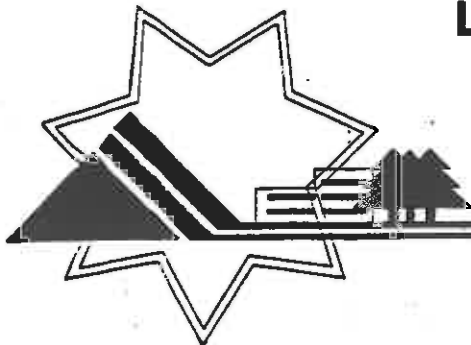
This designation would truly be special recognition of a Colorado roadway with outstanding scenic and historic value.

Sincerely,



Susan Kirkpatrick
Mayor

LARIMER COUNTY SHERIFF'S DEPARTMENT



P.O. BOX 1190
200 West Oak
Fort Collins, CO 80522

Richard E. Shockley, Sheriff
James A. Alderden, Undersheriff

April 2, 1991

Mr. Michael Lloyd, Estes-Poudre District Ranger
Ms. Donna L. Hepp, Redfeather District Ranger
210 East Olive Street
Fort Collins CO 80524

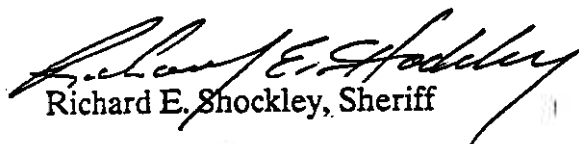
Dear Mr. Lloyd and Ms. Hepp:

I appreciate your providing me information on the possibility of designating a portion of State Highway 14 as the Cache la Poudre/North Park Scenic and Historic Byway. I have lived in this area for several years and have had several occasions to drive that particular stretch of highway. I agree that it is an outstanding scenic area and does merit a special designation.

I would be willing for you to include a copy of this letter in your nomination package which indicates my personal support, and the support of my department in your efforts to gain this special recognition. I do not feel that this designation would in any way adversely impact the law enforcement services we provide to the areas accessed by this roadway.

If there is any further help I can provide in your efforts, please do not hesitate to contact me.

Sincerely,


Richard E. Shockley, Sheriff

/smo

APR 1 1991

STATE OF COLORADO

Division of Parks & Outdoor Recreation
1313 Sherman Street, Rm 618
Denver, CO 80203
Phone (303) 866-3437
FAX Number (303) 866-3206

Roy Romer
Governor

Tom Kenyon
Acting Director

March 28, 1991

Redfeather Ranger District
210 East Olive Street
Fort Collins, CO 80524

RE: CACHE LA POUFRE - NORTH PARK SCENIC BYWAY NOMINATION

To whom it may concern:

Colorado State Park's wholeheartedly supports the designation of the Cache la Poudre - North Park Byway as a Colorado Scenic and Historic Byway.

As a recreation provider along the byway, which includes the management of the Picnic Rock River Access Area, Colorado State Forest State Park and the regulation of commercial river outfitters, we have a vested interest in promoting the unique features found and the wide variety of recreation opportunities which exist.

Our current involvement with joint agency sponsorship of the visitor information area at the mouth of the canyon will fit in nicely in promoting the byway.

Thank you for the opportunity to express our support.

Sincerely,



Tom Kenyon
Acting Director

TK/JMM/amm

STATE OF COLORADO

DIVISION OF HIGHWAYS

P.O. Box 850
Greeley, Colorado 80632-0850
(303) 353-1232



April 12, 1991

Ms. Donna L. Hepp
Mr. Michael Lloyd
Redfeather RD
210 East Olive Street
Fort Collins, CO 80524


Dear Ms. Hepp and Mr. Lloyd:

The District 4 office of the Colorado Department of Highways has reviewed the draft nomination package for State Highway 14 as a Colorado Scenic and Historic Byway. The information contained in the package represents an accurate description of the many values (scenic, historical, etc.) in the canyon.

The District will cooperate with Larimer and Jackson counties and the U.S. Forest Service on signing requirements, pullouts and other issues that may arise if S.H. 14 is selected as a Scenic and Historical Byway.

Thank you for the opportunity to review your application and I hope your application is favorably received by the Colorado Scenic and Historic Byways Commission.

Very truly yours,



Douglas D. Rames
District Engineer

DDR(JKC)cm
cc: File

NORTHERN COLORADO WATER CONSERVANCY DISTRICT

P.O. BOX 879 LOVELAND, COLORADO 80539 303-667 2437

DIRECTORS

BOULDER COUNTY

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EVERETT C. LONG
G. RAYMOND JOYCE

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DANIEL G. TOLST

WASHINGTON AND MORGAN COUNTIES

E. L. GARDNER

LOGAN COUNTY

WILLIAM LUTHER

BEDFORD COUNTY

WEB GARDNER

April 15, 1991

Mr. Michael Lloyd
Estes-Poudre District Ranger
U. S. Forest Service
210 East Olive Street
Fort Collins, CO 80424

Ms. Donna L. Hepp
Medfeather District Ranger
U. S. Forest Service
210 East Olive Street
Fort Collins, CO 80424

Re: Highway 14 Scenic and Historic Byway Nomination

Dear Mr. Floyd and Ms. Hepp:

The Northern Colorado Water Conservancy District Board of Directors and its Manager, Mr. Larry Simpson, have asked me to convey the Northern District's support for designation of Highway 14 as a Scenic and Historic Byway. The District is proud of its support for the successful passage of a 1986 federal law, Public Law 99-590, which designated 75 miles of the Poudre River as a National Wild and Scenic River. Highway 14 passes along the Wild and Scenic River.

We note that the Scenic and Historic Byway nomination is for a longer stretch of Highway 14 than just the designated Wild and Scenic River stretch. In this regard Public Law 99-590 (copy attached) provides that Highway 14 may be relocated around the Poudre Water and Power Project to the Town of Poudre Park from the mouth of the Poudre Canyon northwest of Fort Collins. It is our understanding that the Forest Service's position is that the designation of Highway 14 as a Scenic and Historic Byway will not interfere in any way with the road relocation anticipated in the Wild and Scenic River legislation.

Therefore, the Northern District supports the designation of Highway 14 as a Scenic and Historic Byway.

Sincerely,



Gregory J. Hobbs, Jr.
Principal Counsel

GJHjr/sae/257

1230 NORTH WILSON AVENUE

OFFICERS

LORRAN G. DYERMAN, PRESIDENT
E. L. GARDNER, VICE PRESIDENT
JOHN A. MOORE, SECRETARY
DANIEL G. TOLST, TREASURER

LEGAL COUNSEL

DAVIS GRAHAM & STUBBS
2000 27th Ave
P.O. Box 166
Garden, CO 80524

GREGORY J. HOBBS, JR.
PHILIP W. HARRIS

BENNETT PALEY
ASSISTANT COUNSEL

CONSULTANT
G. R. GARDNER

Public Law 99-590
99th Congress

An Act

To amend the Wild and Scenic Rivers Act, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

Oct. 30, 1986
(H.R. 4380)

Conservation,
National parks,
monuments, etc.

Wild and Scenic
Rivers System.

TITLE I—CACHE LA POUDBRE, COLORADO

Sec. 101. Section 2(a) of the Wild and Scenic Rivers Act (16 U.S.C. 1274) is amended by adding at the end the following new paragraph:

"(56) CACHE LA POUDBRE, COLORADO.—The following segments as generally depicted on the proposed boundary map numbered FS-56 and dated March 1986, published by the United States Department of Agriculture, each to be administered by the Secretary of Agriculture; except that those portions of the segments so designated which are within the boundary of Rocky Mountain National Park shall continue to be administered by the Secretary of the Interior:

"(A) Beginning at Poudre Lake downstream to the confluence of Joe Wright Creek, as a wild river. This segment to be designated the 'Peter H. Dominick Wild River Area'.

"(B) Downstream from the confluence of Joe Wright Creek to a point where the river intersects the easterly north-south line of the west half southwest quarter of section 1, township 8 north, range 71 west of the sixth principal meridian, as a recreational river.

"(C) South Fork of the Cache la Poudre River from its source to the Commanche Peak Wilderness Boundary, approximately four miles, as a wild river.

"(D) Beginning at the Commanche Peak Wilderness Boundary to a point on the South Fork of the Cache la Poudre River in section 1, township 7 north, range 73 west of the sixth principal meridian, at elevation 8050 mean sea level, as a recreational river.

"(E) South Fork of the Cache la Poudre River from its intersection with the easterly section line of section 20, township 8 north, range 72 west of the sixth principal meridian, to confluence of the main stem of the Cache la Poudre River, as a wild river.

With respect to the portions of the river segments designated by this paragraph which are within the boundaries of Rocky Mountain National Park, the requirements of subsection (b) of this section shall be fulfilled by the Secretary of the Interior through appropriate revisions to the general management plan for the park, and the boundaries, classification, and development plans for such portions need not be published in the Federal Register. Such revisions to the general management plan for the park shall assure that no development or use of parklands shall be undertaken that is inconsistent with the designation of such river segments as a wild river. For the purposes of the segments designated by this paragraph, there are authorized to be appropriated \$500,000 for development and \$2,500,000 for land acquisition."

Appropriation
authorization.
Real property.

Sec. 102. Inclusion of the designated portions of the Cache la Poudre River and the Wild and Scenic Rivers System under section 101 of this title shall not interfere with the exercise of existing decreed water rights to water which has heretofore been stored or diverted by means of the present capacity of storage, conveyance, or diversion structures that exist as of the date of enactment of this title, or operation and maintenance of such structures. Nor shall inclusion of the designated portions of the Cache la Poudre River in the Wild and Scenic Rivers System be utilized in any Federal proceeding, whether concerning a license, permit, right-of-way, or other Federal action, as a reason or basis to prohibit the development or operation of any water impoundments, diversion facilities, and hydroelectric power and transmission facilities below Poudre Park located entirely downstream from and potentially affecting designated portions of the Cache la Poudre River, or relocation of highway 14 to any point east of the north-south half section line of section 2, township 8 north, range 71 west of the sixth principal meridian, as necessary to provide access to Poudre Park around such facilities: *Provided*, That due consideration shall be given to reasonable measures for minimizing the impact of such facilities and road relocation on the designated segments. Congress finds that development of water impoundments, diversion facilities, and hydroelectric power and transmission facilities located entirely downstream from the designated portions of the Cache la Poudre River below Poudre Park, in accordance with the provisions of this section, is not incompatible with the designation of portions of the Cache la Poudre River in the Wild and Scenic Rivers System under section 101 of this title. The reservation of water established by the inclusion of portions of the Cache la Poudre River in the Wild and Scenic Rivers System shall be subject to the provisions of this title, shall be adjudicated in Colorado Water Court, and shall have a priority date as of the date of enactment of this title.

Water.
16 USC 1274
note.

Energy

Energy.

Sec. 103. (a) **GRANTS AND ASSISTANCE.**—The Secretary of Agriculture, acting through the Chief of the Forest Service, shall provide grants and technical assistance to the city of Fort Collins, Colorado, to carry out a study regarding the designation of the following area as a national recreation area: the 13.5-mile segment of the Cache la Poudre River Corridor from the northwest boundary of the city of Fort Collins urban growth area to the Weld-Larimer County line.

(b) **STUDY.**—The study under this section shall include each of the following:

- (A) a comprehensive evaluation of the public recreation opportunities and flood plain management options which are available with respect to the river corridor involved;
- (B) an evaluation of the natural, historical, and recreational values of such corridor;
- (C) patterns for possible land acquisition within the corridor which are deemed necessary for the purpose of resource protection, scenic and integrity, or management and administration of the corridor area;
- (D) cooperative management proposals for the administration of the corridor area;
- (E) the number of visitors and types of public use within the corridor area that can be accommodated in accordance with the full protection of its resources; and



Fort Collinstm
Come Out and Play!

April 5, 1991

Members of the Colorado Scenic
and Historic Byways Commission

Reference: Cache La Poudre - North Park Byway

Dear Commission Members:

On behalf of the Board of Directors of the Fort Collins Convention and Visitors Bureau and our local hospitality industry, I am pleased to write you in support of the proposal to designate the Cache La Poudre - North Park Byway as a "Colorado Scenic and Historic Byway".

As the primary destination marketing organization for the Fort Collins area, we recognize the importance of this designation to our area tourism industry and the statewide industry. The exposure and designation will increase the awareness of the natural beauty of the Cache La Poudre area. In addition, the end result will be a strengthening of our tourism and recreation potential. The designation will attract thousands of additional visitors to our area, enhancing the total economic base of this region. For these reasons, we are in full support of the proposal for designation.

We also feel strongly that the proposal for designation represents a basis for future partnerships to improve recreation information and opportunities in the area. This will greatly enhance the future growth potential of our tourism industry.

In summary, we are asking you for your strong consideration and approval to designate the Cache La Poudre - North Park Byway as a Colorado Scenic and Historic Byway! We look forward to sharing the rewards and benefits it will bring to the State of Colorado.

Sincerely,



KARLA R. NIEDAN
Executive Director

KRN/kn

The Poudre River - Red Feather Lakes Tourist Council
dedicated to exposing Colorado's best kept secret

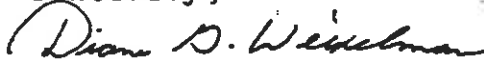
April 12, 1991

Michael Lloyd-Estes-Poudre District Ranger
Donna L. Hepp-Red Feather District Ranger
U.S. Forest Service
210 East Olive St.
Ft. Collins, Co 80524

Dear Ms. Hepp and Mr. Lloyd;

The Poudre Canyon-Red Feather Lakes Tourist Council strongly supports and endorses the designation of the Cache la Poudre-North Park Byway as a Colorado Scenic and Historic Byway.

Sincerely,



Diane G. Weixelman, co-chairperson, Poudre Canyon- Red Feather Lakes Tourist Council

POST OFFICE BOX 505, RED FEATHER LAKES, COLORADO 80545
(303) 881-2450

A Wanderlust Adventure

P.O. Box 976
Laporte, Colorado 80535-0976

Ft. Collins, Loveland, Estes Park:
484-1219

Other areas Toll Free:
1-800-745-7238

Pat Legel
Owner-Operator

April 2, 1991

Redfeather Ranger District
210 East Olive St.
Fort Collins, CO 80524

Dear Sirs,

I would like to voice my support for the nomination of State Highway 14 from Fort Collins to Walden as a Colorado Scenic and Historic Byway.

Having driven this highway hundreds of times I take its beauty for granted, but each summer I meet hundreds of local people and tourists rafting down the Poudre and their response to the beauty of the canyon helps me see it through fresh eyes. Scenic Byway designation is appropriate and long overdue.

Sincerely,



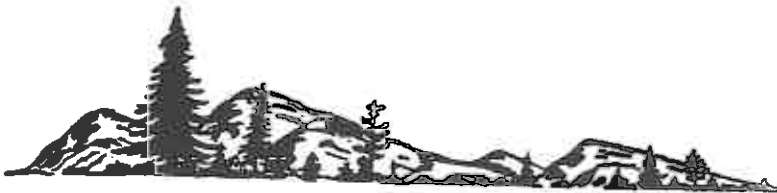
Pat Legel



Since 1982

Your center for year-round adventuring...





ARTHUR T. WILCOX

916 Pitkin St. Fort Collins, Co. 80524

April 10, 1991

To Members of the Colorado
Scenic and Historic Byways Commission:

I am writing this in strong support for the proposal to designate the Cache La Poudre-North Park highway as a "Colorado Scenic and Historic Byway".

I am retired after 50 years in public park and tourism activity. Eighteen were as department head of Recreation Resources at Colorado State University. Several have involved tourism hospitality training throughout Colorado and at the new State Welcome Centers.

The Poudre highway is perhaps the premier scenic road providing access to the Front Range. It has a variety of scenic and historic attractions, combined with state and federal environmental controls that are unmatched in similar highways.

Its status as a Wild & Scenic River corridor with immediate access to a Wilderness Area reinforces its importance.

Designation will not only recognize this importance as a major pleasure driveway but also contribute significantly to our state and local tourism economy and citizen support for maintaining its quality environment.

I look forward to adding this designation to our state's recognition of Scenic Gems.

Sincerely yours

Arthur T. Wilcox

Department of
Recreation Resources
and Landscape Architecture
College of Forestry and
Natural Resources
Fort Collins, Colorado 80523
(303) 491-6591
FAX: (303) 491-2255

April 2, 1991

Ms. Donna L. Hepp
Redfeather District Ranger
USDA Forest Service
210 East Olive Street
Fort Collins, CO 80524

Dear Ms. Hepp:

I want to write this letter of support for the Cache la Poudre-North Park Byway. This area is one of the only unspoiled river corridors in the state. It has a significant history as demonstrated in "Centennial".

Sincerely,



Robert Aukerman
Professor

RA:kmh

Department of
Recreation Resources
and Landscape Architecture
College of Forestry and
Natural Resources
Fort Collins, Colorado 80523
(303) 491-6591
FAX (303) 491-2255

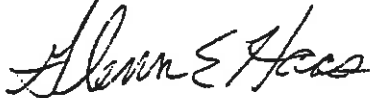
March 29, 1991

Ms. Donna L. Hepp
Redfeather District Ranger
USDA Forest Service
210 East Olive Street
Fort Collins, CO 80524

Dear Ms. Hepp:

Without question, I support the designation of the Cache la Poudre-North Park Byway. I am quite familiar with the Scenic Byways program in Colorado and around the United States. Colorado Highway 14 easily qualifies based on its rich natural and historical resources.

Sincerely,



Glenn E. Haas
Department Chair

GEH:kmh

ms
APR - 4 1991

April 1, 1991

Mike Lloyd, District Ranger
Estes Poudre District
Arapahoe Roosevelt National Forest
210 E. Olive
Ft. Collins, CO 80524

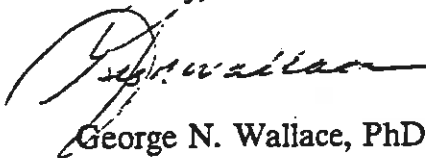
Dear Mike,

Without question you have my support for the nomination and future designation of the Poudre Canyon, North Park route as a "State and National Scenic Byway. As you know, CSU and the Forest Service are involved in several Memorandums of Understanding and a number of possible partnership ideas (Arrowhead Lodge, Pingree, Comanche Peaks Wilderness etc.) that would benefit from such a designation and allow us to make better use of our limited resources.

This route is cherished by all of us for its marvelous geology, flora, fauna and its aggregate landscapes. It embodies our collective history. In as much as this designation highlights the importance of the route and its nearby natural and cultural wonders, it should help us make a strong case for the proper management of these resources and as a stimulus to interagency cooperation.

Best wishes in your work on this nomination and subsequent designation process. Let me know if we can be of assistance.

Sincerely,



George N. Wallace, PhD.
Associate Professor (and 3rd generation area resident)

Snowmobiling Hiking
Cross Country Skiing
Hunting
Fishing

Horses

Motel - RV Hookups
Rustic Cabins
Restaurant - Bar
Hot Tub - Sauna



SEVEN UTES MOUNTAIN LODGE

4 miles west of Cameron Pass on Colorado 14

Owners
Loren R. Maxey
Fred E. Urban
2101 Alway Ave.
Ft. Collins, Colo 80524
(303) 482-1202

Lodge & Reservations
61014 Highway 14
Walden, Colo. 80480
(303) 723-4368

April 12, 1991

Redfeather Ranger District
210 East Olive Street
Ft. Collins, Colorado 80524

ATTN: Ms. Donna Hepp


Dear Donna;

Designation of the Cache la Poudre - North Park Byway as a Colorado Scenic and Historic Byway is enthusiastically supported by Seven Utes Mountain Lodge.

This exposure will most certainly strengthen recreation and tourism in an area that is one of Colorado's "Best Kept Secrets". The beauty, the imposing and stately nature of the scenery should be shared with all.

Thank you for allowing us to express our opinion on this proposal.

Sincerely,


Loren R. Maxey


Fred E. Urban

ms

31635 Poudre Canyon
Bellvue, Colorado 80512
April 4, 1991

Mr. Mike Lloyd
Estes & Poudre Ranger District
148 Remington
Fort Collins, Colorado 80521

Re: Designation "National Scenic By-Way"
Fort Collins to Walden

Dear Mr. Lloyd:

I am writing this letter to indicate that we are very much in support of efforts to accomplish the above special designation.

Sincerely,

Barbara Carney
Barbara Carney
Bighorn Cabins

April 4, 1991

To Whom It May Concern:

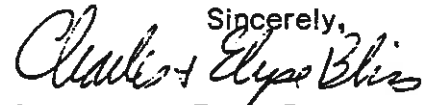
Several years ago we traveled the beautiful shortcut from I-70 south to Moab, Utah. Two weeks ago we traveled the same route and discovered it has now been designated a National Scenic Byway. We are delighted, because it is truly a beautiful byway.

We are permanent Poudre Canyon residents and always have known that this drive is one of the most beautiful in Colorado.

Though to our knowledge it has not so far been substantiated by an official source, the canyon portion of the Highway 14 route paralleling the Cache la Poudre River has always been claimed by old timers to be "the longest (ascending?) river road in the nation." If, in fact, true, this gives the route another perspective upon which to ponder.

We enthusiastically support the proposed designation of the Highway 14 101-mile route from Fort Collins to Walden as a Colorado Scenic and Historic Byway. The route features outstanding scenic views and is important historically in the settling of Colorado.

Sincerely,



Charles and Elyse Bliss
40738 Poudre Canyon
Bellvue, CO 80512

MICHEAL LLOYD
ESTES POWDRE DIST. RANGER
RED FEATHERS
R.D. 210 E. OLIVE
FORT COLLINS. CO. 80524

APRIL 13. 1991

U.S. FORESTRY

I'M WRITING IN REGARD TO YOUR ANTICIPATED VOTE ON MAKING THE HIWAY 14
ROUTE THREW THE POWDRE CANYON A SECNIC ROUTE. I FEEL THAT THE POWDRE CANYON
HAS FOR A LONG TIME BEEN OVERLOOKED AS ONE OF COLORADOS MOST BEAUTIFUL
AREAS. I FEEL YOU WOULD BE DOING ALL NATURE LOVERS A FAVOR IN
POINTING OUT THAT THE HIWAY 14 ROUTE FROM FORT COLLINS TO WALDEN
AS A SCENIC AREA.

THANK YOU.

Richard N. Street
Carolyn J. Street

RICHARD AND CAROLYN STREET
MOUNTAIN GREENERY RESORT
32595 POWDRE CANYON
BELLVUE. CO. 80512

MICHAEL LLOYD
WESTES POUFRE DIST. RANGER
RED FEATHERS
P.O. BOX 210 E. OLIVE
FORT COLLINS. CO. 80524

APRIL 13. 1991

U.S. FORESTRY

I'M WRITING IN REGARD TO YOUR ANTICIPATED VOTE ON MAKING THE HIWAY 14
ROUTE THRU THE POUFRE CANYON A SCENIC ROUTE. I FEEL THAT THE POUFRE CANYON
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AREAS. I FEEL YOU WOULD BE DOING ALL NATURE LOVERS A FAVOR IN
POINTING OUT THAT THE HIWAY 14 ROUTE FROM FORT COLLINS TO WALDEN
IS A SCENIC AREA.

THANK YOU.

Frank A. Street

FRANK A. STREET
STATE R.V. PARK
305 W. PRINCE RD.
TUCSON. AZ. 85705


MICHEAL LLOYD
ESTES POWDER DIST. RANGER
RED FEATHERS
R.D. 210 E. OLIVE
FORT COLLINS, CO. 80524

APRIL 13. 1991

U.S. FORESTRY

I'M WRITING IN REGARD TO YOUR ANTICIPATED VOTE ON MAKING THE HIWAY 14
ROUTE THREW THE POWDER CANYON A SECNIC ROUTE. I FEEL THAT THE POWDER CANYON
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POINTING OUT THAT THE HIWAY 14 ROUTE FROM FORT COLLINS TO WALDEN
AS A SCENIC AREA.

THANK YOU.


DONALD F. STREET
32595 POWDER CANYON
BELLVUE. CO. 80512

R.RT. 2
BONNER SPRINGS. KS. 66106

MICHEAL LLOYD
ESTES POUDE DIST. RANGER
RED FEATHERS
R.D. 210 E. OLIVE
FORT COLLINS, CO. 80524

APRIL 13. 1991

U.S. FORESTRY

I'M WRITING IN REGARD TO YOUR ANTICIPATED VOTE ON MAKING THE HIWAY 14
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AREAS. I FEEL YOU WOULD BE DOING ALL NATURE LOVERS A FAVOR IN
POINTING OUT THAT THE HIWAY 14 ROUTE FROM FORT COLLINS TO WALDEN
AS A SCENIC AREA.

THANK YOU. *Mr & Mrs. Don Klem*

1. AND MRS. DON KLEM
R.RT. 2
BONNER SPRINGS. KS. 66106

MICHEAL LLOYD
ESTES POWDER DIST. RANGER
RED FEATHERS
R.D. 210 E. OLIVE
FORT COLLINS. CO. 80524

APRIL 13. 1991

U.S. FORESTRY

I'M WRITING IN REGARD TO YOUR ANTICIPATED VOTE ON MAKING THE HIWAY 14
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AREAS. I FEEL YOU WOULD BE DOING ALL NATURE LOVERS A FAVOR IN
POINTING OUT THAT THE HIWAY 14 ROUTE FROM FORT COLLINS TO WALDEN
AS A SCENIC AREA.

THANK YOU.



MR. STEVEN M. STREET
16300 E. 15TH
INDEPDENCE. MO. 64050

EXHIBIT "E"

Bylaws

**BYLAWS
OF
THE CACHE LA POUUDRE—NORTH PARK
SCENIC AND HISTORIC BYWAY COUNCIL**

I. PURPOSE

The purpose of the Council is to start, carry out and support activities that protect and promote the area designated as the Cache la Poudre—North Park Scenic and Historic Byway. These activities will be in accordance with the Byway Vision Statement.

The Council will seek funding sources, recruit volunteers, hire and direct paid staff, muster local support, and work with government agencies, Byway businesses and residents, and others to develop and execute activities.

All Council meetings are open to the public.

II. MEMBERSHIP

Membership in the Council will be open to anyone who considers himself or herself to be part of the Byway. A member must support the purposes, goals, policies, and vision of the Council.

III. BOARD

The Council officers will be a Board comprised of a President, 1st Vice President, Secretary, Treasurer, and one member at large.

A. General duties of the Board

1. Define the Vision Statement which will guide the Council.
2. Approve the organizational structure through which the Council will accomplish the Vision Statement.
3. Review and approve, with input from the membership, annual goals and a work plan based upon those goals.
4. Assess the progress made toward accomplishment of the Vision.
5. Hire, manage and fire paid staff members by a majority vote of the Board. The Board, by a majority vote, will be responsible for setting the salary, benefits, duties, evaluations, and other related activities of paid staff members.

6. The Board has the power to establish appropriate dues and membership activities to promote the purposes of the Council.
7. The Board will have exclusive charge, control and management of the property, affairs and funds of the Council and the power and authority to perform all functions consistent with law.
8. Perform other duties as designated by the Board and Council members.

B. Election of Board members

Board members will be elected for a one-year term by a majority vote of the Council membership present at the Annual Meeting where officers are elected.

Board members may be re-elected for two additional successive terms,

In the case of contested races during the election of officers, secret ballots may be used.

C. Specific duties of Board members

- *President.* Presides at meetings, develops the Board agenda, represents the policies of the Council, and oversees the development of an Annual Report to be given at the Annual Meeting.

- *Vice President.* Assists the President, acts as President in the absence of the President and assists the President in developing the Annual Report.

- *Secretary.* Keeps organization minutes and records, handles correspondence, and maintains up-to-date membership lists.

- *Treasurer.* Is custodian of all funds, disperses funds as approved by the Board, maintains a full and accurate financial statement, and prepares and presents financial reports for regular and special Board meetings and the Annual Meeting.

- *Member at large.* Assists other officers on an as-needed basis.

D. Voting power of Board members

Each Board member will have one vote. Voting by proxy will be permitted. An action agreed to in writing by a majority of the active membership of the Board will be deemed the action of the Board even though such action was not enacted.

E. Removal of Board members

E.1. Removal by vote

Board members are subject to removal from office by a vote of a majority of the Board or two-thirds of the membership.

E.2. Removal by absences

Board members will attend all Board meetings and, as much as possible, other meetings related to the Byway. In the event that a Board member has three successive absences without good cause, the Board President will meet with the member to obtain a resignation. A Board member may be relieved of his or her board position for absences by a majority vote of the Board at a regular or special meeting.

F. Filling vacant Board positions

In the event of a vacancy on the Board, a Board member or members, as designated by a majority vote of the Board, will submit a list of nominees to the Board. A nominee must attend an orientation session with the Board President before attending a Board meeting prior to his or her eligibility for election as a Board member. The election may occur at the meeting following this orientation session. The nominee will be elected by a majority vote of the Board.

F.1. Presidential vacancy.

In the case of a vacancy in the office of the President, the Vice President will be offered the opportunity to move into the vacant position and, if he or she accepts, will take office at the next regular meeting or as soon as practical. In the event of a vacancy in the office of the Vice President, the Board will fill the vacancy at the next regular meeting or as soon as practical.

G. Compensation

Board members will not receive a salary or compensation for their services, but may be reimbursed for reasonable expenses incurred in fulfillment of their duties as approved by a majority vote of the Board.

IV. COMMITTEES

The President may appoint committees from the membership as deemed necessary by the Board or the general membership. All committees will be advisory in character and will report to and act under the direction of the Board. The President, or his or her designee, will be an ex-officio member of every committee.

V. GENERAL PROVISIONS

A. Representation.

Official representation on any matter dealing with the Council will be by the President under the supervision of the Board. Representation by any other member must be approved by a majority vote of the Board.

B. Indemnity Provisions.

The organization will indemnify any Board member, officer/former officer, or employee of the organization for any liabilities, expenses, and costs (including attorney's fees) actually and necessarily incurred by him or her in connection with any claim asserted against the person by action in court or otherwise by reason of his or her being or having been such member, officer or employee, except in relation to matters to which he or she shall have been guilty of gross negligence or willful misconduct in respect to the matter in which indemnity is sought.

C. Non-Discrimination.

It is the policy of the organization to comply with all applicable state and federal requirements pertaining to non-discrimination on the basis of race, color, religion, creed, national origin, age, or sex.

VI. FISCAL YEAR, BOOKS AND RECORDS, FINANCES.

A. Fiscal Year.

The fiscal year of the Council will be from January 1 of the current year to December 31 of the succeeding year.

B. Books and Records, Financial Statements.

The organization will keep correct and complete books and records of the accounts and will also keep minutes of the proceedings of the general meetings and meetings of the Board. All books and records may be inspected by the Board other members for any purpose at any reasonable time.

C. Finances.

C.1 Responsibility for real or personal property

The majority of the Board has the responsibility to purchase, take, lease, borrow, exchange, sell, or otherwise dispose of any real or personal property which the Board may deem necessary or convenient for the accomplishment of the purpose of attainment of the vision of the Council.

C.2. Purchases over \$100

For purchases over \$100, two signatures of Board members are required.

VII. MEETINGS

A. Annual Meetings.

The Council will have one Annual Meeting of the membership per year during April. The officers of the Board will be elected at the Annual Meeting.

B. Regular Board Meetings.

There will be regular business meetings of the Board to meet contractual obligations and meet the goals set forth by the Board. The Board will hold at least quarterly meetings. A quorum vote of three of the five Board members will be needed for Board action to be valid.

C. Conduct of Meetings.

All Board and committee meetings will be open. The public may be excluded where executive session is held to discuss personnel matters, employee relationships, or when conferring with legal counsel, where the attorney/client privilege is applicable.

VIII. AMENDMENTS OF BYLAWS

The bylaws must be approved by a majority vote of the Board. Modifications may be made at the request of the membership or by a majority vote of the Board. The Board reserves the right to make modifications at any time.

May 31, 1995

EXHIBIT "F"

Projects and Management Plan Priorities Matrix

EXHIBIT "G"

Record of Public Meeting Comments

Cache La Poudre - North Park Scenic and Historic Byway

Record of Public Meeting Comments

Group: Upper Poudre Canyon Focus Group
Date of Meeting: June 20, 1995 - 2:00 PM
Location: Poudre Canyon School

Attendees: Ed Shalkey, Shalkey Walker Associates, Inc.
Marvin J. Magee, 42088 Poudre Canyon Hwy, Bellvue CO 80512, 881-2364
John E. Phillips, 35197 Poudre Canyon Hwy, Bellvue CO 80512, 881-2364
Sue Wright, 3113 County Road 69, Red Feather Lakes CO 80545

Comments:

- O Traffic has quadrupled in this part of canyon in past 7 or 8 years
- O Some of the traffic increase is attributable to ski area (Steamboat) visitors
- O Target shooting and hunting is dangerous to residents - some visitors don't understand people live here - they think it's all State or National Forest - neighbors are careless with guns too
- O We take it upon ourselves to pick up roadside trash near our places, trash is increasing and it's tiresome keeping up with it
- O Holidays are just out of control with visitors, we just pick up and spend Holidays in Denver
- O Vandals "torched" the telescopes off their posts at the wildlife viewing area and made off with them
- O Bicycling is a big problem. Nothing against bicycles, but mixing bikes and trucks and tourist traffic on the same narrow, winding pavement is inviting disaster to bikers
- O There is a bike race in the canyon, sometime in May, that goes from Cameron Pass to Hughes Stadium in Fort Collins. That's not a problem, though, because everybody expects to see bikes, and the event is well patrolled
- O Parking for events, concerts, etc. at the Mishawaka, is a problem. Cars park too close or on the pavement, and people tend to lark around on the pavement in their moments of revelry. Seems to be a very dangerous situation, and the State Patrol does not seem to be regulating things very well - enforcement is lax
- O The Pineview Project (proposed rafting company base of operations in Poudre Park at the "burned out cabin") is potentially a big problem, again, mixing special use (rafting) traffic with canyon through traffic
- O Is there anything that can be done about problem properties (some guy with five dogs and 3 cats not keeping the place up - looks like an eyesore)?
- O Rafting Companies present problems to through traffic on roadway wherever they operate

Record of Public Meeting Comments
Upper Poudre Canyon Focus Group
June 20, 1995 Meeting
Page 2.

- O There never seems to be enough money or energy available to "police" things. If the byway causes a lot more visitors in the canyon, then the byway should also help keep things organized, police and enforce the laws. And maintain things, too
- O The great thing about the canyon is the peace and quiet, and the beauty. It should be kept that way, and not allowed to become another Big Thompson Canyon
- O The Liquid Carbonic trucks and other commercial truck traffic can be dangerous. They are big trucks, they go too fast, don't stay on their side of the yellow line, and there's going to be an accident. Suspect commercial traffic is using Hwy 14 to bypass the Port of Entry on I-25
- O There are probably 100 people who reside in the upper canyon - permanent residents. To many visitors to the canyon fail to appreciate that this is not all public land, and some people are trying to live here in peace and quiet
- O The dilemma seems to be management vs. development. Development of more visitor facilities should not be undertaken without management measures. In fact, management measures are inadequate for the existing conditions
- O Ed Shalkey was invited to attend the next Upper Poudre Canyon Association meeting on 7:00 PM, July 10, to make a brief presentation and take some more comments, since there were only 3 people at this meeting. Ed will attend.
- O It was suggested Ed also make contact with Elyse and Charles Bliss, and Deborah Satler to see if they would want to be interviewed about their views of the Byway situation. Ed will pursue.

End.

Cache La Poudre - North Park Scenic and Historic Byway

Record of Public Meeting Comments

Group: North Park Focus Group
Date of Meeting: June 21, 1995 - 9:00 AM
Location: Jackson County Courthouse, Walden

Attendees:

Ed Shalkey, Shalkey Walker Associates, Inc.
Tony Martin, Jackson Co. Commissioner, P.O. Box 791, Walden, CO 80480, 723-4782
Dan Dalton, Liquid Carbonic, P.O. Box 868, Walden, CO 80480, 723-8207
Robert Corkle, Corkle's Minimart, P.O. Box 820, Walden, CO 80480, 723-4733
Jennifer McNaney, North Park Resort, P.O. Box 97, Walden, CO 80480, 723-3203
Jim Shaw, 723-8695
Drayton Harrison, CDOW, 723-4625
Clinton Russell, Russell Livestock, 15225 HWY 14, Coalmont, CO 80430, 723-8608
Tony Blanton, Walden Conoco, P.O. Box 1177, Walden, CO 80480, 723-4246
George P. Corkle, Corkle Oil Co., P.O. Box 278, Walden, CO 80480, 723-4453
LuAnn Schellhaas, Park Market Sportsmans Supply, P.O. Box 246, Walden, CO 80480, 723-8613
Tootie Crowner, Mayor Town of Walden, P.O. Box 816, Walden, CO 80480, 723-8461
Ellyn Hines, Jackson County Coalition for Multiple Use, P.O. Box 44, Walden, CO 80480, 723-8531
Ty Wattenberg, Wattenberg Transport, P.O. Box 693, Walden, CO 80480, 723-4498
Judy Evans, 3605 JCR 26, Coalmont CO 80480, 723-4927
Gary L. Cure, Jackson Co. Sheriff, P.O. Box 565, Walden, CO 80480, 723-4242
Joseph W. Logan, CDPOR, 2746 JCR 41, Walden CO 80480, 723-8366
Doug Green, CDPOR, 2746 JCR 41, Walden CO 80480, 723-8366
Margie Pittington, P.O. Box 250, Walden, CO 80480, 723-8295
Rae Redman, P.O. Box 68, Walden, CO 80480, 723-4600

Comments:

- Increased visitor use is a problem for law enforcement agencies, and a management problem in general
- Industry, specifically Liquid Carbonic and hay transports for ranchers, would be dealt a serious blow if commercial traffic on the Byway were restricted in any way. North Park's already suffering economy would suffer further. Liquid Carbonic sends about 90 trips a month down the Byway
- A bikeway is needed to separate bicycle traffic from auto and truck traffic, like glenwood canyon, for example
- Trucks in the canyon is not the problem. Tourists and local traffic is.
- There are not enough pull-offs and passing lanes

Record of Public Meeting Comments

North Park Focus Group

June 21, 1995 Meeting

Page 2.

- O A "courtesy policy", drawn up on a common sense basis, and widely disseminated to Byway motorists, would be a good idea. Let everybody know it is a multiple use resource for industry and locals, not just tourists
- O The State Forest Service wishes Byway Council to know their main concern with the Byway is to maintain access for commercial traffic transporting State forest products
- O The Department of Parks and Outdoor Recreation wants the Byway Council to remember they are putting in a visitor's center in Gould and it needs to be on the Byway maps. This facility will have historic interpretation features
- O Some roadways into Walden are designated as a "76 Bicycle Route", which brings a lot of bicyclists into Walden (*this writer was unclear of exactly what this bike route designation was all about and exactly how it might impact the Byway - will do some research on same*)
- O Quote: "When the day comes that on the Byway you can see more people than scenery, then what kind of Byway will it be?"
- O Some comments about winter time in North Park:
 - o A lot of people don't realize HWY 14 is routinely open in winter
 - o All terrain vehicles are permitted on non-paved County roads (for recreational purposes)
 - o Gould has several programs designed to draw people to winter activities there
- O There was a brief discussion about the "Bullpen Project", an ambitious endeavor to create a visitor center in Walden that, conceptually, would connect scenic, historic and recreational venues in North Park for the convenience of visitors (*again, this writer needs some more information on this project - for possible tie-in to Byway program*)

End.

Cache La Poudre - North Park Scenic and Historic Byway

Record of Public Meeting Comments

Group: Lower Poudre Canyon Focus Group
Date of Meeting: June 21, 1995 - 3:00 PM
Location: Poudre Park Community Center

Attendees: Ed Shalkey, Shalkey Walker Associates, Inc.
Randy Balok, City of Fort Collins, 221-6364
Fred Wrobbel, 9694 Poudre Canyon Highway, Bellvue CO 80512
Bill & Nan Stromberg Sr., 10492 Poudre Canyon Hwy., Bellvue CO 80512, 482-3914
Louie Gueswel, 290 Poudre River Road, Bellvue CO 80512, 484-2834
Don Unger, 2814 Clydesdale, Fort Collins C) 80526, 221-1623
Jan & Carl Gueswel, 10500 Poudre Canyon Highway, Bellvue CO 80512, 484-3844

Comments:

- O Leave the Wild and Scenic River designated portion (between the tunnel and Big South bridge) of the byway alone, make improvements to the other portions
- O Don't allow any more commercialization - we have enough already (*when asked to clarify this, the group affirmed by consensus that they would even be in favor of controls to limit further commercialization in the canyon*)
- O Too much money is being spent on the kiosks - why are they so expensive?
- O The roadway needs regular maintenance, and more attention needs to be given to this, especially maintaining the river banks, rip rap and so on, to keep the river from eroding away embankments
- O Emphasis should be given to preserving wildlife, the river itself (like, why did the Forest Service put asphalt roads and concrete steps down to the river at Mountain Park?), and foliage
- O Commercial traffic - mainly trucks - is a problem. Mixing them with tourist and local traffic is inviting an accident. Can they be controlled? (*It was recognized that some commercial traffic, such as Liquid Carbonic, out of Walden, needed to use the Canyon - the concern is that those who need to use it need to be more cautious, and those who don't shouldn't be in the canyon*) Some felt winter road closures on I-70 increased canyon truck traffic this year. All felt that looking into the weigh station/port of entry situation might help solve some of the problem.
- O Bicycles are a problem. Mixing them with trucks and tourist traffic, especially on blind curves, is dangerous. Couldn't the canyon have a bikeway like Glenwood Canyon.
- O Parking for bicyclists is also a problem (*the group took no issue with biking itself - it was remarked that they are generally a courteous and desirable class of visitor*). Bicyclists just need places to put their cars while seeking mountain trails for biking.

Record of Public Meeting Comments
Lower Poudre Canyon Focus Group
June 21, 1995 Meeting
Page 2.

- O Rafting is a problem. There have been many recent occasions when the Canyon QRT (Quick Response Team - a local volunteer emergency medical/rescue group) has come to the rescue of rafters. The QRT was originally organized to benefit local residents and businesses emergencies, and locals are its only source of support. But most of their calls are for rescuing visitors. Some suggestions regarding this issue were rafting safety guidelines, access control and improved communication systems. A lot of visitor's think they will use their cell-phones if canyon emergencies arise, but cellular phone service is totally unreliable in the canyon.
- O Another reminder about HWY 14 traffic: "in the lower Poudre Canyon, there is comparatively little in the way of services and recreation access - most of the traffic just passes through".
- O Traffic counts are needed to monitor the perceived increase in traffic. There should be an on-going program of yearly counts, starting right away
- O Emergency call boxes are needed - again, because cellular phone coverage is so pure
- O Could the Byway Council become a coordinating agency - to coordinate all of the other agencies active along the Byway?
- O In the canyon, emergency vehicles operate only on red lights - no sirens - scenery gawkers need to be looking out for emergency vehicles
- O A canyon parking management plan is needed, to coordinate all visitor parking needs
- O Could the Byway Council contribute to the emergency response teams - they are having a hard time financially?
- O Could the Byway generate revenues by collecting a toll that could help offset the cost burden for all of the management related services locals now provide (*and presumably, for other Byway revenue needs*)
- O The Colorado State Patrol used to have a couple of cars on duty in the canyon at all times a few years ago. Why couldn't that level of service be resumed?

End.

Cache La Poudre - North Park Scenic and Historic Byway

Record of Public Meeting Comments

Group: Fort Collins Area Focus Group
Date of Meeting: June 28, 1995 - 2:00 PM
Location: City of Fort Collins Parks & Recreation Offices

Attendees: Ed Shalkey, Shalkey Walker Associates, Inc.
Randy Balok, City of Fort Collins, 221-6364
Sue Wright, 3113 Co. Rd. 69, Red Feather Lakes, CO 80545, 881-2117
Carl R. Maxeby 2101 Airway Ave., Fort Collins, CO 80524, 482-1202
Bill Wright, 200 Linden, Fort Collins, CO 80524, 484-6932
Joe Lewandowski, 1800 Ridgewood Road, Fort Collins, CO 80524, 482-6567
Karen Weitkunat, 1513 N. College, Fort Collins, CO 80524, 484-0870

Comments:

- O *(Previous focus group meeting results were discussed generally as a meeting "icebreaker")* This group fully agrees a canyon bikeway is badly needed. It would be OK if it were separated from the roadway in some parts and not in others, and access points where parking is available is a good idea.
- O Some "serious" signage is needed along HWY 14 through Fort Collins to guide bicyclists safely through town
- O A visitor's center, in combination with interpretation and information services is needed near HWY 14 and I-25
- O Interpretation of history is very important. It has very high potential to hold visitor's interest in the area
- O The environmental aspects of places along the river should be interpreted, with an eye toward resource protection and education
- O In the Fort Collins area it would be better if there were one place for dissemination of Byway and other information - than it would be to try stringing it out along the highway
- O We need more bicycle route guidance - such as signage
- O There have been earlier proposals for a streetscape type project on HWY 14 from I-25 to about Riverside. Earlier efforts have failed for various reasons. A streetscape project would be beneficial to Mulberry businesses, to the Byway, and as a gateway to the City. Traffic management also needs to be looked at on this stretch, particularly near I-25, and street lighting also. *(Discussion of whether Mulberry or the Mulberry Frontage Road should be used for bicycle traffic ensued. It was pointed out that Mulberry has a shoulder, but the Frontage Road does not)*

Record of Public Meeting Comments

Fort Collins Area Focus Group

June 28, 1995 Meeting

Page 2.

- Include LaPorte in Byway discussions. Lou Kinsley, a LaPorte real estate agent was suggested as a contact for beginning discussions.
- On the subject of history again, it was pointed out that Phil Walker, of Fort Collins radio station KGLL has history related tapes called "Visions Along the Poudre", and a Wayne Sundberg would be a good history resource, and Brian Werner of Northern Colorado Water Conservancy District has historical perspective on water
- On the discussion of funding, grants, toll roads and raising money in general, it was stated that you should "put a quarter in the box and a map will drop out"
- After looking at the current Cache La Poudre North Park Byway promotional brochure the comment was made that information needs to be more "inclusive" (*this writer took that to mean that a lot of available information has not been included in the current Byway promotional brochure*)
- "We should focus on entries, gateways and beautification" - (*this group is keenly aware that the HWY 14 entrance to the Byway is not very attractive - not a good introduction to Fort Collins or the Byway*) A later comment was that beautification is needed all the way from I-25 to the LaPorte bypass
- The Triangle Project was mentioned - some kind of transportation study about truck traffic between Walden, Laramie and Fort Collins. Ed S. promised to check on this and contact first Rick Ens Dorf, who is now at Centennial Engineering in Denver
- This could be a great opportunity to get Jackson County and Larimer County back together again, working on a win-win situation. There have been recent hard feelings that need to be overcome in order that Jackson County and Larimer County can each benefit from each other - the Byway project could be a catalyst for positive change.

End.

July, 1995

To: Cache la Poudre-North Park Scenic & Historic Byway Council

AS I SEE IT

When the Cache la Poudre-North Park 100 mile stretch of Colorado Highway 14 was designated part of the Colorado Scenic & Historic Byway System, all of the government agencies and communities impinged upon by the designation indicated general support for it. The law creating the scenic and historical byways sums up the reasons for such designation in a dozen words, "---- intended to provide recreational, educational, and economic benefite to Coloradoans and visitors -----".

The Cache la Poudre - North Park byway, from I-25 to Walden, covers areas under varying degrees of control by: City of Fort Collins, Larimer County, Colorado State Highway Dept., U.S. Forest Service, Colorado State Forest Service, Jackson County, City of Walden, plus some private and commercial properties, and various small communities. All of these entities have their individual interests, duties, and responsibilities. The Byway Council, which has no status as a government or regulatory agency, and no designated means of financial support, should act only as a moderator and clearing house in cooperation with the various responsible entities to establish guidelines for operation and maintenance of the Byway.

Fort Collins is already improving the scenic route with the new bridge and park at the Poudre River crossing on north College Ave. Careful, advance planning can further improve the aesthetics along the rest of the route from I-25 through the north part of the city. County planning can also help along the stretch from there to Ted's Place. All of these things are important in creating favorable impressions for visitors and newcomers.

When the concensus has been reached on how to improve and maintain the scenic byway, the Byway Commission can then become the "watchdog" in a role as supervisor of preventive maintenance, by

alerting the responsible agency of any impending or actual deterioration in the area of its responsibility. In return, the Byway Commission should oversee the dissemination of information and publicity pertaining to the byway.

To reach this point it is urgent that the Byway Commission meet with responsible representatives of the impacted agencies, either individually or in groups to reach a consensus of their desires and responsibilities in the actual implementation of the Scenic & Historic Byway.

If done properly, the Cache la Poudre - North Park Scenic & Historic Byway can become a valuable asset to the entire area and to the State of Colorado. There are enough units of government today with assigned responsibilities for development and maintenance in the Byway corridor. What is needed is someone to create and sustain a focus on the needs of the already assigned Byway project among all those who have the responsibility, and should be the job of the Byway Commission.

Areas of assigned responsibility:

1. I-25 to Poudre Park: Larimer County, Fort Collins, CDOT.
2. Poudre Park to Big South: USFS, CDOT.
3. Big South to Jackson County Line: CDOT, Larimer County, USFS, Colorado Forest Service.
4. Jackson County Line to Walden: CDOT, Colo. FS, USFS, Jackson County, Walden.

A few comments regarding the three reasons for creating the Scenic & Historic Byway System.

1. RECREATIONAL: The 40 mile section of the Byway from Poudre park to the Big South is already part of the federal Wild and Scenic Rivers System, with limits on use and development spelled out. Under control of the USFS activities include fishing, hiking, camping, picnicking, rafting, and kayaking. Much of the rest of the route to Walden also provides recreational facilities.

2. EDUCATIONAL: Primarily includes the dissemination of information pertaining to historical events, structures and improvements, geology, horticulture, and wildlife. This should be coordinated by the Byway Commission.

3. ECONOMIC: Since the Byway is designated "scenic", commercial development should be limited along much of the route, but where there is such development, the aesthetics should be improved as much as possible. As the name "Byway" indicates, the scenic route by-passes many commercial, convenient, and interesting sites just off the scenic route. Such things as the CSU campus, Horsetooth Lake, Laporte, Red Feather Lakes, etc. can be called to the attention of travellers, showing little side trips or short detours from parts of the Byway. This would provide convenient stops for travelers, as well as contribute to the economy of the area.

Fred Wrobbel

EXHIBIT "H"
**Public Issues Matrix and
Summary Observations on Public Meeting Comments**

Cache La Poudre - North Park Scenic & Historic Byway

Public Issues Matrix

September 26, 1995

	Upper Canyon	Lower Canyon	North Park	Fort Collins	Subtotal
Management Issues					
Increase In Visitors is a Management Problem			1		1
Hunting Danger is a Problem	1				1
Roadside Trash is a Problem	1				1
Vandalism is a Problem	1				1
Canyon "Courtesy Policy" Needed	1		1		2
What to do with Mishawaka, other Problem Properties	1				1
Help for Emergency Response Teams Needed	1	1			2
Can Byway Council be a Coordinating Agency?		1			1
Can Byway be a Catalyst for Jackson/Larimer Co. Reunion?				1	1
No More Commercialization In Canyon	1	1			2
Rock Climbing at Narrows Problem	1				1
Riverbank Maintenance Needed		1			1
Roadway Maintenance Needed		1			1
Lack of Cel & Emergency Phone Coverage a Problem		1			1
Byway Brochure Needs More Information				1	1

Traffic Issues					
Rafting Traffic & Parking is a Problem	1				1
Increased Traffic is a Problem	1		1		2
Ski (Steamboat) Traffic is a Problem	1				1
Passing Lanes & Pull-offs Needed			1		1
Commercial Traffic is a Problem	1	1	1		3
Bypassing Port of Entry is a Problem	1	1		1	3
Increased State Hwy Patrols Needed	1	1			2
Canyon Parking Management Plan Needed		1			1
Traffic Counts Needed		1			1

Bicycle Issues					
Bicycles Mixing W/ Traffic is a Problem	1	1	1	1	4
Bicycle Parking Needed		1			1
"Serious" Bike Signage Needed thru Ft. Collins				1	1

Design Issues					
Focus on Entries, Gateways & Beautification				1	1
Visitor Ctr. Needed @ Hwy. 14 & I-25				1	1
Preserve Wildlife, River, Foliage		1		1	2
Interpreting History Very Important				1	1
Need Streetscape Project East of Mulberry in Ft Collins				1	1

Funding Issues					
Raise Funds by Selling Maps				1	1
Check Into Collecting Tolls?		1			1

Cache la Poudre - North Park Scenic & Historic Byway Management Plan
Observations by Byways Consultant Ed Shalkey pertaining to Issues Raised via Initial Public Focus Group Meetings

September 26, 1995

Management Issues

Increase In Visitors is a Management Problem

Yes, this kind of sums up the whole situation here, and is one of the major motivating forces behind the Management Plan. This comment was by the Jackson County Sheriff, who must be feeling stressed by all of this Byway generated activity. One of our challenges should be to capitalize economically on increased visitation so that tax revenues are increased so there are additional resources to get the Sheriff some help.

Hunting Danger is a Problem

Seems as though this item should be handled by USFS, DOW, Sheriff, etc., via police powers. I think this item should be addressed by notifying one or more of the appropriate agencies with police powers and possibly also within the "Courtesy Policy" issue.

Roadside Trash is a Problem

I think this should be handled via existing systems, whatever they are, except that they may need to be boosted to keep up with increased visitation (see "Increase In Visitors is a Management Problem", above).

Vandalism is a Problem

I am not as familiar with the Byway as those of you who live along it, but I have not observed any vandalism - if it's there, it's not very visible.

Canyon "Courtesy Policy" Needed

This, in my view, is one of the best ideas to come out of the Focus Group series. I could envision some kind of a manned, or unmanned, kiosk of some type at each "Portal" to the Byway, where such a policy could be handed out with other information. Personal contact with a resident of the Byway would probably be best, but even something like a series of "Burma Shave" type signs at gateways might work. Creation of such a policy will require some cooperation among interest groups along the Byway, however. A good example of needed cooperation would be Canyon residents sitting down with commercial haulers from North Park to hash out the truck traffic issue. This idea has great potential and needs to be explored further.

What to do with Mishawaka, other Problem Properties

My view is that there are already mechanisms to deal with this kind of problem, within existing County or City Governments, in some cases State or Federal. I think the role the Byway Council should take in these kinds of matters is one of developing a policy about such issues, and then formally requesting the existing agencies to take a similar position and act on them as they would normally. This will probably require cooperative dialogue with existing agencies, and participation by them in your activities. The Council might also consider evolving at some point into some kind of a "commission" where other agency officials are official participants. As plodding and maddening as it might seem, the existing democratic process is, in my experience, the best way to deal with problem properties.

Help for Emergency Response Teams Needed

This is an impact that the Byway ought to be able to deal with. Funding, however, from State or Federal sources will be difficult, or impossible. The Byway Council might ought to take on some modest fund raising efforts of its own to be able to aid these kinds of causes.

Can Byway Council be a Coordinating Agency?

My view is that as a volunteer, limited resource group it would be very difficult for the Byway Council, as it is currently constructed, to take a lead in coordinating other funded, full time agencies. Coordination of the various agencies is a very large issue on this Byway because there is so much ground controlled by them. You certainly can lend energy to getting the agencies together, and there may be a way to form a higher "commission" of some kind (see "What to do: with Mishawaka, other Problem Properties", above). I just think for you to try to **lead** this particular combination would be an awful big bite to have to chew for a small, volunteer group. You can, and may ought to exercise leadership in creating a coordinating agency.

Can Byway be a Catalyst for Jackson/Larimer Co. Reunion?

I think it can. Highway 14 is a vital life line between the two counties. What better way to bridge the rift than through the Byway life line. I understand that the two Counties are currently in discussions relating to dealing with their differences, working together to better understand the different demands placed each, and to try to identify the things they agree on that relate to the Byway, and to strengthen those.

No More Commercialization In Canyon

This is potentially a big can of worms. I think the Byway should try not to regulate this directly. but to leave it to existing governmental mechanisms (see "What to do with Mishawaka, other Problem Properties", and "Can Byway Council be a Coordinating Agency?", above). The Byway Council should, however, be prepared to suggest what, if any, kind of commercialization, of what character, it would support, if it were to occur.

Rock Climbing at Narrows Problem

Whoever controls the ground this problem is occurring on should govern it. It could be addressed in the "Courtesy Policy".

Riverbank Maintenance Needed

Whoever controls the ground this problem is occurring on should govern it. The Council should be prepared to point out such maintenance problems to the appropriate managing agency as a concern.

Roadway Maintenance Needed

See "Riverbank Maintenance Needed", above.

Lack of Cel & Emergency Phone Coverage a Problem

The Byway Council could take leadership in resolving this. I personally believe modern communications technology could be utilized very well to convey the currently invisible history of the Byway. Maybe two birds could be slain with only one phone, I mean, stone.

Byway Brochure Needs More Information

Probably so. The Council ought to take a look at the brochure sometime soon to evaluate it now that it has been out and about for a summer season, then update it when appropriate. But remember, the current brochure is only your first, there will be more, they will get better of course - but you got this one out, and that's no small accomplishment this early in your genesis. Probably ought to get the guy who made this comment to be on your next brochure committee - he would be a motivated contributor.

(Note that only three of the above issues were mentioned in more than one focus group. They were "Courtesy Policy", "Help for Emergency Response Groups", and "No More Commercialization", and they were each mentioned in two focus groups.)

Traffic Issues

Rafting Traffic & Parking is a Problem

A lot of discussion in the focus groups was given over to rafting, and the rafting folks, to my knowledge, never attended any focus group meetings. I think the Council ought to go out of their way to bring a representative of this industry into the fold. Like it or not, they make a living in the Canyon, like many others, and they are probably not wholly unreasonable men and women. I think they would be capable of buying into consensus on important Byway issues once enfranchised.

Increased Traffic is a Problem

My view of this is that traffic is increased everywhere in our great state, and Byway designation increased yours on top of that. You have, however, a tourist oriented economy, and the Canyon

is a great attraction. Traffic is good for your businesses, the question is how best to manage it. The best way to proceed might be not to rue the traffic - but to use it to your advantage. This is where I think the Byway Management Plan needs to be proactive. We don't have the answer to this issue yet - but it's one of our most important questions.

Ski (Steamboat) Traffic is a Problem

See "Increased Traffic is a Problem", above

Passing Lanes & Pull-offs Needed

This needs further investigation, but I think that construction required to build passing lanes would have significant impact on the Canyon - so I would think hard about this. Wouldn't it be preferable to first better manage existing roadway pavement, instead of building more of it? The more pavement there is, the more cars will fill it - it's a hard cycle to break. Pull-offs may be a different story. There may indeed need to be more pull-offs, but they too will have construction impacts. My tendency here would be to only recommend pull-offs where specific and well reasoned objectives would warrant them. I would not say we ought to build a bunch more wherever they might fit just to have more.

Commercial Traffic is a Problem

It would be very difficult for the Council to take a position to try to limit or regulate commercial traffic. I do think the Council should take the lead in getting all of the parties in the Canyon concerned about this sat down at a table so that it could be discussed. I feel strongly that a cooperative, "win-win" approach should be tried out internally before turning it over to CDOT or some other form of regulation.

Bypassing Port of Entry is a Problem

I believe this to be a problem of perception, not one of reality. The idea of over-the-road commercial traffic bypassing the port of entry at the Colorado/Wyoming line in order to negotiate much additional mileage and two mountain passes seems a bit of a stretch. See "Canyon Parking Management Plan Needed", below.

Increased State Hwy Patrols Needed

I think we ought to invite the State Patrol to come to one of our Council meetings and talk about this issue.

Canyon Parking Management Plan Needed

This is another great idea. I might expand it to say you ought to consider a Canyon Traffic Management Plan to deal with all of the various transportation issues, including parking, and also, probably, bicycling. I doubt this can be accomplished within the confines of the Byway Management Plan - it would be a pretty good sized chunk of work - not the least of which would be gathering data on existing conditions (including traffic counts). We ought to at least try within the Management Plan to conceptualize what goals a traffic management plan might achieve.

Traffic Counts Needed

See "Canyon Parking Management Plan Needed", above. Yes, traffic counts are needed, and there is other data needed to make sense of the traffic situation.

(Note that four of the above issues were mentioned in more than one focus group. "Increased Traffic ", and "Increased State Highway Patrols " were mentioned in two focus groups, and "Commercial Traffic ", and "Bypassing Port of entry " were each mentioned in three focus groups. Traffic is an important issue to address.)

Bicycle Issues

Bicycles Mixing W/ Traffic is a Problem

This was the issue most often raised in the focus groups. We need to try to carve out a concept for a bikeway separated as much as it can be from automotive traffic. This will not be an easy task - right of way and funding will be major barriers.

Bicycle Parking is Needed

Should be included with the bikeway, see "Bicycles Mixing W/ Traffic is a Problem", above.

"Serious" Bike Signage Needed thru Ft. Collins

I think it's hard to follow the Byway route through Fort Collins, period. A Byway "pathfinder" sign system is needed through the Fort Collins urbanized area for all traffic.

(Note that "Bicycles Mixing W/ Traffic is a Problem was raised as an issue in all of the focus groups - the only issue on the list raised in all for groups. "Bicycle Parking is Needed "and ... "Serious Bike Signage Needed thru Ft. Collins" were each raised as issues in only one focus group.)

Design Issues

Focus on Entries, Gateways & Beautification

I would agree that entries to the Byway, at the junction of Hwy 14 and I-25, Hwy 14 and Hwy 287 (@ Ted's Place & Terry Lake Rd., both , and in Walden somewhere, need to be developed to the status of gateways. A gateway is usually some kind of architectural structure obviously designed to announce arrival at a special place. Gateways are usually a little grand, a little showy, and distinctive from the typical roadside clutter. You shouldn't be able to miss it. The CDOT columbine sign byway marker is way too diminutive to be a gateway sign. You currently have no gateway monuments - you need some. I don't know what exactly was meant by "beautification", except that in my view the only improvements I would make along the lines of what is usually considered to be beautification would be streetscape improvements along Hwy 14

between downtown Fort Collins and I-25, and between downtown and the turn at Terry Lake Rd.. I have not seen any place elsewhere on the byway in need of significant beautification - you simply couldn't out-beautify mother nature on this byway! Protecting the beauty of the existing scenic resources in the canyon and in North Park into the future is probably a bigger issue.

Visitor Ctr. Needed @ Hwy. 14 & I-25

Maybe. I think a visitors center would greatly benefit business in that location, which is wonderful, but maybe it should be developed by business - that is, in the, private sector.

Preserve Wildlife, River, Foliage

Most definitely. I took this comment, whenever made, to mean that it is better to protect resources than it is to develop facilities. For example, if given the choice to somehow control the number of tourist vehicles in the canyon, or to build passing lanes that would require fill into the river, you would probably choose not to build passing lanes. What I think I heard from all of the focus groups is that management and preservation is more important than development.

Interpreting History Very Important

I encouraged discussion about this issue at all focus groups, but only once was it brought up without encouragement, or latched on to by someone else. My gut feeling is that most people are sympathetic to this issue, but have no concept of how interpretation might occur, except as it has traditionally occurred - typically via roadside markers. I think there is incredible potential to interpret history, and interpretation could even become an attraction by which traffic and other troublesome issues could be managed. You could, for example, develop parking lots in LaPorte, and in Gould or Walden, where visitors already stop at existing information centers, where they could be encouraged to leave their cars. The lots could be outfitted with visitor conveniences including tourist retail and history stuff. Car-less visitors could board one of a modest fleet of alternative fueled shuttle vehicles outfitted with state of art sound (and visual, maybe) equipment, guide and refreshments. The shuttle could stop at all of the various attractions, could carry bikes, and could even shuttle rafts and rafters. But, the attraction for getting on the shuttle, should be an amazing history presentation, with all of the travel conveniences of your car. Even though it did not arise as a hot button in the focus groups, I encourage the council to stretch the usual definition of historical interpretation. Something good could come of it.

Need Streetscape Project East of Mulberry in Ft Collins

I agree with this, and I think another one is needed on Hwy 14 starting at the new bridge over the Cache la Poudre up to about the turn at Terry Lake Rd. Maybe Randy Balok could take up this cause.

(Note that all of the above issues were raised only once, except for "Preserve Wildlife, River, Foliage", which was brought up on two occasions.

Funding Issues

Raise Funds by Selling Maps

Raising funds is a good idea, and maps are a good idea, and you'd probably make a even more money if you obtained advertising for maps you could then give away free to every visitor entering the Byway. If the maps were very well done and of artistic value - like posters - you could probably attract national advertising (say Coke or Coors or McDonalds), which would be even more lucrative. This is a very good idea.

Check Into Collecting Tolls?

Literally, or figuratively? It's probably quite a stretch to visualize toll booths on a State Highway, especially in our conservative state, but a less literal interpretation of exacting some kind of toll from visitors might not be such a stretch. For example, what if there were an electronic sign flashing at the approaches to the parking lots discussed in "Interpreting History Very Important", above, which said; "Tourists - Expect 30 Minute Delays in Canyon Traffic Exit Now for History Shuttle - See the Canyon the Convenient Way - No Waiting - Parking \$2.00".

(Note both funding issues discussed above were mentioned in the focus groups only once as issues to be dealt with.)

See attached Public Issues Matrix for at-a-glance summary of issues raised and discussed above.

Summary Comments:

1. Keep in mind that the input we got from the focus groups is only about half of the outside input we need. The other half needs to come from public agencies. I think these should include:
 - USFS
 - Div Nat'l Resources
 - Div of Wildlife
 - Div Parks & Outdoor Rec
 - CDOT (and CHP)
 - Larimer County
 - Jackson County
 - Fort Collins
 - Walden
 - LaPorteAre there any others I have missed?

2. Some really good ideas came out of these meetings. One of the best was the Canyon Courtesy Policy idea. It needs to be fleshed out some more, but I suspect it will end up in the final plan in some way, shape or manner.
3. Interesting that people think Byway Council should be a coordinating agency, or a catalyst to heal Jackson Co. / Larimer Co. rift. Makes me think there might ought to be some other kind of byway organization in addition to the current Council, one with more wherewithal, with more traditional political support.
4. There are a lot of people who think there ought to not be any more commercial development in the canyon - emphasize **canyon**, not Byway. There was even full consensus among those attending the lower canyon focus group. This issue needs to be explored some more.
5. You are going to need to create some kind of a revenue raising strategy in order to respond to legitimate calls for help such as the Emergency Response guys.
6. Traffic is a big problem. It is essentially a congestion problem. I do not think the answer to congestion in the canyon, at least, will be more pavement. It needs to be managed. People are very concerned about the impacts congestion may have on bicyclists. We need to talk about whether traffic can be adequately dealt with within the Management Plan - my guess is that it can't.
7. People's expectations for development are modest. Some work at the Byway's entries, a visitor's Center at I-25, some streetscape work in Fort Collins and some pullouts are all they asked for.
8. Interpretation of history, and it's potential, is not well understood. I wonder if we ought to form a history committee to try to get something going in this area.
9. Enthusiasm and support for the Byway is currently running high. I heard only a very few disparaging remarks.

EXHIBIT "I"
Public Comments on
Draft Vision Statement, Goals, Objectives and Action Plans
and
Draft Management Plan

SHALKEY WALKER ASSOCIATES, INC.

MEMORANDUM

July 18, 1996

From: Ed Shalkey
Shalkey Walker Associates, Inc.

To: Cache La Poudre North Park Byways Council
Public Meeting Participants
Friends of the Byway

Re: Draft Vision Statement, Goals, Objectives and Action Plans:
Cache La Poudre - North Park Scenic and Historic Byway
Corridor Management Plan

Greetings:

For approximately the past year and a half, I have been helping the Byway Council prepare a Management Plan for the entire Byway Corridor, Highway 14 from Walden to I-25. The attached Draft Vision Statement, Goals, Objectives and Action Plans document is the framework upon which the Council's Corridor Management plan will be based. It is in Draft format, because the **Council wishes to include your input before they proceed** to broaden the Vision, Goals, Objectives and Action Plans into a Management Plan.

Also attached is a Summary of Public Meetings, nothing more than copies of the public meeting records you have already received if you attended one of the Council's Focus Group meetings. The Draft Vision Statement, Goals, Objectives and Action Plans document is based on the comments we heard from you at the Focus Group meetings.

Please take the time to read the attachments. The Council needs your comments and any new ideas you might think of, before they proceed. Nearly all of the Council Members are involved, like many of you, in the tourism industry, and like you, this is a busy time of year. That is why the Council is asking you to **please make your responses in writing, and deliver them no later than August 5th. (that means mail them by August 2nd)**. Please call only if you absolutely have to.

If your interests are primarily in the North Park/Walden Area, send your written comments to Tony Martin, P.O. Box 791, Walden CO 80480. Or you can call Tony @ 723-4660 or Rae Redman @ 723-4600 or Tootie Crowner @ 723-8461.

If your interests are primarily in the Upper Poudre Canyon Area, send your written comments to Jan Felker, 33021 Poudre Canyon, Bellvue CO 80512. Or you can call Jan @ 881-2139, or Elaine Canfield @ 881-2180.

Byways Memorandum
July 18, 1996
Page 2.

If your interests are primarily in the Lower Poudre Canyon Area, send your written comments to Gary Kimsey, 250 Poudre River Road, Bellvue CO 80512. Or call Gary @ 221-2957 or Barb Gibbens @ 224-9389.


If your interests are primarily in the Red Feather Lakes area, send your written comments to Sue Wright at Manhattan Creek Outfitters, 3113 County Road 69, Red Feather Lakes CO 80545. Or call Sue @ 881-2117.

If your interests are primarily in the LaPorte and Fort Collins Area, send your written comments to Randy Balok at the City of Fort Collins, 281 N. College, Fort Collins CO 80522. Or call Randy @ 221-6364.

Please give us your comments. The Byway Council's Management Plan will end up being only as strong as you take an interest. Remember, we need to hear from you by August 5th. We will notify you of the results of your collective comments, if we hear from you by August 5th.

Thanks for your help.

Ed Shalkey
Byway Planning Consultant



Linda Sparks & James Baker
38005 Poudre Canyon Hwy.
Bellvue, Colorado 80512
(303) 881-2758

20 July 1996

Dear Byways Council members,

We have read with interest your Vision Statement. While it certainly addresses the dispensing of information and publicity of the Byway--a direct interest of the commercial members--it pays only lip service to some of the concerns of the non-commercial residents of Poudre Canyon. And certainly offers no suggestions for cures, but rather passes the buck to some government agency.

Having been a government employee, I know that suggestions for fixes receive a much more positive review than someone pointing out the problems. To wit:

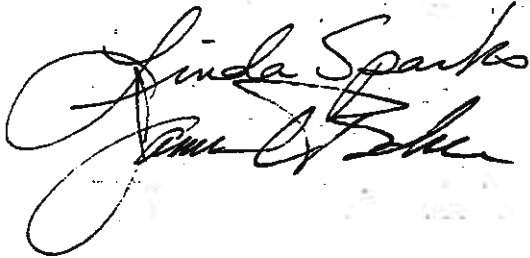
Goal I, Action Plan IA,1g. Bicycles. A formalized bike path along the Poudre would destroy anything "wild and scenic" along the streamside. However, a suggestion to pave a two-foot shoulder along the roadway would be better than what we have now and would serve the added benefit of keeping the shoulders from eroding.

Goal II, Action Plan IIA,1g. EMS. Residents requested assistance in manning/funding local EMS services. Instead, the Council request an "increased level of management attention" from existing EMS teams. Where, I ask, do you propose we get the wherewithal to provide that. The Upper Canyon EMS all volunteer service members are an average age of 67. Rather, it would be useful (and much safer for the tourists) to require all commercial "adventure" services to provide an EMT (or similar professional pre-hospital provider) on all trips--each river raft trip, commercial kayak pod, snowmobile tour which operates in the canyon. This isn't as hard as it sounds, since Larimer Co. Community College has at least one EMT class per semester. They are all full and there are huge numbers of certified EMT who would love to practice their skills. Literature being handed out should also encourage Scout groups, church groups, etc. to bring their own First Aid trained personnel for organized trips.

Goal III, Objective IIIC,1. Local Residents. I'm not sure what this section means other than what the Byways Council hopes to gain from residents. What about what we hope to gain? We do live here and we pay our taxes here. If you don't offer us some sop, you certainly won't gain any support. One suggestion is that all handout material (brochures, pamphlets, tapes, etc.) contain the admonishment that much private property adjoins the Byway. Visitors should respect that property by not trespassing on private drives, yards, etc. Maybe even reiterate the Colorado Law that states that persons are responsible for ascertaining what lands are private, that it is not the property owner's responsibility to post notices. Many visitors may not be aware of the law.

Our goal is not to pick apart the document that you worked hard to compile, it is to translate the concerns of at least some of the residents into suggestions which might alleviate future problems.

Sincerely,

The block contains two handwritten signatures in cursive. The top signature is clearly legible as "Linda Sparks". Below it is a second signature that is less legible but appears to be "John L. Fisher".

SHALKEY & TEAM, INC.

October 1, 1997

Notice to anyone interested in this Draft Corridor Management Plan for the Cache la Poudre - North Park Scenic and Historic Byway

Dear Friend of the Byways:

This is a DRAFT version of the Cache la Poudre - North Park Scenic and Historic Byway Corridor Management Plan. This plan is required by the State of Colorado's Scenic and Historic Byway Commission as a condition of maintaining State Scenic and Historic Byway designation status and for certain State and Federal funding assistance opportunities. The Draft plan is being made available to the public for their comments during the month of October, 1997.

If you would like to have your comments considered and published in the Final version of the Cache la Poudre - North Park Scenic and Historic Byway Corridor Management Plan, you must make your comments in writing and submit them to Shalkey & Team, Inc. at the address given below. We must have your comments in our office by Monday, the 3rd of November, 1997, if you want them to be included in the Final plan.

**Submit Comments in Writing to: Edward J. Shalkey, Principal
by October 3, 1997
Shalkey & Team, Inc.
820 Sixteenth Street, Suite 825
Denver, CO 80202**

You may call Shalkey & Team to discuss the project, or ask questions at any time. But if you want your comments considered and included in the Final plan, we must have them submitted to us in writing.

\Sincerely,
SHALKEY & TEAM, INC.

Edward J. Shalkey, ASLA
Principal

EJS/es

I turned this into the Patrol + they
never used the road again!! That
was 6 years ago.

Wawa L. Lucas

P.S.

We use the large maps + get on the back
road + have a picnic with us, or take pop
or Gator aid + then stop when we hit a
town, where ever it might be.

The last time I went down the Canyon
Dad was driving + there were 8 people rock
climbing in the Narrows; standing in
the middle of the road holding ropes +
telling the climber how to go. "Never a-
gain." About 1 1/2 years ago + Dad
was driving. "Never again!!"

Interpretive Addendum to the Poudre-North Park Scenic & Historic Byway Corridor Management Plan

The development and publication of this addendum has been made possible with the support of the State Historical Fund of the Colorado Historical Society.

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I. Introduction

Background & Overview of Addendum

In 1991 the 101-mile segment of Highway 14 between Fort Collins and Walden was designated a Colorado Scenic & Historic Byway. Known as the Cache la Poudre-North Park Scenic & Historic Byway, this route was designated a National Forest Scenic Byway in 1993. The east end of the Byway is in Fort Collins, a thriving city of over 100,000 residents. From the junction with Interstate 25, the Byway follows Colorado Highway 14 along the northern business edge of Fort Collins, across 10 miles of the Great Plains, and proceeds west for 70 miles through the Poudre Canyon, over 10,000 foot Cameron Pass, through the valley of North Park, and into the small rural town of Walden, pop. 1,000.

In 1993 local residents, businesses, and land managers formed the Cache la Poudre-North Park Scenic & Historic Byway Council. The Council's mission is to identify the Byway's important and valuable scenic, historic, natural, and recreation resources; cooperate with the individuals and agencies that manage these resources; and sponsor and coordinate efforts to preserve, conserve, and enhance the resources. With regard to interpretation, the Council sees its primary role as providing unity and continuity for Byway interpretation and sharply focusing new interpretive programs to prevent duplication of effort.

In 1997 the Council completed a corridor management plan for the Byway, as required by the State of Colorado's Scenic and Historic Byway Commission. The plan articulates a vision to guide Byway planning, inventories Byway resources, recognizes management actions taken prior to 1997, and proposes goals, objectives, and action plans for managing the Byway. The resource inventory, area map, Byway history, and list of stakeholders in the management plan are all relevant to the interpretive addendum and provide critical background for interpretive planning.

Since two of the five goals in the management plan focus on public information and interpretation, the Council determined that an interpretive addendum to the plan is an appropriate method of fully developing these goals.

- This addendum is designed to guide the Council in using targeted interpretive efforts to assist with the management, conservation, preservation, and enhancement of the Byway's resources.
- The purpose of the addendum is to provide a detailed inventory and analysis of Byway resources, management plans/facilities, and existing interpretation; and make specific recommendations for Byway interpretive programs and products.
- The objectives of the addendum are to design a framework to coordinate visitor learning with Byway management goals; define the special value of the Byway through statements of significance; consider the Byway's audience (visitors, recreationists, families, locals, businesses); prescribe the best mix of methods, media, and messages; and consider timing and financing of project development.

Interpretation As Management Tool

The Poudre-North Park Byway has, over recent years, gained significance on a national level. The Byway includes Colorado's only nationally designated Wild and Scenic River; it provides access to National Recreation Trails, Rocky Mountain National Park, and four Wilderness areas; and the Poudre Basin has been designated a National Heritage Area. These designations, combined with the Byway's abundant and high quality scenic, historic, and recreational resources, have helped to facilitate a steady increase in visitation.

With an increase in visitation residents, businesses, and land owners along the Byway are seeing a correlating increase in management problems. Public meetings held during the development of the Council's Byway management plan revealed numerous problems, including trespassing, vandalism, and littering; conflicts among recreational groups, such as rafters, anglers, bicyclists, motorists, and hikers; and a general disregard for the condition of the Byway's resources (see management plan for public meeting comments).

Research has shown that interpretation and informal education can help solve management problems related to resource protection and provide visitors with a safe and enjoyable recreation experience. Specifically, studies indicate that interpretation can decrease vandalism, decrease poaching of fish and wildlife, decrease depreciative behavior such as souvenir collecting and unauthorized motor bike use, increase compliance with regulations, increase safety, and increase public support for policies and management practices (e.g. Roggenbuck, 1982; VanderStoep, 1988; Wallace, 1990; Hooper, 1991).

This addendum articulates several interpretation as management tool (IMT) strategies. Figure 1a. shows how management, marketing, and interpretation work together to impact resources, and Figures 1b. - 1d. demonstrate three IMT scenarios based upon changes in intervening variables.

The Council's IMT objectives are to:

- Reduce the impacts of peak-season recreational use,
- Foster the vitality of existing businesses along the Byway, and
- Encourage new and existing visitors to use the Byway in the winter season and utilize under-visited areas.

Figure 1a. Interpretation as a Management Tool

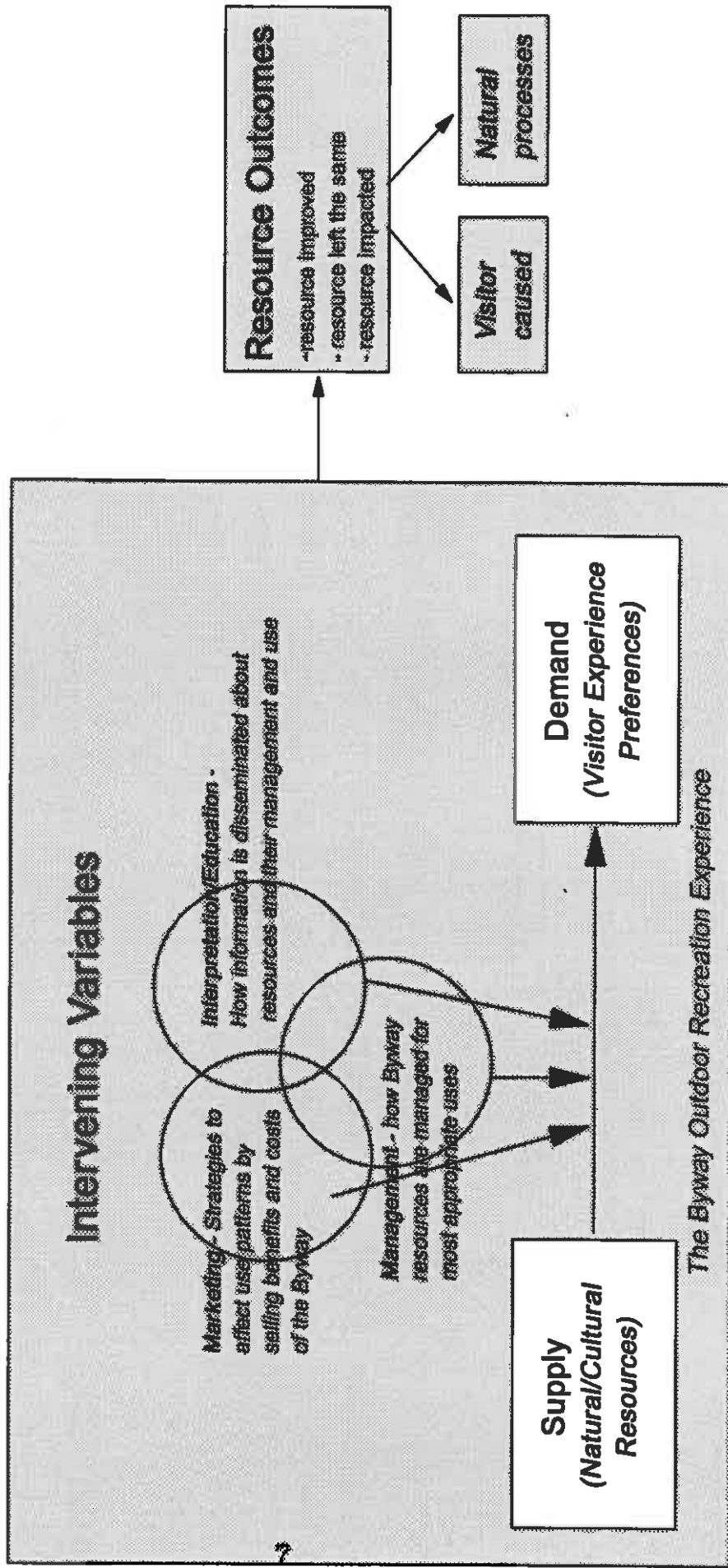


Figure 1b. Interpretation as a Management Tool

(Scenario A - Increased visitor use and increasing resource degradation; Prescription = increase interpretation/education, minimize marketing efforts, and maintain or increase resource management efforts)

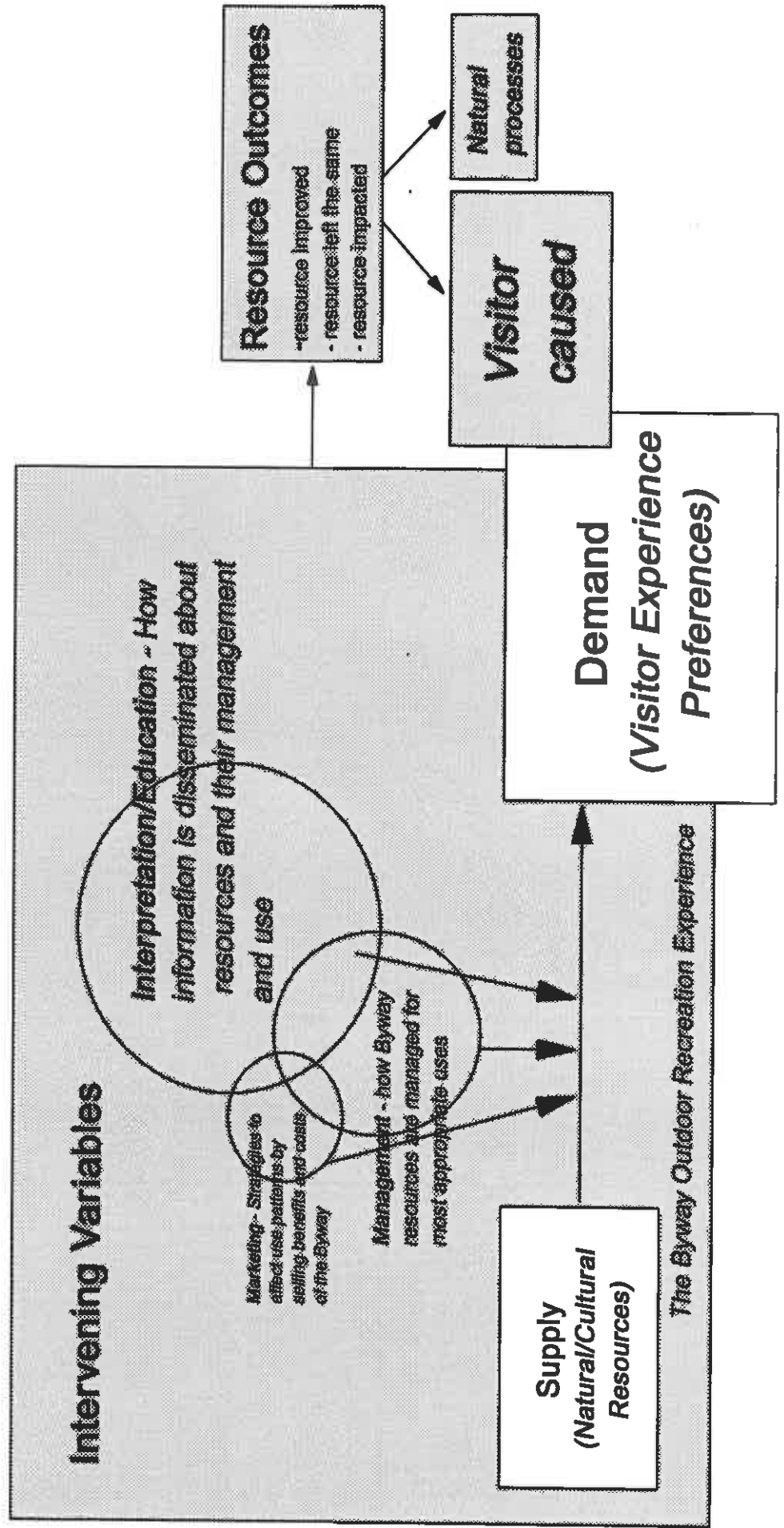


Figure 1c. Interpretation as a Management Tool

(Scenario B - Maintained visitor use with low or no resource degradation; Prescription = maintain balance of marketing, interpretation, and site management)

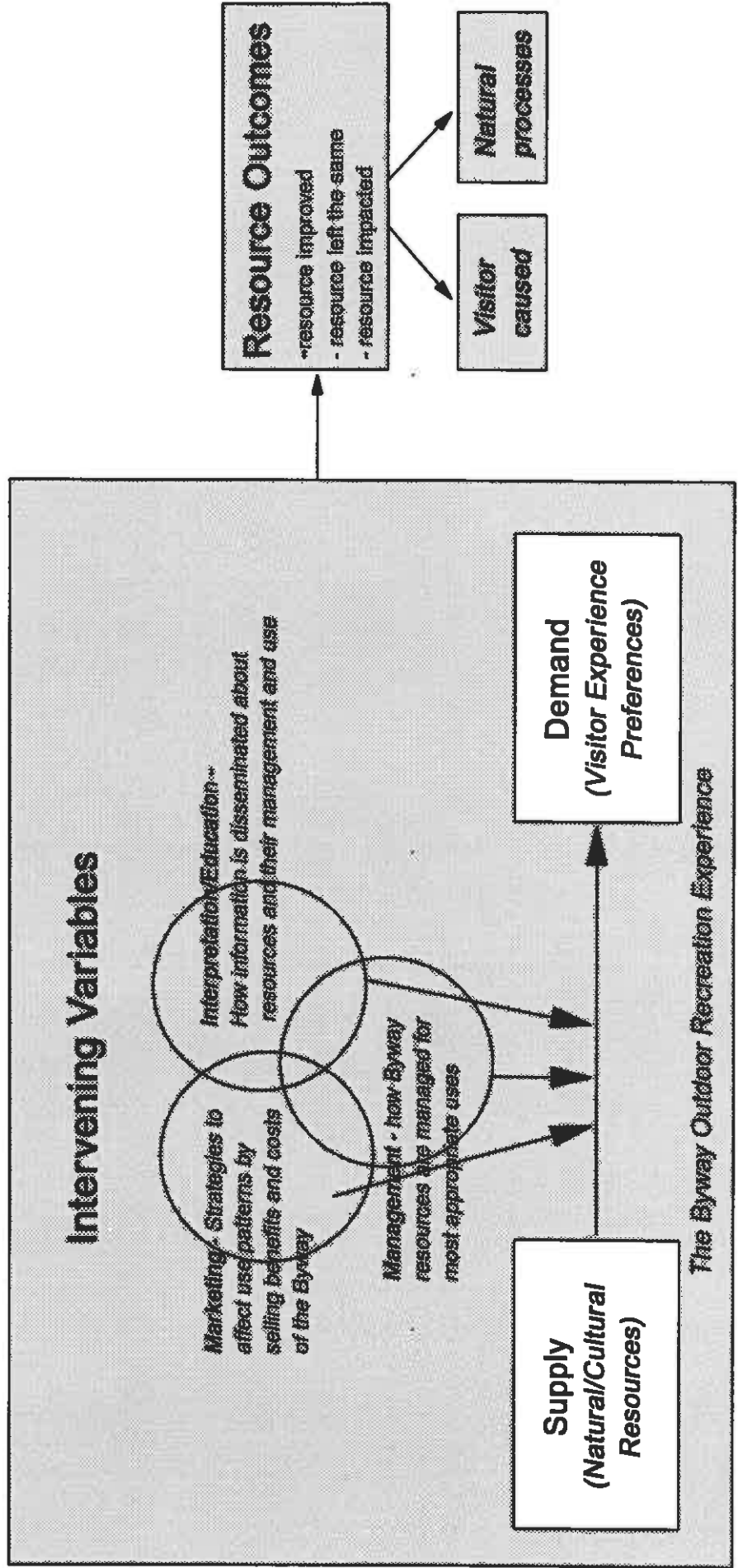
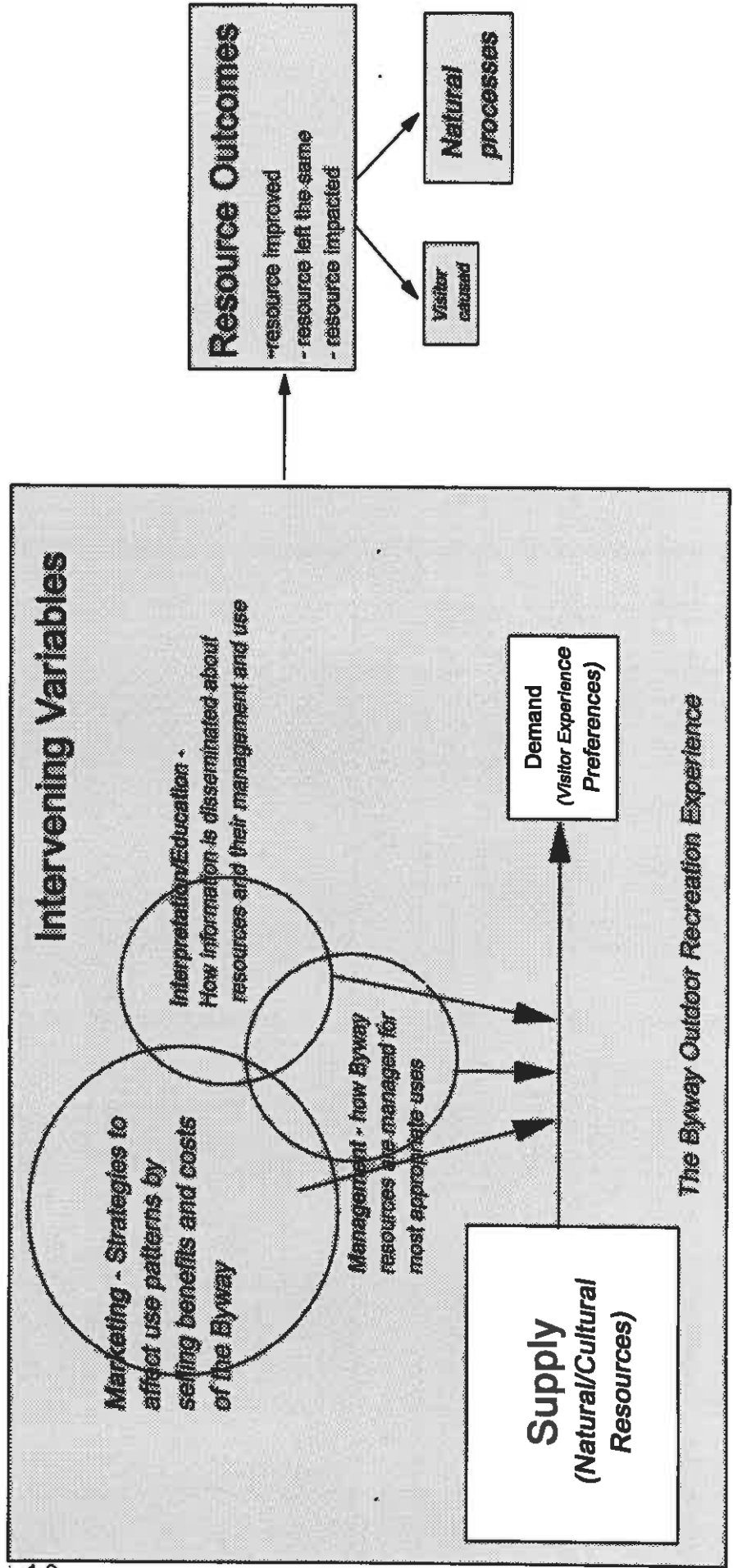


Figure 1d. Interpretation as a Management Tool

(Scenario C - Areas of scenic or natural significant which have low visitation and which can handle increased visitor use; Prescription = increase marketing efforts -- to pull visitation away from highly used areas, maintain interpretive/educational and resource management efforts)



Byway Regions

The Council envisions the Byway divided into four regions, each possessing a unique combination of cultural, scenic, recreational, and natural resources and a unique set of issues pertinent to the development of interpretation strategies. Please see Appendix, Exhibit B of the management plan for the Byway Corridor Map.

The Byway regions and management issues are described as follows:

Laporte/Fort Collins Region--beginning at the junction of Colorado Highway 14 and Interstate 25 and extending to the junction of Highway 14 and US 287 at Ted's Place (about 14 miles), this region passes from the commercial strip of north Fort Collins before reaching the Poudre Canyon. Visitors primarily use this region as a travel corridor from I-25 to the Poudre Canyon. Fort Collins' population is rising and area tourism is booming, bringing increased numbers of travelers through this corridor.

Poudre Canyon Region--beginning at Ted's Place at the junction of Highway 14 and US 287 and extending to the confluence of the Poudre River and Joe Wright Creek (about 46 miles), the lower portion of this region contains many private residences interspersed with high-use public recreation areas. The upper section contains a string of private resorts, Forest Service campgrounds, and full- and part-time residential properties surrounded by public land. Summer season visitation, conflicts, and resource degradation are increasing; winter season represents potential for maintaining the vitality of corridor businesses.

Cameron Pass Region--beginning at the confluence of the Poudre River and Joe Wright Creek and stretching to just west of Gould (about 22 miles), this region is characterized primarily by public land. The U.S. Forest Service and Colorado State Parks have major presences. Year-round visitation is high. The region has numerous winter and off-Byway recreation opportunities that can be further promoted.

Walden/North Park Region--beginning just west of Gould at the Colorado State Forest State Park boundary and ending at the town of Walden (about 19 miles), the region is undergoing economic transition and Walden provides services for travelers and recreationists using North Park's abundant public land. The region provides a unique Western visitor experience and in recent years is experiencing an explosion in tourist and development activity. Promotion of natural resource-based tourism is desirable, but so is the desire for lifestyle preservation.

IMT Strategies Assigned By Byway Region/Area

A = Increase interpretation; minimize marketing; maintain/increase resource management.

B = Maintain balance of marketing, interpretation, and resource management.

C = Increase marketing; maintain/increase interpretation and resource management.

Laporte/Fort Collins Region	IMT Strategy
CSU Environmental Learning Center/State Welcome Center	A
City of Fort Collins	
Museum, Old Town	A
Lee Martinez Park	C
Ted's Place/Byway Kiosk	A
Poudre Canyon Region	IMT Strategy
Picnic Rock/Byway Kiosk	A
Gateway Park	B
Stove Prairie Road Access Area	A
USFS Campgrounds, Picnicgrounds, Trails	A
Businesses--Summer	B
Businesses--Winter	C
Pingree Hill Access Area	B
Old Poudre City/Eggers School	C
Arrowhead Lodge/Byway Kiosk	B
Poudre Rearing Unit	C
Laramie River Road Access Area	B
Cache la Poudre, Comanche Peak Wilderness	A
Cameron Pass Region	IMT Strategy
USFS Campgrounds, Picnicgrounds, Trails--Summer	A
USFS Trails--Winter	B
Colorado State Forest State Park--Summer	B
Colorado State Forest State Park--Winter	C
Moose Visitor Center	B
Neota, Never Summer Wilderness	B
Rawah Wilderness	A
Walden/North Park Region	IMT Strategy
Arapaho National Wildlife Refuge	B
JCR 125 Access Area	C
Town of Walden	
Businesses	C
Museum	B
BLM Lands (i.e. North Sand Hills)	B
Lake John, Richard, Delaney Butte SWA	B

Interpretive Vision & Themes

The Byway Council has developed the following overarching *interpretive vision*:

The Cache la Poudre-North Park Scenic & Historic Byway travels through land of great natural, cultural, recreational, and scenic value. Throughout history, this land has been enjoyed by many different users and should continue to be managed and preserved for the benefit of wildlife, plants, and people for years to come. By engaging visitors in an interactive and exploratory relationship with the Byway's resources, interpretation can instill in visitors a sense of place, help them to develop an ethic of care about its human and natural communities, and inspire them to self-motivated action to conserve, enhance, and protect its resources.

Byway stakeholders have identified the following *interpretive themes*, listed here in descending order of importance for interpretation and education:

- **Water/Poudre River:** From tundra to plains, the Poudre River reflects the story of water law in the West. The river's water storage and diversion projects are vital to industry, wildlife, agriculture, and recreation. Understanding the river's management and recognizing its uses are important to preserving this natural treasure.
- **Natural Resources & Cultural History:** The natural resources of the Byway attracted early settlers to the area. These settlers subsequently developed their livelihoods around available natural resources (mining, logging, livestock grazing). This historic travel route and its stories continue to attract people to the area today and should be an integral part of education along the Byway.
- **Recreation:** Opportunities for recreation along the Byway represent a diverse cross-section of year-round land, water, and snow activities and are in increasing demand. The freedom to enjoy the Byway's recreation resources assumes personal responsibility for safety in the out-of-doors; respect of other users, residents, and property; an awareness of natural phenomenon such as wildlife and weather; and the practice of courteous and ethical behavior.
- **Scenery:** The Byway is a significant "Gateway to the Rockies," providing travelers a first-hand look at narrow canyons, wild rivers, great gorges, piedmont, high peaks, cirques, and sweeping parks. The Byway's geologic richness and scenic beauty should be an integral part of visitor education.
- **Adjacent Natural Areas:** Significant wildlands adjacent to the Byway (Rocky Mountain National Park, Arapaho National Wildlife Refuge, Wilderness areas) are important to Byway interpretation because these designations are emotionally-charged and remain strong in the minds of visitors. Facilitating visitors' understanding of and connection with these areas can help to promote Byway preservation efforts.

- **Environment/Ecosystems:** The Byway provides a spectrum of ecological richness and ecosystem change from grassland prairies of the South Platte to North Park's high plains. Educating visitors about these natural resources is essential to the sustainability of the Byway.
- **Wildlife:** The vitality of the Byway can be seen in the diversity and richness of wildlife and fisheries. The health of these species and their habitats is dependent upon careful stewardship by land managers, residents, and visitors.
- **Lifestyle preservation:** Current lifestyles of the citizens along the Byway are an integral part of the area's overall natural and cultural heritage. As such, past and present lifestyles and values should be infused into education and interpretation.
- **Byway management:** A partnered effort of private land owners, public resource managers, and the visiting public to balance economic viability with resource preservation is essential to the protection and preservation of Byway cultural and natural resources.

Byway Visitors

Identifying and understanding the motivations and characteristics of Byway visitors is important to designing appropriate interpretive tools. Therefore, visitor studies considerations have played a significant role in the development of this interpretive addendum. Several visitor studies were identified which can help with targeted Byway interpretation: a Colorado Byway survey, U.S. Forest Service surveys, and Colorado State Forest State Park surveys. Detailed findings of these studies are included as Appendix A.

Because existing information about Byway visitors is neither comprehensive nor consistent, related research will be useful in describing general characteristics. From the data reviewed, popular activities along the Byway include sightseeing, watching and photographing wildlife, walking/driving for pleasure, getting away/relaxing, camping, fishing, and hiking. Recognizing that some visitors travel the Byway to "get away," materials should be designed to help them process their surroundings easily. Information packaged by theme may be appropriate, and targeting information and education to specific visitor groups may help visitors better match their expectations with opportunities.

The studies suggest that Byway visitors are both Colorado and out-of-state residents. Data implies that out-of-state residents are more often first-time visitors and may stay for shorter periods. They may need more information about the Byway and its resources to stimulate return visits and feel confident about making longer stays. Colorado resident visitors seem to be recreationists who camp or stay overnight and return several times during the year. These people may be familiar with the area and its provisions and need focused information on finding new and different opportunities for enjoying the Byway.

As illustrated in the studies, word of mouth is a powerful means of communicating about the Byway. The Byway may continue to experience growth as more visitors tell their friends and families about their experiences. Setting limits, describing the limiting factors of some areas, and setting priorities for certain resource preservation efforts may be appropriate in Byway education. Articulating the effects of overuse and inappropriate use of certain areas may need to be discussed in certain Byway interpretation.

From the existing research, visitors seem to value the scenic and natural qualities of the Byway. As the natural setting provides the backdrop for most visits, every attempt should be made to preserve and maintain the quality of that backdrop. Increasing visitation may impact the scenic and natural qualities of the Byway. Focused interpretation can help route people to lesser used areas adjacent to the Byway, describe the need for setting limits in certain areas, and teach about the value of the existing resources.

II. Inventory Summary And Analysis

Resource Inventory

❖ Scenic Resources

The 10,000 to 14,000 foot mountains of Colorado's Front Range rise sharply from the 5,000 foot high plains. These mountains are home to glacial rock formations, year-round snowfields, lush alpine meadows, pristine lakes, and dramatic canyons--all accessible from the Poudre-North Park Byway. At every turn, the Byway presents a new view. The Poudre River, which parallels the Byway through Poudre Canyon, is the archetype for the cascading, fast-flowing, white water stream of the high mountains. The walls of the Canyon vary in width from one to two hundred feet, and in places they rise one to three thousand feet. Suddenly, a gorge the width of the road broadens into beautiful meadows alive with brilliant wildflowers in the spring and spectacular golden aspen in the fall. Once the traveler crosses over Cameron Pass, with breath-taking views of the Rawah Wilderness to the north and Neota Wilderness to the south, the route enters North Park. Mountain shoulders give way to rolling forest and aspen lands interspersed with broad stream bottoms, willow, and native grasses. Views of the rugged peaks of the Park Range, Medicine Bow Mountains, and Rabbit Ears Range encircle the hay fields of North Park.

❖ Biophysical Resources

The Byway's biophysical resources are numerous and diverse. The following management indicator communities and indicator species reside within the corridor:

- **Existing and Potential Old Growth Forest:** Northern three-toed woodpecker, Flammulated owl, Pygmy nuthatch
- **Interior Forest:** Black bear, Golden-crowned kinglet
- **Young to Mature Forest Structural Stages:** Elk, Mule deer, Hairy woodpecker
- **Forest Openings:** Elk, Mule deer, Bighorn sheep, Mountain bluebird
- **Aspen Forest:** Warbling vireo
- **Riparian Areas/Wetlands:** Wilson's warbler, Northern leopard frog, Boreal toad
- **Montane Aquatic Environments:** Greenback cutthroat trout, Colorado River cutthroat trout, Brook trout, Brown trout, Rainbow trout

A mix of foothill-shrub grass, aspen, and narrowleaf cottonwood are found along the Byway's river corridors. The slopes up to 8,800 feet are covered with juniper and ponderosa pine on lower south slopes and Douglas fir and lodgepole pine on the north. Above 8,800 feet lodgepole pine is the dominant tree species with Engleman spruce and subalpine fir found in wet and riparian areas. Krummholz spruce and fir are found at timberline. Open parks with riparian zones with large willow components serve as important big-game habitats. Vegetation management has occurred along the Byway for over a century beginning with harvesting of forest materials for homesteads and ranches. Recent logging activity has been in the form of small to moderate-scale commercial sales.

Wildflowers include several varieties of lilies, buttercups, and roses, as well as Colorado's state flower, the Columbine. Other flowers worth noting are Rocky Mountain iris, harebell, fireweed, larkspur, miner's candle, black-eyed Susan, anemone, calypso (the only orchid in the area), several varieties of primrose, wild geranium, lupine, and the shooting star. Noxious weed infestations are increasing throughout the area.

The Byway is home to big-game migration corridors and wildlife wintering and summering areas. Thus, the corridor provides excellent opportunities to view big horn sheep, mule deer, elk, moose (Walden has been designated by the state legislature as the moose viewing capital of Colorado), mountain lions, black bears, and more than 100 species of birds, including peregrine falcons and osprey. The Poudre River supports rainbow, brook, and brown trout, and eleven non-game fish species. The Division of Wildlife operates a trout rearing pond on the Poudre and stocks it with catchable-sized rainbow. One of only three native greenback cutthroat trout populations state-wide as well as the re-introduced river otter can be found in the South Fork of the Poudre.

❖ **Sociocultural Resources**

The geography and natural resources of the Byway are inextricably linked with the lives of Indians, trappers, explorers, emigrants, miners, loggers, settlers, soldiers, stage-travelers, cowboys, and farmers. The following sites, only some of which are marked or visible, carry in their names rich stories about the Poudre-North Park area: Fort Collins, Laporte, Ted's Place, Baldwin Tunnel, Dutch George Flats, Rustic, Pingree Hill, Poudre City, Profile Rock, Arrowhead Lodge, Keystone Hotel, Kinikinik Ranch, Laramie-Poudre Tunnel, Barnes Meadow Reservoir, Chambers Lake, Joe Wright Reservoir, Cameron Pass, Wiley Overlook, Gould, Seven Utes Lodge, and Walden.

For a long time the Poudre corridor, with its mountain streams and picturesque canyons, afforded the only avenue in and out of the Front Range. Cultural resources of the Byway include physical remains of past human existence. In 1924 the first discovery was made of artifacts (arrowheads, hide scrapers, and decorated discs) known to have been used by Ancient Folsom Man. The Poudre find is the first to represent a dwelling site of these ancient Americans. By the time early Spaniards and French appeared, the Arapaho, Cheyenne, and certain bands of Sioux Indian tribes were thriving in the Poudre valley. However, only the Utes made their home in these mountains.

It took nearly fifty years to construct the 101-mile segment of Highway 14 now a Byway. The road's development is integral to the Byway's heritage, with extraction and tourism guiding its construction. In 1879 the Cache la Poudre and North Park Toll Road Company began a rough road from Rustic to North Park. By 1880 the road was open to Chambers Lake. Meanwhile the Poudre Valley Good Roads Association promoted a road up the Poudre Canyon to Rustic. The Larimer County Commissioners began this ambitious project in 1912. In 1920 a parade of autos carried picnickers to Rustic to celebrate the completion of the road to that point. In 1926 the entire road was formally opened to mark the link between Fort Collins and Walden.

The demand for resources, including timber, minerals, grazing land, and water, has always been a part of the Byway's history. The corridor was primarily settled by ranchers along the river bottom and in the mountain meadows. A small amount of mining occurred in the upper valleys and timber harvest took place to meet local needs and to supply the railroads. The supply of trees and grass is mostly under the control of public lands managers. Both agriculture and urban development along the Front Range are inseparably linked to the supply of water provided by the Poudre River and the Northern Colorado Water Conservancy District's many storage and control projects.

Early in the 20th century recreation resorts were developed in the upper Poudre Canyon. As transportation improved, more summer homes were built and the number of Byway residents commuting to jobs outside the corridor increased. Private lands are rapidly being subdivided from Fort Collins to North Park. Today few Byway residents east of Cameron Pass are economically dependent upon the consumptive use of its natural resources, while many residents west of Gould are involved in timber or ranching activities. Other local businesses directly dependent upon the natural resources are those that offer recreation opportunities such as rafting, kayaking, hunting, horseback riding, and fishing.

❖ **Recreation Resources**

For well over a century, vacationers and health seekers have flocked to the Poudre-North Park area, drawn by the spectacular scenery, the high, dry climate, and easy access from Denver and other Front Range cities. Today, the diversity of job opportunities, the many colleges along the Front Range, and the proximity to the Rocky Mountains makes the region a high immigration area. Leading a trend throughout the growing American West, the Byway has seen a tremendous rise in recreation/tourism and related service industries.

The Byway's abundant natural resources support many outdoor recreation activities. The corridor is bordered by Rocky Mountain National Park, the only Colorado State Forest State Park, three National Forests (Arapaho, Roosevelt, and Routt), and four Wilderness Areas (Cache la Poudre, Comanche Peak, Neota, and Rawah). People come from all over the world to hike, picnic, mountain bike, horseback ride, hunt, and backpack in these natural areas. The Arapaho National Wildlife Refuge attracts wildlife watchers, while the Poudre and North Platte Rivers are host to world class fishing, kayaking, and rafting.

Resource Analysis

While the Byway's resources are abundant, they are also threatened. As population has increased along the Front Range, so has the demand for outdoor recreation opportunities, and negative environmental impacts are resulting from activities occurring throughout the corridor. Continued growth of recreation opportunities along the Byway is also resulting in increased conflicts between residents and recreationists with regard to traffic congestion, influx of large numbers of people, trespassing on private lands, and reduced opportunities for solitude. Increased numbers of visitors is also increasing crime, vandalism, and fire hazard, with the quality of life degrading for both residents and visitors (see Byway management plan for public meeting comments).

The Arapaho Roosevelt National Forest-Pawnee National Grassland (ARNF-PNG) Forest Plan provides a good description of the current resource situation along the Byway. Key points are included in the following discussion:

The Byway is highly impacted by the rapidly growing urban population that stretches from Colorado Springs to Fort Collins. This corridor is home to more than 3 million people who live and work in a largely urban environment with its associated experiences. The attitudes, values, and expectations of these people differ markedly from those who live along the Byway. Because of its close proximity to the Front Range metro area population, much of the public land along the Byway corridor has been officially designated an "urban National Forest." These highly visited public lands are interspersed with mountain towns, subdivisions, and private parcels, stimulating conflicts among residents and recreationists.

Income and employment generated from recreation is by far the largest contributor to the Forest's income and employment. In 1996 on the Roosevelt National Forest, recreation accounted for 82 percent of revenues, compared to six percent for timber. The Forest Service's campground facilities along the Byway are filled on many weekdays and most weekends from Memorial to Labor day. When facilities are "filled," visitors are usually turned away. The Forest Service projects a 32 percent increase in use of developed facilities by the year 2005. Dispersed recreation occurs throughout the Byway corridor. Activities include wilderness travel, trail use, fishing, hunting, river rafting, mountain biking, winter sports, OHV use, and dispersed camping. In 1993 dispersed recreation made up 68 percent of total recreation in the National Forest, with a projected 8 percent annual increase. Dispersed recreation is expected to increase 43 percent by the year 2005.

The Forests have exceeded their fiscal capability to maintain existing travelways. Impacts to users and resources are becoming more noticeable and conflicts are increasing. The majority of the current trail system is old routes that were developed for travel to specific locations rather than for recreation. Many are poorly located with little or no drainage and show the wear of many decades of hard, heavy use. The Forest Service is planning aggressive management of its trail system, incorporating change of user mix to eliminate

conflicts or mitigate resource damage. There will be emphasis on creating managed trail opportunities and partnerships for mountain bicycles and motorized users. Partnerships are being sought to meet funding needs, and the Byway Council has a perfect opportunity to work with an identified partner to meet mutual visitor management goals through interpretation and informal education.

Without information and education, the potential for recreation activities occurring in unsuitable areas will increase. Therefore, the Byway Council should incorporate the following statements and ideas into interpretation and education:

- The route from Fort Collins to the Poudre Canyon is a transition from urban to rural: visitors should be physically and mentally prepared for this transition.
- Large campgrounds provide a high density rural recreation experience, and safety problems stem from the narrow canyon, open range, and recreational congestion: visitors should be made aware of the impacts of their activities and they should realize that more intensive management is needed in this area because of high use.
- Confusion over multiple resource agency management occurs: visitors should be made aware of multiple agency responsibilities and objectives.
- The river is interspersed with anglers, river watchers, boaters, and campers; and real and potential conflicts exist between private land owners and recreational users: visitors should realize there is a competition for uses and they need to be considerate of multiple recreation uses.

Partnerships with land managers will be crucial to effective environmental education. The Byway Council is fortunate to have a multitude of local, state, and national entities with which to cooperate. Specifically, the U.S. Forest Service, Colorado State Parks, Division of Wildlife, Colorado State Forest, Arapaho National Wildlife Refuge, Owl Mountain Partnership, Friends of the Poudre, FALCONS, and Colorado State University should be cultivated and maintained as interpretive partners. Since the residents, businesses, and organizations that form the Byway community are today's sociocultural resources, efforts should also be made to develop and support local efforts of interpretation/education.

Historic resources, including place names, should be interpreted, but with a minimum of sign congestion/pollution. Strategies could include using existing staffed facilities, audio tape tours, self-guided auto tours, loop tours, historic publications, campfire programs, and guided cultural history tours. The Forest Service has developed interpretation plans for many "invisible" historic sites along the Poudre portion of the Byway. Efforts by the Byway Council in this region should be created in partnership with the Forest Service.

Management Inventory

The Byway encompasses two counties--Larimer and Jackson; two towns/cities--Fort Collins and Walden; and numerous outlying communities--Laporte, Poudre Park, Rustic, Red Feather Lakes, Gould, and Rand. Land owners and resource managers along the Byway include the U.S. Forest Service, Bureau of Land Management, Colorado State Parks, Colorado State Forest Service, Colorado Division of Wildlife, Arapaho National Wildlife Refuge, Colorado Department of Transportation, Colorado State Land Board, Colorado State University, Larimer and Jackson Counties, the City of Fort Collins, the Town of Walden, the City of Greeley, and private citizens. Business owners, private tour operators, recreationists, ranchers, advocacy groups, tourists, retirees, commuters, and part- and full-time residents are among the multitude of other Byway stakeholders.

Most of the land/resource managers along the Byway have developed some kind of plan to guide their decisions and actions. Eighteen plans for managing or interpreting resources within the Byway corridor were identified during this planning process. Only one, the Byway Council's corridor management plan, encompasses the entire Byway; the others affect specific and sometimes overlapping geographical areas or spheres of influence. Nonetheless, the plans seem to demonstrate general agreement on interpretive goals and themes. A spreadsheet of plans, their interpretive content, planning area, and the contact within the responsible agency is included as Table 1.

Eleven staffed facilities have been identified that provide some form of interpretation. The existing facilities occupy locations throughout the route that are ideal for attracting and educating Byway visitors. Therefore, construction of new interpretive facilities is not recommended at this time. A spreadsheet listing the facilities, their location, interpretive provisions, and the contact within the responsible agency is included as Table 2.

Table 1 — Existing Plans

Cache la Poudre-North Park Scenic & Historic Byway

Name/Title	Contact	Planning Area	Interp. Content	Status
Poudre-North Park Byway Corridor Management Plan	Poudre-North Park Byway Council—Barb Gibbens (224-9389)	All Regions (Highway 14 from I-25 to Walden)	Interpretive Addendum currently being completed	Management Plan—February 1998; Interpretive Addendum—September 1998
Environmental Learning Center/Visitor Center Plan	CSU—; State Parks—Joe Maurier; FCCVB—Rita Greene (482-5821)	Laporte/Fort Collins Region (I-25 and Prospect)	Orientation and wayfinding, kids exploration marsh, watchable wildlife, gravel mining reclamation trail, self-guided nature trails	Summer 1998
Fort Collins Parks & Policy Plan	City of Fort Collins—	Laporte/Fort Collins Region (City Parks)	10 percent education and interpretation	Updated every 10 years
City of Fort Collins Strategy for Gravel Lands along the Poudre	City of Fort Collins—Craig Foreman (221-6366)	Laporte/Fort Collins Region (Poudre River)	20 percent interpretation	Summer 1998
National Recreation Area Study	Shalkey Walker and Associates—	Laporte/Fort Collins & Poudre Canyon Regions (Northern Colorado)	10 percent interpretation	Pre-cursor to Water Heritage Area designation
Water Heritage Plan	City of Fort Collins—Tom Shoemaker (221-6263)	Laporte/Fort Collins & Poudre Canyon Regions (Northern Colorado)	None Yet	Governor appointing board

Table 1 — Existing Plans

Cache la Poudre-North Park Scenic & Historic Byway

Name/Title	Contact	Planning Area	Interp. Content	Status
Poudre River Land Use Framework Plan	City of Fort Collins—Mike Powers (221-6500)	Laporte/Fort Collins & Poudre Canyon Regions (Poudre River)	Executive summary of all existing Poudre River planning	Completed 1994
GOCO Legacy Project	City of Fort Collins—Mike Powers (221-6500)	Laporte/Fort Collins & Poudre Canyon Regions (No. Co. cities and counties)	Depends on grant applications for funds	20 percent completed
Gateway Park Plan	FOP—Gary Kimsey (221-2957)	Poudre Canyon Region (Filter Plant/Gateway Park)	Multiple use, water development, history, possible museum	Winter 1998/99
U.S. Forest Service Arapaho Roosevelt National Forest - Pawnee National Grasslands Forest Plan	US Forest Service—	Poudre Canyon and Cameron Pass Regions	10 year revision of the Forest Plan; management issues and guidelines outlined on a site specific basis	Spring 1998
Wild & Scenic River Interpretive Plan	US Forest Service—Martha Moran (498-2719)	Poudre Canyon Region (Highway 14 from Ted's Place to Long Draw Road)	Natural and cultural resources	Fall 1998
Colorado State Parks Interpretive Master Plan	Colorado State Parks—	Cameron Pass Region (Colorado State Parks/State Forest)	General mission and goals for interpretation in all 40 State Parks	August 1995

Table 1 — Existing Plans

Cache la Poudre-North Park Scenic & Historic Byway

Name/Title	Contact	Planning Area	Interp. Content	Status
Colorado State Forest Interpretive Work Plan	Colorado State Parks—Terry Gimmel (723-8366)	Cameron Pass Region (Colorado State Forest)	Specific interpretation goals and programs; outlines accomplishments	Updated annually
Colorado State Forest Strategic Plan	State Land Board—Paul Janzen (723-4505)	Cameron Pass Region (Colorado State Forest)	One page on environmental education & interpretation	In revision
Colorado State Parks Moose Visitor Center Interpretive Plan	Judy Rosen (general) ECOS (specific)—Jill Isenhart	Cameron Pass Region (Gould)	Ethics, recreational opportunities, wildlife	Completed 1997
North Park Watchable Wildlife Plan	Division of Wildlife—Karen Hardesty (303-291-7291), Bob Hernbrode, Marcella Wells (491-5358)	Walden/North Park Region	Experience-based interpretive plan for watchable wildlife/natural resources	Completed 1996
Arapaho National Wildlife Refuge Plan	ANWR—Pam Rizer (723-8202)	Walden/North Park Region	N/A	1974 Plan lost in fire; rewrite planned for future
Hebron Watchable Wildlife Site Interpretive Plan	Bureau of Land Management—Renee Straub (1-800-496-3285)	Walden/North Park Region (JCR 34, across HWY 14 from ANWR)	Identifies themes and products for watchable wildlife interpretation at Hebron	Spring 1998

Table 2 — Existing Staffed Facilities

Cache la Poudre-North Park Scenic & Historic Byway

Facility	Contact	Location	Interp. Provisions	Status
US Forest Service Visitor Center	Leslie McFadden (498-2753)	Laporte/Fort Collins Region (1311 S. College)	Brochures, maps, displays, leave no trace ethic, cultural/geological history	Operates year-round, Monday to Friday 8:00 to 4:30; closed holidays
Fort Collins Library/Museum	Library—Reba Massey (221-6740); Museum—(221-6738)	Laporte/Fort Collins Region (Library Park; Mathews and Oak street)	Research materials, permanent cultural history exhibits, traveling exhibits	Operates year-round, Tuesday through Saturday 10:00 to 5:00, Sunday 12:00 to 5:00.
Co. Division of Wildlife	484-2836	Laporte/Fort Collins Region (317 W. Prospect)	Watchable wildlife info. and educ., regulations, licenses	Operates year-round, Monday to Friday 7-5
Colorado State Parks	226-6641	Laporte/Fort Collins Region (3842 S. Mason)	Recreation information, parks passes	Operates year-round, 8-5 Monday to Friday
Environmental Learning Center/Welcome Center	CSU—, FCCVB—Rita Greene (482-5821)	Laporte/Fort Collins Region (I-25 and Prospect)	Exhibits, interpretive trails, kids exploratory marsh, self-guided nature trails	Opens 1998

Table 2 — Existing Staffed Facilities

Cache la Poudre-North Park Scenic & Historic Byway

Facility	Contact	Location	Interp. Provisions	Status
Arrowhead Lodge Visitor Center	USFS—Kristy Wumkes (498-2733)	Poudre Canyon Region (west of Rustic)	Natural/cultural history displays, books, maps, brochures, interp. programs	Open in summer, hours vary
Poudre Rearing Unit	Division of Wildlife—Arlene Ganek (881-2187)	Poudre Canyon Region (38915 Poudre Canyon)	Personal and self-guided tours	Operates year-round; tours seasonal
Colorado State Forest Moose Visitor Center	State Parks—Doug Green, Terry Gimbel (723-8366)	Cameron Pass Region (Gould)	Displays, brochures, watchable wildlife, kiosk	Open 9:00 to 6:00 daily in the summer, 9:00 to 5:00 in winter
North Park Chamber of Commerce	Rae Redman (723-4600)	Walden/North Park Region (Main Street, Walden)	Information and educational brochures	7 days a week in the summer, 5 days a week in the winter
Arapaho National Wildlife Refuge Offices/Visitor Center	Pam Rizer (723-8202)	Walden/North Park Region	Offices will include interpretive area	Facility destroyed in 1997 fire. Offices rebuilt in 1998.
North Park Pioneer Museum	John and Hazel Gresham (723-4711)	Walden/North Park Region (Walden)	1882 building, artifacts from North Park pioneers	Operates mid June to mid September, Tuesday through Saturday, 10:00 to 1:00 and 4:00 to 6:00.

Management Analysis

Following is an analysis of the management efforts that impact Byway interpretation. Recommendations for coordinating these efforts with the Byway Council's interpretive goals are included.

❖ Colorado State University

Colorado State University's **Environmental Learning Center** "is dedicated as a special place for students at CSU and the community of Fort Collins to study, enjoy, appreciate, and learn about urban natural resources." The ELC does not have indoor, staffed facilities, but does have an interpretive trail system.

Colorado State University, Colorado State Parks, and Fort Collins Convention and Visitor Bureau are partnering to construct and operate a north central **Colorado Welcome Center** at the I-25 and Prospect interchange in Fort Collins, within minutes of the east end of the Byway (I-25 and Mulberry). An interpretive plan for the facility is underway. The first phase includes recommendations for five specific projects: orientation and wayfinding information, a kids exploration marsh, watchable wildlife viewing areas and opportunities, a gravel mining and reclamation trail, and an on-site self-guided nature trail system. Phase two will tie each of these projects to a larger more comprehensive planning document. The Welcome Center will be a key contact point for visitors at the east end of the Byway and it has the potential to make a large impact on Byway-related interpretive efforts. Phase two of the center's interpretive plan would provide opportunities to orient potential Byway visitors and to perhaps encourage many of the 500,000/year projected visitors to include travel to appropriate Byway regions in their future plans. The Council should remain in contact with the Center's major partners.

❖ U.S. Forest Service

Located in Fort Collins, the **Forest Service Visitor Center** is off the Byway but often used by Byway visitors as a place to obtain camping information. The Center has maps, permits, brochures, and displays on wildlife, natural and cultural history, recreation, and the Leave No Trace ethic. The Center houses offices for the Canyon Lakes Ranger District and the Pawnee National Grasslands. The Visitor Center in Fort Collins currently distributes Byway materials and the Council has a good working relationship with key staff. Efforts to work cooperatively should continue, as the Center is a significant resource for distributing interpretive materials and orienting visitors to the Byway.

Arrowhead Lodge Visitor Center is located 34 miles west of Ted's Place, at mile marker 88 in the Poudre Canyon. The Lodge was designated a National Historic District in 1992. The Lodge has traditionally been open during the summer season because the building is not heated. Arrowhead is a key contact point for Byway visitors, and the Council should continue to work with the Forest Service to utilize the Lodge as a significant interpretive

resource. Interpretive programs, exhibits, and materials at the Lodge should continue to include education about the Byway, and volunteers and staff should be trained in providing Byway-related interpretation. Additionally, the Lodge should be utilized as a place to provide personal interpretive talks and as a launching site, landmark, and/or stop on interpretive tours.

The Forest Service has completed an interpretive plan for the **Cache la Poudre Wild and Scenic River**. The plan contains a wealth of information of use to the Byway Council. Specifically, the Poudre corridor has been divided into six zones, with characteristics, visitor use/experience, visitor behavior objectives, and interpretive sites articulated for each zone. These sections should be reviewed carefully by the Council when planning or implementing projects in the Poudre Canyon. The goals, topics, and themes section of the plan contains another store of good information for the Council. Byway project managers should become familiar with this section in order to reduce potential duplication of effort. Particular attention should be paid to the individual site recommendations later in the plan so that mutually beneficial partnerships between the Council and the Forest Service can be created. In addition, the graphic specifications for interpretive signs should be reviewed along with the information contained in this addendum when and/or if the Council plans additional Byway signage.

❖ **Colorado Division of Wildlife**

The **Colorado Division of Wildlife Visitor Center** in Fort Collins provides hunting licenses and information on watchable wildlife and regulations. The general Byway visitor would probably not stop at this facility unless seeking specialized information. The Fort Collins facility should be used to distribute interpretive materials and information and to orient visitors to the Byway.

Located 38 miles west of Ted's Place, the **Poudre Rearing Unit** is part of the State of Colorado trout propagation operation. The Unit began operation in 1948 and is involved in year-round fish movement and rearing function. The Division of Wildlife provides on-site tours with interpretive signs highlighting the management of the Unit and its role in the Poudre River ecosystem. Spring, summer, and fall are the best time for visitation. Poudre water development, river recreation, and multi-agency management are themes of the DOW's interpretive activities at the Unit. Target audiences for the Poudre Rearing Unit (anglers, families, and scenic drivers) are consistent with the Byway's, so the Unit has great potential to reach Byway visitors with appropriate education. However, the Unit is not currently used as an interpretive resource for the Byway. The Council should cooperate with the DOW to distribute Byway materials and information. The Council should also include the Unit as a stop on appropriate interpretive tours.

The overall intent of the DOW's **North Park Watchable Wildlife Plan** is to increase awareness of wildlife viewing and nature study as an important part of recreation in Colorado and to develop and provide the types of opportunities that lead to increased awareness and hopefully to increased participation. The plan inventories a variety of

on-site interpretive facilities and several personal/non-personal forms of watchable wildlife interpretation that are currently available. The plan makes several recommendations for enhancing watchable wildlife education in the area, including community programs, campfire programs and story telling, K-12 school programming, specialist workshops, junior ranger programs, backyard habitat book, North Park industry fact book, State wildlife interpretive signs and kiosks, and wildlife trails and viewing platforms. The plan discusses enhancements to existing products and programs including guided field viewing, Cameron Pass Visitor Center wildlife exhibits, Walden wayside interpretation, State wildlife area maps, and Forest Service information dissemination. The plan also provides an opportunity for partnership with the DOW, U.S. Forest Service, and Colorado State Parks to enhance watchable wildlife education themes along the western end of the Byway. The plan provides the Byway with important inventory and discussion as it relates specifically to watchable wildlife. As indicated in the existing visitor studies that relate to Byway visitation, many visitors use the Byway for viewing wildlife, photography, and sightseeing. The North Park plan may provide the Byway with valuable information about wildlife viewing for future interpretive initiatives related to this theme.

❖ **Gateway Park**

A coalition of local agencies is developing **Gateway Park**, located in the lower Poudre Canyon, approximately 7 miles west of Ted's Place. The future park is planned at the old Filter Plant on land owned by the City of Fort Collins. Recreation opportunities and displays educating visitors about the multiple use ethic, water development, and area history are planned; a museum has also been discussed. The Byway Council should remain in contact with representatives from the City of Fort Collins and Friends of the Poudre to ensure that plans for Gateway Park and Byway interpretation are cooperative and mutually beneficial.

❖ **Colorado State Forest State Park**

Each year, **Colorado State Forest State Park** prepares a work plan to guide the development of interpretive activities. The hiring of a full-time interpreter in the 1996 season stimulated tremendous growth and focused interpretive programming that included working with local schools on field trips and environmental education, hiring and training seasonal rangers to develop, market, and implement summer interpretive programs, and working with area partners on special projects such as the Moose Visitor Center. The addition of an interpretive ranger at the Colorado State Forest State Park provides an opportunity to strengthen the personal interpretive component of the Byway. An obvious partnership exists to coordinate information dissemination and interpretive programs.

Colorado State Parks opened the **Moose Visitor Center** in 1997. Its purpose is "to inspire anticipation and appreciation, and to increase visitor awareness of shared responsibility of our public lands, particularly those of Colorado State Forest." The Center includes exhibits that interpret the area's natural resource management, wildlife, moose, recreation, sand dunes, ecosystems, history, and land management partnerships. The Center is a major

contact point for residents, visitors, and recreationists along the Byway. It could be used effectively for interpretive presentations and as a launching site and/or stop on interpretive tours. The Council has a good working relationship with Center staff and should continue to ensure that staff and volunteers distribute Byway-related materials. The Center is a particularly appropriate place to communicate the Byway's "multi-use, shared management responsibility" themes. The Center provides the Council with an ideal opportunity to coordinate the visitor experience and present information critical to the preservation of the Byway. For example, the thematic areas in the plan include welcome and orientation, wildlife, moose, recreation, Native American history, ranching history, and park management. Within each of these thematic areas is an opportunity to partner in information and philosophies conveyed in specific exhibits and interpretive products.

The specific goals of the **Moose Visitor Center Interpretive Master Plan** include (a) communicating the multiple use management philosophy of the State Forest to visitors, (b) providing orientation and information to visitors to facilitate safe, appropriate, and minimum impact visits to the State Forest, (c) interpreting significant natural and cultural resources of the area, (d) presenting a positive, professional image of the Colorado State Parks system, and (e) introducing visitors to North Park and encouraging their exploration of the area. The master plan provides a thematic overview of the State Forest and makes recommendations about exhibit themes and content along with the design and budget guidelines for interpretation within the Moose Center.

❖ **North Park Chamber of Commerce**

The **North Park Chamber of Commerce** is located on Main Street in Walden and is very accessible to visitors. It provides brochures and information about recreation opportunities, events, and visitor services in the North Park area. The Council currently enjoys a good working relationship with the Chamber. Byway information is distributed consistently and the director is knowledgeable about Byway interpretation. Efforts should be made to continue fostering this mutually beneficial partnership.

❖ **Arapaho National Wildlife Refuge**

The **Arapaho National Wildlife Refuge (ANWR)** is located east of Walden and south of Highway 14. It was established in 1967 to furnish waterfowl with a suitable place to nest and rear their young and to offset, in part, losses of nesting habitats in the prairie wetland region of the Midwest. Most of the land was purchased with money derived from the sale of Duck Stamps to hunters. A self-guided 6-mile auto tour with interpretive signage provides education about wildlife, habitat, and land management. The ANWR facilities were destroyed in a 1996 fire, with plans to construct new offices and a small visitor information area in 1998. The Council should initiate and maintain contact with the appropriate ANWR representative to ensure that Byway materials and information are distributed at the new visitor center.

Existing Interpretation Inventory

A total of 83 programs and products interpreting the resources of the Byway were identified during this planning process. This figure includes 27 personal programs such as campfire and visitor center programs, nature hikes, roving interpreters, speakers, festivals, and public and commercial tours; and 56 non-personal products such as brochures, magazines, kiosks/signs, viewing areas, self-guided trails, auto tours, videos, and touch screen exhibits. Spreadsheets showing programs and products, major themes, location, and the appropriate contact within the responsible agency are included as Tables 3a. and 3b.

Table 3a. — Existing Personal Interpretation

Cache la Poudre-North Park Scenic & Historic Byway

Program	Contact	Location	Major Themes— Topics Covered	Status
Campfire Program—RMRC	Rocky Mountain Recreation Company—Michelle Van Hare (663-4201)	Poudre Canyon Region (US Forest Service campgrounds)	Flora, fauna, fisheries, wilderness survival, B17 crash site, Smoky Bear, slide show, youth	Summer—Mountain Park, Jack's Gulch Friday and Saturday eves; Chamber's Lake Saturday eves.
Campfire Program—CO State Parks	Colorado State Parks—Terry Gimbel (723-8366)	Cameron Pass Region (Ranger Lakes Campground)	Variety incl. wildlife, low impact techniques, ghost stories, wildflowers, fishing	Summer—Saturday evenings
Visitor Center Program—ELC	Environmental Learning Center—Jim Petruzzi (491-2687)	Laporte/Fort Collins Region (ELC site)	Raptors, cultural and natural resources	Year-round, varied schedule
Visitor Center Program—Arrowhead	USFS—Kristy Wumkes (498-2733)	Poudre Canyon Region (Arrowhead Lodge)	Natural and cultural history, recreation, safety	Summer—Saturday evenings
Visitor Center Program—Moose VC	Colorado State Parks—Terry Gimbel (723-8366)	Cameron Pass Region (Moose Visitor Center)	Variety incl. wildlife, low impact techniques, ghost stories, wildflowers, fishing	Summer—schedule varies
Public Tour—Fish Hatchery	Bellvue Watson Fish Hatchery—Dave Smeltzer (482-1659)	Laporte/Fort Collins Region (Bellvue)	Aquaculture, interpretive signs, guided tours	Summer—schedule varies
Public Tour—Fish Hatchery	Fish Research Hatchery—Phil Schleur (482-1141)	Laporte/Fort Collins Region (5500 W. CR 50E)	Aquaculture, guided tours	Shut down until summer 1998

Table 3a. — Existing Personal Interpretation

Cache la Poudre-North Park Scenic & Historic Byway

Program	Contact	Location	Major Themes— Topics Covered	Status
Public Tour—Fish Hatchery	Division of Wildlife—Arlene Ganek (881-2187)	Poudre Canyon Region (Poudre Rearing Unit)	Trout rearing, fishing management	Summer
Public Tour—Eggers School and Old Poudre City	Elaine Canfield (881-2180)	Poudre Canyon Region (Poudre Canyon Chapel)	Poudre Canyon history	Summer—schedule varies
Public Tour—ANWR	Arapaho National Wildlife Refuge—Pam Rizzor (723-8202)	Walden/North Park Region (ANWR)	Boy/girl scout badge req., management educ., bird watching	Spring, Summer, Fall—schedule varies
Speakers Series—FOP	Friends of the Poudre—Gary Kimsey (221-2957)	All Regions (speakers by request)	Water use, history of Poudre, and plans for dam	Ongoing, year-round
Speakers Series—Master Naturalists	City of Fort Collins Master Naturalists—Sue Kenney (221-6600)	Laporte/Fort Collins Region (throughout F.C., focus on schools)	Value and benefits of natural areas in Fort Collins	Ongoing, year-round
Nature Hikes—RMRC	Rocky Mountain Recreation Company—Michelle Van Hare (663-4201)	Poudre Canyon Region (established US Forest Service trails)	Flora, fauna, fisheries, B17 crash site, bear safety, youth	Summer—Jack's Gulch, Sat. afternoons; B-17 biweekly; Mt. McConnell, Youngs, Zimmerman, weekly
Nature Hikes—CO State Parks	Colorado State Parks—Terry Gimbel (723-8366)	Cameron Pass Region (Colorado State Forest trails)	Wildlife identification, habitat/env. education	Summer—schedule varies

Table 3a. — Existing Personal Interpretation

Cache la Poudre-North Park Scenic & Historic Byway

Program	Contact	Location	Major Themes— Topics Covered	Status
Roving People—Poudre Wilderness Volunteers, Nordic Rangers	USFS—Kristy Wumkes (498-2733)	Poudre Canyon & Cameron Pass Regions	Leave No Trace ethic, environmental awareness, recreation safety	Spring, Summer, Fall—Poudre Wilderness Volunteers; Winter—Nordic Rangers
Roving People—State Forest	Colorado State Parks/Forest—Terry Gimbel (723-8366)	Cameron Pass Region (Colorado State Forest trails)	Improvised interp., question & answer	Summer
Commercial Tours—Horseback Riding (3)	Manhattan Creek Outfitters—881-2117; Red Feather Outfitters—723-4204; Whistling Elk Ranch—723-8311	Poudre Canyon Region (Roosevelt Natl Forest); Cameron Pass Region (Colorado State Forest); Walden/North Park Region (private land)	MCO—natural/cultural history; RFO—fishing, hunting, wildlife; WER—fishing, wildlife	Spring, Summer, Fall
Commercial Tours—Rafting (5)	A-1 Wildwater, Wanderlust, Rocky Mountain Adventures, Boulder Outdoor Center, Rapid Transit	Poudre Canyon Region	Recreation, river safety	Spring and Summer
Commercial Tour—Watchable Wildlife	North Park Chamber of Commerce—Rae Redman (723-4600)	Walden/North Park Region	Sage grouse tour, includes lodging and food	Seasonal—April, May
Festival—FOP	Friends of the Poudre—Gary Kimsey (221-2957)	Poudre Canyon Region (Gateway Park)	Environmental awareness, water history, recreation	Annual—June (10 years old)
Festival—Cleanup	Poudre Riverfest—Howard Alden (498-2760)	Laporte/Fort Collins and Poudre Canyon Regions	Appreciation of Poudre River	Annual—September

Table 3b. — Existing Non-Personal Interpretation

Cache la Poudre-North Park Scenic & Historic Byway

Product	Contact	Location	Major Themes Interpreted	Status
Brochure—State Scenic Byways	CDOT—Sally Pearce (303-757-9786)	All Regions	Wildlife, culture, recreation resources of state's byways	Printed August 1995 Seeking \$\$ to update/reprint
Brochure—Poudre-North Park Byway	Colorado State Parks—Gary Buffington, US Forest Service—Martha Moran (498-2719)	All Regions	Wildlife, culture, recreation	Printed Winter 1996, reprinted Fall 1997
Brochure—Scenic Circles	FCCVB—Rita Greene (482-5821)	Laporte/Fort Collins and Poudre Canyon Regions	History and cultural resources	Currently in print
Brochure—Lure	FCCVB—Rita Greene (482-5821)	Laporte/Fort Collins Region	Events and attractions	Currently in print
Brochure—Visitors Guide to Fort Collins	FCCVB—Rita Greene (482-5821)	Laporte/Fort Collins Region	Recreational opportunities and lodging for visitors (8 1/2" x 11" booklet)	Printed in 1997, update planned for 1998
Brochure—"On the water" project	Northern Colorado Water Conservancy District—Brian Werner (667-2437)	Laporte/Fort Collins and Poudre Canyon Regions	"On the water" project in Northern Colorado	Ongoing updates
Brochure—Wild & Scenic River	US Forest Service—Martha Moran (498-2719)	Poudre Canyon Region	Water rights, history, recreational opportunities, cultural and natural history	Printed 1994
Brochure—Canyon Lakes District Route Map	USFS—Kristy Wumkes (498-2733)	Poudre Canyon Region	Mountain bike map, ethics, safety	Printed 1997
Brochure—North Park Moose Viewing	Colorado State Parks—Doug Green, Terry Gimbel (723-8366)	Cameron Pass Region	Education, moose habitat, viewing tips, and viewing etiquette	Printed 1996

Table 3b. — Existing Non-Personal Interpretation

Cache la Poudre-North Park Scenic & Historic Byway

Product	Contact	Location/Distribution	Major Themes Interpreted	Status
Brochure—Self-Guided Nature Trail	Colorado State Parks—Terry Gimbel (723-8366)	Cameron Pass Region (Ranger Lakes Campground)	Environment, nature, wildlife viewing	Currently in print
Brochure—Cameron Pass Trail Guide	Nordic Ski Council—Jan Armstrong	Cameron Pass Region	Map for Cameron Pass cross country ski trails	Updated and reprinted 1996
Brochure—Self-Guided Nature Trail	Colorado State Parks—Terry Gimbel (723-8366)	Cameron Pass Region (County Road 41)	Environment, nature, wildlife viewing	Currently in print
Brochure—Recreation Guide and Map to North Park ("Recreation for all Seasons")	North Park Chamber of Commerce—Rae Redman (723-4600)	Walden/North Park Region	Year-round recreation opportunities in North Park	Reprinted 1995 Reprint planned 1998
Brochure—McCallum Field Auto Tour	BLM—Renee Straub (1-800-496-3285)	Walden/North Park Region	Oil, gas, and mineral development/reclaiming	Reprinted 1995
Brochure—General Info/Arapaho National Wildlife Refuge	ANWR—Pam Rizor (723-8202)	Walden/North Park Region	Public lands info, history, wildlife, land management	Currently being updated
Brochure—Self-Guided Auto Tour/ANWR	ANWR—Pam Rizor (723-8202)	Walden/North Park Region	Wildlife, habitat	Reprinted 1997
Brochure—Wildlife List/ANWR	ANWR—Pam Rizor (723-8202)	Walden/North Park Region	Checklist for wildlife viewing, watching	Reprinted 1997
Brochure—Hunting/ANWR	ANWR—Pam Rizor (723-8202)	Walden/North Park Region	Regulations and info for hunting water fowl, upland game, antelope	Reprinted 1997
Brochure—Watchable Wildlife in North Park	Division of Wildlife—Karen Hardesty (303-291-7291)	Walden/North Park Region	Wildlife—moose, elk, sheep, beaver, grouse, ducks	Currently in print

Table 3b. — Existing Non-Personal Interpretation

Cache la Poudre-North Park Scenic & Historic Byway

Product	Contact	Location	Major Themes Interpreted	Status
Kiosk—Colorado Historical Society	Colorado Historical Society—Tom Schoenfeldt (303-866-3682)	Laporte/Fort Collins Region (I-25 and Prospect)	CSU history, water history, Lindenmeier site, regional map	In place January 1998
Kiosk—State Parks/DOW Watchable Wildlife	Colorado State Parks—; DOW—Karen Hardesty (303-291-7291)	Laporte/Fort Collins Region (Lory State Park)	Watchable wildlife	In place 1997
Kiosk—Byway	Byway Council, State Parks—Gary Buffington; USFS—Martha Moran (498-2719)	Poudre Canyon Region (Ted's Place)	Wildlife, culture, geology, recreation, Ted's Place history	In place 1997, site improvements 1998
Kiosk—Byway	Byway Council, State Parks—Gary Buffington; USFS—Martha Moran (498-2719)	Poudre Canyon Region (Picnic Rock)	Wildlife, culture, geology, recreation	In place 1997
Kiosk—Byway	Byway Council, State Parks—Gary Buffington; USFS—Martha Moran (498-2719)	Poudre Canyon Region (Arrowhead Lodge)	Wildlife, culture, geology, recreation, Arrowhead Lodge history	In place 1997
Kiosk—DOW/USFS	DOW—Karen Hardesty (303-291-7291); USFS—Martha Moran (498-2719)	Poudre Canyon Region (Laramie River Road)	Wildlife, fisheries, importance of roadless wilderness	Structure in place, panels currently being planned
Kiosk—Byway	Byway Council, State Parks—Gary Buffington; USFS—Martha Moran (498-2719)	Cameron Pass Region (Moose Visitor Center)	Wildlife, culture, geology, recreation, moose, ethics	In place 1997

Table 3b. — Existing Non-Personal Interpretation

Cache la Poudre-North Park Scenic & Historic Byway

Product	Contact	Location	Major Themes Interpreted	Status
Kiosk—State Parks/DOW Watchable Wildlife	Colorado State Parks, Don DellaCroce; Division of Wildlife—Karen Hardesty (303-291-7291)	Cameron Pass Region (North Michigan Reservoir)	Watchable wildlife, moose	Planned
Kiosk—ANWR Auto Tour	ANWR—Pam Rizzor (723-8202)	Walden/North Park Region (ANWR Auto Tour)	Land management, map, wildlife (moose, grouse, raptors)	In place, displays rotate
Kiosk—ANWR Overlook	ANWR—Pam Rizzor (723-8202)	Walden/North Park Region (ANWR Highway 14 Overlook)	Land management, map, wildlife (moose, grouse, raptors)	In place, displays rotate
Kiosk—ANWR Visitor Center	ANWR—Pam Rizzor (723-8202)	Walden/North Park Region (ANWR old office site)	Land management, map, wildlife (moose, grouse, raptors)	In place, displays rotate
Kiosk—Byway	Byway Council, Town of Walden, USFS—Martha Moran (498-2719)	Walden/North Park Region (Walden)	History, recreational opportunities, wildlife	In place 1997
Interpretive Sign—Zimmerman Lake	US Forest Service—Martha Moran (498-2719)	Cameron Pass Region (Zimmerman Lake)	Trout, fishing, catch and release	In place
Interpretive Sign—Hebron	BLM—Renee Straub (1-800-496-3285)	Walden/North Park Region (Hebron Watchable Wildlife site; JCR 34)	Ecosystem management, natural history, wildlife identification	Summer 1998

Table 3b. — Existing Non-Personal Interpretation
Cache la Poudre-North Park Scenic & Historic Byway

Product	Contact	Location	Major Themes Interpreted	Status
Viewing Area—Big Bend	DOW—Karen Hardesty (303-291-7291); USFS—John Bustos	Poudre Canyon Region (Big Bend Campground)	Rocky Mountain Bighorn Sheep	Telescope stolen, viewing area with interpretation remains
Viewing Area—Moose Platform	DOW—Karen Hardesty (303-291-7291)	Cameron Pass Region (County Road 41)	Moose viewing platform	No interpretation nor any plans for interpretation
Self-Guided Trail—BW Hatchery	Bellvue Watson Fish Hatchery—Dave Smeltzer (482-1659)	Laporte/Fort Collins Region (BW Fish Hatchery)	Aquaculture	In place, year-round
Self-Guided Trail—Mountain Park	US Forest Service—Martha Moran (498-2719)	Poudre Canyon Region (Mountain Park Campground)	River ecology	Year-round
Self-Guided Trail—Jack's Gulch	US Forest Service—Martha Moran (498-2719)	Poudre Canyon Region (Jack's Gulch Campground)	Natural and cultural history	Year-round, installed 1997
Self-Guided Trail—Old Poudre City	FALCONS—	Poudre Canyon Region (Poudre Canyon Chapel)	Historical resources of Poudre Canyon	Accessible year-round, minimal interp. currently, enhancements planned
Self-Guided Trail—Michigan Lake	Colorado State Parks—Doug Green (723-8366)	Cameron Pass Region (Michigan Lake, County Road 41)	Forest management, wetlands, wildlife	Summer
Self-Guided Trail—ANWR	Arapaho National Wildlife Refuge—Pam Rizer (723-8202)	Walden/North Park Region (ANWR)	Land management, wildlife	Spring, Summer, Fall

Table 3b. — Existing Non-Personal Interpretation

Cache la Poudre-North Park Scenic & Historic Byway

Product	Contact	Location	Major Themes Interpreted	Status
Auto Tour—CO State Park	Colorado State Parks—Terry Gimbel (723-8366)	Cameron Pass Region (Jackson CR 41)	Multiple uses in State Forest—logging, grazing, recreation	In place
Auto Tour—BLM	BLM—Renee Straub (1-800-496-3285)	Walden/North Park Region (McCallum Field)	Oil and gas development in North Park	In place
Auto Tour—ANWR	Arapaho National Wildlife Refuge—Pam Rizer (723-8202)	Walden/North Park Region (ANWR)	Wildlife viewing	In place
Video—Fort Collins	FCCVB—Rita Greene (482-5821)	Laporte/Fort Collins and Poudre Canyon Regions	Recreation and historical information	In use
Video—NCWCD	Northern Colorado Water Conservancy District—Brian Werner (667-2437)	Laporte/Fort Collins and Poudre Canyon Regions	“On the water” project	Ongoing
Video—Walden	Town of Walden	Walden/North Park Region	Amenities of Jackson County, Walden, 3 outlying communities	Needs to be updated
Touch Screen Exhibit (2)	FCCVB—Rita Greene (482-5821)	Laporte/Fort Collins Region (Prospect and 125 ELC/Welcome Center)	History, events, recreation opportunities	Proposed for ELC Welcome Center Fall 1998
Magazine—State Guide to Properties	Division of Wildlife—Fort Collins Office (484-2836)	All Regions	Colorado wildlife areas, recreation information, history	In print

Existing Interpretation Analysis

External marketing brochures have helped to stimulate an increase in visitation to the Byway. These brochures have typically featured major sites, which has facilitated accompanying resource/management problems. Interpretation should be used as a tool to help minimize degradation of resources and conflicts of uses, to educate visitors and help change attitudes and behavior toward resources, and to decrease disturbance to sensitive resources. Future publications should be focused on directing existing visitors toward under-utilized areas and services and on communicating the Byway's courtesy policy (see Resource Analysis section of this addendum). Campgrounds are a particularly effective location for interpretive brochures because visitors have more free time to spend reading. These sites should be considered for the distribution of in-depth interpretive materials and guides to interpretive services.

Personal contact is one of the most effective types of interpretive media available and can increase the effectiveness of non-personal approaches. It is also time and personnel intensive. The Byway Council has a committed cadre of volunteers and partners to help conduct these types of programs. The Council should continue to work closely with its partner organizations and individuals to design the most efficient and cost-effective personal interpretation programs possible.

The high number of existing interpretive programs and products, especially non-personal, indicates that the Byway Council should take particular care to ensure that its future projects target specific gaps in visitor education. Gaps identified (with stakeholder input) through this planning process include a perceived need for guided cultural and natural history tours, a lack of programs and products focused on winter activities/recreation, and no auto tours of the Byway route. The program/product development section of this interpretive addendum identifies specific strategies for meeting these gaps.

During the planning process it became apparent that the consistency, location, and themes of existing interpretive programs and products are of some concern to the Byway Council and Byway stakeholders. Therefore, the effectiveness of existing efforts should be evaluated concurrent with initiatives for continuing or adding programs. Some of the more formal interpretive efforts have evaluation strategies in place, and the resulting information, which is reported below, should help to guide the Council in continuing or developing new programs/products:

❖ U.S. Forest Service

A 1992 campground survey showed that campers were mostly satisfied with the availability of basic information about the area and with the interpretive information about the animals, geology, and history. Surveys after interpretive programs at Arrowhead Lodge showed room for improvement; up to a quarter of respondents were dissatisfied or had a mixed reaction to the interpretive programs.

In developing interpretive tours and campfire programs, the Byway Council should work with the Forest Service concessionaire to provide interpretation which ensures that topics are not duplicated, that themes are consistent, and that resources available to the Council are shared adequately so that the Council can assist in effectively meeting gaps in interpretive services and improving the quality of interpretation in the Poudre Canyon.

❖ **Colorado State Forest State Park**

In the 1993 Colorado State Forest State Park visitor and economic survey, visitors gave the following "report card grades" to services and amenities:

- Eighty-four percent had an excellent or better than average first impression, with 87% rating their overall satisfaction as excellent or better than average.
- Helpfulness of staff was rated excellent or better than average by 74% of visitors.
- While 84% found the cleanliness of grounds excellent or better than average, only 46% rated cleanliness of restrooms in the same categories.
- Eighty percent of visitors rated the ease of access as excellent or better than average.

The Byway Council should recognize the high quality of interpretation currently provided at the State Forest State Park. State Parks has an interest in providing more winter interpretation at the Forest but is currently constrained by a lack of funding and staff. The Council could assist by allocating resources toward this effort.

❖ **Colorado Historical Society**

In 1995, the Colorado Historical Society summarized and analyzed the findings of their Roadside Interpretive Program Survey. The survey inventoried historical markers within Colorado; analyzed the thematic content of the existing markers; investigated other state historical marker programs; scouted locations for new markers; explored partnerships; and researched exterior sign materials and alternative roadside interpretive devices, such as books, brochures, audio tapes, and short-wave radio transmitters. The report, titled "Point of Interest," contains information useful to the Byway Council:

- Many existing pulloffs and rest areas along major state, U.S., and interstate highways remain empty of interpretive exhibits. Existing scenic overlooks, visitor centers, and rest areas should be the highest priorities in the selection of marker locations because they are accessible and visible to the traveling public.
- The Northcentral and Southcentral tourism regions, which include the Front Range communities of Fort Collins, Greeley, Denver, Pueblo, and Colorado Springs, have more markers than any other regions of the state. In addition to roadside exhibits, the following interpretive technologies and media will help to create a well-rounded program: books and brochures, short-wave radio transmissions, push-button audio programs, and interactive video displays.

- Many existing historical markers do not adequately interpret Colorado's ethnic or gender diversity. New markers should be placed into a thematic context so that previously underrepresented topics (i.e. cultural and gender issues) will be interpreted.
- 20th century topics are rarely interpreted; topics significant to the history of the American West that should be considered are the Great Depression and Dust Bowl; Civilian Conservation Camps; sugar beet cultivation, processing, and labor; ranching and farming; transportation changes, including road, highway, and interstate construction; Indian policy, post-WWII developments; rural electrification; dams, irrigation, mining, and environmental issues; city and suburban development; ethnicity and race; and women.

Little information is available about what interpretation visitors encounter and which interpretive strategies best match expectations with experiences. A systematic approach to conducting surveys would be appropriate for better understanding visitor needs for Byway interpretation and education.

The Council should heed the CHS recommendation to place markers at existing pull-off sites. Alternative methods of interpretation should also be considered. Additionally, future Byway interpretation should be thematic and should include appropriate topics such as CCC, ranching, transportation, environmental issues, ethnicity, and women.

III. Program/Product Development

Short Term Recommendations

Byway Courtesy Patrol

Theme: The management of river recreation and vehicles along the Byway is changing because of increased corridor use. A courtesy patrol will help enhance the existing educational efforts to protect the Byway and river corridors.

Goal: To protect the outstanding scenic, recreation, and historic values of the Byway by developing and promoting public understanding of management changes and use ethics.

Objectives:

- Visitors and permittees will learn driving, parking, and river use ethics from courtesy patrol contacts.
- Visitors will learn about the outstanding recreation attributes along the Byway.
- Visitors will become familiar with recreation resources during off peak seasons and away from the busy areas; i.e. adjacent loop tours.
- Land use managers will receive up-to-date information about the amount and type of visitors they contact.
- Conflicts will lessen among users and landowners because courtesy patrols will educate Byway users and network with local communities to enhance communication.

Partners/Partner Contributions: The courtesy patrol will be supervised by the U.S. Forest Service. USFS will provide training, housing, vehicles, and uniforms. The Byway Council will meet with the patrol monthly to ensure a smooth flow of communication between the local community and the patrol. Colorado State University will provide interns to process and analyze survey data. Colorado State Parks will administer the funds for implementation.

Visitor Studies Considerations:

- **Front End:** Determine substance of and methods for disseminating courtesy policy. Develop instruments for collecting and organizing data.
- **Formative:** USFS, Byway Council, and volunteers to review project methods and data monthly between May and September 1998, and make adjustments accordingly.
- **Summative:** USFS and Byway Council to review final data in fall 1998 and plan implementation for 1999.

Implementation Guidelines: A volunteer courtesy patrol recruited by the Forest Service will patrol the Poudre Canyon and beyond four days a week (Friday through Monday). The courtesy patrol will implement the actions and guidelines in the Byway Corridor Management Plan. The patrol will enhance education efforts to protect the resources of the Byway and Wild and Scenic River corridor. They will also open communication among land owners, land management agencies, and campground concessionaires.

Courtesy patrol activities will include:

- Teaching visitors safe driving, parking, and forest/river use ethics;
- Directing visitors to resources away from the busy areas and off peak season;
- Monitoring guided and self-guided boating use;
- Assisting in litter patrol;
- Stocking brochure boxes;
- Surveying visitors to determine the extent to which their experiences meet their expectations;*
- Providing land managers and local agencies with information about numbers and kinds of visitors.

Budget:

Source of Funds	Amount
ISTEA/CDOT Grant	\$3,500
<u>USES</u>	<u>\$1,500</u>
Total	\$5,000

Use of Funds	Amount
Volunteer expenses and travel	\$3,500
<u>River ranger activities</u>	<u>\$1,500</u>
Total	\$5,000

* The survey to be administered by the courtesy patrol is included on the following pages.

Cache la Poudre/North Park Scenic and Historic Byway Visitor Survey

The Cache la Poudre/North Park Scenic and Historic Byway extends along Colorado Highway 14 from Walden to I-25. As a Byway visitor, you're very important to us. Please help us understand more about you. By taking a few minutes to fill out this questionnaire, you can help the Cache la Poudre/North Park Byway become a better place to visit. Please answer all questions by checking the appropriate box or filling in a blank. Your answers are completely confidential.

1. Where are you from? _____
2. How old are you? 24 or under 25-44 years 45-64 years 65 years or more
3. Where did you receive this questionnaire?
 Fort Collins Ted's place Rustic area Cameron Pass Moose Visitor Center Walden
 Other: _____
4. Are you traveling east or west (please circle)? And how far are you going?
 Fort Collins Ted's place Rustic area Cameron Pass Moose Visitor Center Walden
 Other: _____
5. What is the purpose of your trip?
 Business Vacation/holiday Rest stop Visit friends/relatives Other: _____
6. How long are you staying along the Byway?
 Day use only 1 night 2-3 nights 4-5 nights 6-14 nights More than 14 nights
7. Who accompanied you on this trip?
 No one Spouse Family Friends Tour group Other: _____
8. How many adults (18 and over) are in your group? _____ 9. How many children (under 18) are in your group? _____
10. How many times have you visited this Byway in the past?
 First visit 2-3 times 4-5 times More than 5 times
11. How many times have you visited this Byway this year?
 First visit 2-3 times 4-5 times More than 5 times
12. What method of transportation are you using?
 Personal auto Rented auto Motor home/RV Tour bus Bicycle Motorcycle
 Other: _____
13. Where on the Byway are you staying during this trip?
 Not staying Campground Rented cabin Hotel/motel RV park Bed & breakfast
 With local resident Other: _____
14. How did you learn about this byway? (Check all that apply.)
 Chamber of Commerce Friends/relatives Byway brochure
 Welcome/Visitor's Center Travel agent Other brochure: _____
 Just happened to pass by Internet Other: _____
15. What activities have or will you participate in during your visit? (Check all that apply.)
 Hiking/walking/running Viewing wildlife Picnicking Bicycling (road) Mountain biking
 Rafting/canoeing/kayaking Viewing scenery Fishing Horseback riding Off-road driving
 Attending special events Motorcycle riding Camping Photography Shopping
 Other: _____
16. Do you plan to return? Yes No (Please circle) When?
 Within a week Within a month Within three months Within six months Within a year Not sure

Following is a list of reasons people visit Colorado Byways. Please rate the importance of these reasons to you.

Then rate the extent to which you obtained or realized each experience on this trip.

Importance

- 5 = Very important
- 4 = Important
- 3 = Somewhat important
- 2 = Somewhat unimportant
- 1 = Unimportant

Obtained or Realized

- 5 = Totally
- 4 = Very well
- 3 = Moderately
- 2 = Somewhat
- 1 = Not at all

	Importance					Obtained or Realized				
17. To experience excitement	5	4	3	2	1	5	4	3	2	1
18. To do something with my family	5	4	3	2	1	5	4	3	2	1
19. To talk to new and varied people	5	4	3	2	1	5	4	3	2	1
20. To experience new and different things	5	4	3	2	1	5	4	3	2	1
21. To learn more about nature	5	4	3	2	1	5	4	3	2	1
22. To view scenery	5	4	3	2	1	5	4	3	2	1
23. To develop personal spiritual values	5	4	3	2	1	5	4	3	2	1
24. To exercise	5	4	3	2	1	5	4	3	2	1
25. To relax	5	4	3	2	1	5	4	3	2	1
26. To experience solitude	5	4	3	2	1	5	4	3	2	1
27. To escape the heat	5	4	3	2	1	5	4	3	2	1
28. To learn area history	5	4	3	2	1	5	4	3	2	1
29. To participate in an organized program such as a guided walk or educational talk	5	4	3	2	1	5	4	3	2	1
30. To take a loop tour that starts on or includes the Byway	5	4	3	2	1	5	4	3	2	1

We'd like your comments about your experience along the Cache la Poudre/North Park Scenic and Historic Byway. What did you enjoy? What would you like to see changed or improved?

Thank you

Manhattan Trail--Guided Hikes/Materials

This project will (1) develop and conduct guided natural/cultural history hikes along the Manhattan Trail in the Roosevelt National Forest; and (2) develop and publish accompanying materials to interpret the importance of preserving the area's natural and cultural resources.

Theme: Natural resources drew early settlers to the Manhattan area, contributed to the town's untimely demise, and continue to play an important role for the region's resident and visiting communities.

Goal: To provide visitors with an opportunity to see and learn about an important historical resource first-hand and, through innovative interpretive materials and interactive outdoor experiences, to demonstrate the long-standing connection between the area's natural and cultural histories.

Objectives: Visitors will understand and appreciate the following ideas:

- The Manhattan gold town site and mining area tells the story of a classic turn-of-the-century boom-bust gold town--mining and prospecting was difficult, dangerous work and the high hopes the homesteaders had for Manhattan were dashed by an unexpectedly harsh environment and a lack of gold.
- Due to the efforts of the Forest Service and the CCC, little remains of the once-thriving town of Manhattan. However, from the few remaining remnants of civilization we can learn much about turn-of-the-century frontier life.
- The land around the Manhattan area contains evidence of a century of management under the multiple-use philosophy, providing lessons about the long-term impact of our individual actions.
- It's important to know the regulations, respect other uses, and be aware of our impact on the health of the ecosystem so that the natural resources will continue to provide a source of livelihood for area residents as well as a place of enjoyment for visitors.

Partners/Partner Contributions:

- **The Byway Council** will market the hikes, print the materials, and assist in securing guest interpreters.
- **Manhattan Creek Outfitters** will research/develop the hikes and materials, assist in securing guest interpreters, guide the hikes, and maintain the trails.

During summer 1998, MCO will provide six hikes with guest interpreters free-of-charge. The project will be evaluated in November/December 1998. The Byway Council and MCO will share the cost of updating and reprinting materials in spring 1999. Beginning in summer 1999, MCO and the Byway Council will provide hikes to educational and non-profit groups under a separate cost-share agreement and will conduct hikes commercially to other client groups.

Visitor Studies Considerations:

- **Front End:** Develop at least one hike for each of the following groups: children, visitors, community leaders.
- **Formative:** Observation of and interviews with clients during 1998 will provide evaluation information to make adjustments for 1999.
- **Summative:** Continued observation and interviews, review of guest logs, client focus groups, and critiques of the materials will provide information for final evaluation.

Implementation Guidelines:

- **Guided Hikes** will begin at Manhattan Creek Outfitters at historic Goodell Corner where displays of artifacts and photographs set the tone for the continuing experience. Hikes will be an approximately 2 mile long loop and will be conducted on existing trails leading from MCO's private land onto the Roosevelt National Forest. Features include mines, irrigation ditches, building foundations, Manhattan town site, Manhattan Hanging Tree, ranger station site, Manhattan Cemetery, and evidence of timber management, grazing, camping, and multiple recreation uses.
- **The Materials** will interpret and encourage the preservation of the area's natural and cultural resources. Information will be communicated in a lively and engaged manner that educates the reader through current and relevant experiential learning methods. Materials will include a replication of the short-lived newspaper, *The Manhattan Prospector* and a fold-out brochure/map that graphically shows multiple uses in the area. Proceeds from material sales could support their revision and printing.

Sources of Funds	Cash	In-Kind	Total
CO. Dept. Trans/CO. Historical Society	\$3,000		\$3,000
Manhattan Creek Outfitters		\$1,200	\$1,200
Poudre-North Park Byway Council		\$ 300	\$ 300
Sources of Funds Total	\$3,000	\$1,500	\$4,500

Uses of Funds	Cash	In-Kind	Total
Print materials	\$1,000		\$1,000
Develop tour/materials (80 hrs x \$20/hr)	\$ 800	\$ 800	\$1,600
Guest interpreters (12 trips @ \$50/ea)	\$ 600		\$ 600
Tour guides (12 trips @ \$50/ea)	\$ 600		\$ 600
Trail Maintenance (40 hrs x \$10/hr)		\$ 400	\$ 400
Mgmt./marketing (30 hrs x \$10/hr)		\$ 300	\$ 300
Uses of Funds Total	\$3,000	\$1,500	\$4,500

Guide to Byway's Interpretive Programs

The comprehensive inventory of existing personal and non-personal interpretation developed as part of this addendum will be used to create a brochure/visitors' guide to the Byway's interpretive programs.

Theme: Agencies and organizations along the Byway provide a rich and diverse spectrum of interpretive programs; educating visitors about the availability of these programs is essential to creating a high-quality visitor experience and ultimately ensuring the preservation, conservation, and enhancement of Byway resources.

Goal: To increase visitors' participation in the full array of the Byway's interpretive programs.

Objectives:

- Through a strategically-placed brochure/guide, visitors will become oriented to the Byway's interpretive programs early in their trip.
- By having up-to-date and specific contact information, visitors will have easy access to the Byway's interpretive programs.
- Increased participation in the Byway's interpretive programs will lead to visitor experiences that meet or exceed expectations.
- Having participated in interpretive programs, visitors will leave the Byway with a greater understanding of its unique natural, recreational, and historic resources.
- A cadre of educated and committed Byway visitors will demonstrate greater respect and stewardship of the Byway's resources.

Partners/Partner Contributions: The Byway Council will develop and distribute a brochure/guide to interpretive programs. Partners in distribution include managers at Byway kiosk sites, the FCCVB, CSU Environmental Learning Center, US Forest Service, Rocky Mountain Recreation Company, FALCONS, Colorado Division of Wildlife, Colorado State Forest, Moose Visitor Center, North Park Chamber of Commerce, and Arapaho National Wildlife Refuge.

Visitor Studies Considerations:

- **Front End:** Inventory existing interpretive programs and collect up-to-date schedules and contact information for the 1998 brochure.
- **Formative:** Contact partners in distribution and providers of interpretive programs monthly throughout summer 1998 to review project methods, determine level of participation, and re-distribute brochures accordingly.
- **Summative:** The Byway Council, partners in distribution, and providers of interpretive programs will review the brochure and project methods during winter 1998-99 and revise information and distribution plan for summer 1999.

Design Specifications:

- The brochure/guide will include programs and activities in the following categories: visitor centers, campfire programs, historical sites/tours, wildlife sites/tours, nature hikes, commercial tours, auto tours, and self-guided trails.
- The brochure/guide will be published at the start of each summer season and will include information specific to that season.
- As the brochure/guide is planned for yearly revision/distribution, the design will be simple and inexpensive, with the focus on accurate and usable information.

Budget:

Source of Funds 1998	Cash	In-Kind	Total
ISTEA/CHS Grant	\$1,100		\$1,100
Volunteer Development		\$ 500	\$ 500
Volunteer Distribute/Market		\$ 500	\$ 500

Source of Funds Total 1998	\$1,100	\$1,000	\$2,100
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Use of Funds 1998	Cash	In-Kind	Total
Printing	\$ 600		\$ 600
Development	\$ 500	\$ 500	\$1,000
Market/Distribute		\$ 500	\$ 500

Use of Funds Total 1998	\$1,100	\$1,000	\$2,100
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Source of Funds 1999	Cash	In-Kind	Total
ISTEA/CHS Grant	\$2,250		\$2,250
Volunteer Revision		\$ 500	\$ 500
Volunteer Market/Distribute		\$ 500	\$ 500

Source of Funds Total 1999	\$2,250	\$1,000	\$3,250
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Use of Funds 1999	Cash	In-Kind	Total
Printing	\$1,750		\$1,750
Revision	\$ 500	\$ 500	\$1,000
Market/Distribute		\$ 500	\$ 500

Use of Funds Total 1999	\$2,250	\$1,000	\$3,250
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Scenic Backway Tours/Guide

This project will (1) define several scenic backway tours that connect with the Byway and (2) develop appropriate publications to route visitors to and educate them about the tours.

Theme: Areas adjacent to the Byway contain a vast array of natural, cultural, and recreational resources, are significantly less visited than major sites along the main corridor, and provide visitors with unique opportunities for interactive outdoor experiences.

Goal: To encourage people to access scenic backways, thereby decreasing management problems in over-visited areas and improving the overall visitor experience.

Objectives:

- To define and plot at least three scenic backway tours that connect with the Byway.
- To develop publications that orient visitors to the backways and guide/facilitate their subsequent trips.
- To develop evaluation instruments that assist in measuring decreased impact on the Byway corridor and increased impact on backway routes as a result of the project.

Potential Partners: Fort Collins Convention and Visitors Bureau (currently produces "Scenic Circles" brochure), US Forest Service and Rocky Mountain Recreation Company (manages public land/amenities along adjacent areas, Colorado Division of Wildlife (watchable wildlife ideas), Laporte businesses/organizations (adjacent area amenities), Red Feather Lakes businesses/organizations (adjacent area amenities), North Park Chamber of Commerce (marketing, adjacent area amenities), Arapaho National Wildlife Refuge and Bureau of Land Management (manages land/amenities along adjacent areas).

1999 Budget:

Sources of Funds	Cash	In-Kind	Total
CDOT/CHS	\$1,650		\$1,650
Volunteer Development		\$ 500	\$ 500
Volunteer Distribution		\$ 500	\$ 500
Total	\$1,650	\$1,000	\$2,650

Uses of Funds	Cash	In-Kind	Total
Printing	\$1,000		\$1,000
Development	\$ 650	\$ 500	\$1,150
Marketing/Distribution		\$ 500	\$ 500
Total	\$1,650	\$1,000	\$2,650

Long Term Recommendations

Interpretive Training

This project institutes an interpretive training program for Byway stakeholders, including businesses, organizations, and individuals who provide services for and come in contact with visitors.

Theme: General visitation as well as demand for access to the Byway's recreational resources is increasing; individuals making contact with the public play an important role in providing interpretation and education that facilitates safe, high-quality, and sustainable visitor experiences.

Goal: To prepare the Byway's stakeholders to convey comprehensive, accurate, and appropriate natural resource, cultural history, and multiple use management interpretation and education, thereby increasing visitors' understanding and enjoyment of the Byway and reducing negative impacts on the local human and natural communities.

Objectives:

- To provide interpretive training to at least 75 percent of the businesses, organizations, and individuals operating along the Byway.
- Training will include the following interpretive topics: visitor motivations and behaviors, public contact strategies, story telling and living history presentations, and practical strategies for interpretation.
- Trainings will include the following content areas: basic ecosystem processes, wildlife/habitat connection, general cultural history of the Byway, recreational impacts on resources, Byway courtesy policy, and multiple use/balanced management methods.
- To develop future self-sufficiency by creating a train-the-trainer program for Byway volunteers.

Potential Partners: Numerous potential partners are available to assist the Byway Council in implementing this project. Specifically, training assistance could be provided by experts from Colorado State University, the U.S. Forest Service, Division of Wildlife, and Colorado State Parks. Training participants should be recruited from public land agencies' recreational special use permittee lists, local business organizations, local advocacy organizations, and person-to-person contacts along the Byway.

Budget: \$10,000

Winter Interpretation Program

This project will design and implement comprehensive strategies to promote and increase responsible winter use of the Byway and adjacent areas.

Theme: There are many opportunities for winter activities at visitor centers, resort businesses, and on public lands along the Byway; partaking of these activities in the winter season provides a unique and rewarding visitor experience and supports the local community.

Goal: To increase winter season interpretive programming and marketing in under-utilized areas and to promote responsible use of available opportunities, thereby helping to provide a quality Byway visitor experience and to sustain the viability of corridor businesses in the off-season.

Objectives:

- To develop a broad “lure” brochure focused upon winter activities.
- To develop specific winter interpretation activities and publications focused upon: guided nature hikes and camping opportunities at lower elevations; unique skiing, snowshoeing, and cabin/yurt experiences (such as full moon tours); educational programming at visitor centers and resort businesses; winter wildlife watching/tracking
- To develop strategies to educate visitors about safe winter-time scenic driving.

Potential Partners: US Forest Service and Rocky Mountain Recreation Company (to coordinate with existing winter recreation opportunities and strategies), Colorado Division of Wildlife (to design and implement wildlife watching/tracking programs and publications), resort businesses (to establish programming activities that would support business goals), Moose Visitor Center (to establish as well as support existing programming activities), Colorado State Forest (to coordinate with existing winter recreation opportunities and strategies), North Park Chamber of Commerce (to coordinate with existing and increase new opportunities and strategies).

Budget: \$25,000

Audio Tape Tour

This project will develop, create, and market an audio tape-based auto tour of the Byway.

Theme: The natural, cultural, and geologic resources of the Byway are “invisibly” intertwined; learning the relationship among these elements is crucial to understanding the over-arching stories that make up the Byway’s heritage.

Goal: To communicate to and educate visitors about the important yet largely invisible natural, cultural, and geologic features of the Byway, and to use an “environmentally friendly” format not currently utilized by the Council as an interpretive strategy.

Objectives:

- To develop an audio tape that provides interpretation and education about significant sites and stories throughout the Byway.
- To coordinate the audio tape with existing Byway tour guides, kiosk sites, and other interpretive programs/products.
- To establish a distribution and marketing plan that could include pick-up and drop-off points along the Byway.
- To integrate the Byway’s courtesy policy into the audio tape format in an effort to convey key messages yet reduce sign and paper pollution within the corridor.

Potential Partners: Outside partners and contract professionals will be critical to this project. Eye in the Sky studios of Laporte has been contacted in the past and could be an appropriate contract partner for taping. Phil Walker of Fort Collins could be an excellent choice for narration as he is an identifiable local celebrity. Agencies and organizations that have developed audio tapes of their own (such as Rocky Mountain National Park) should be contacted for recommendations on writers and scripters. It is also likely that Colorado State University has experts that could assist in this project.

Budget: \$50,000

Program/Product Budget

Short Term Funded Programs/Products

Courtesy Patrol	\$ 5,000	
Interpretive Guide/Brochure	\$ 5,350	
Manhattan Tours/Materials	\$ 4,500	
Scenic Backway Tours/Guide	\$ 2,650	
Byway History Book	\$ 10,000	
Traveling Display	\$ 5,000	
Campfire Programs	\$ 2,000	
Short Term Funded	\$ 34,500	\$ 34,500

Long Term Non-Funded Programs/Products

Interpretive Training	\$ 10,000	
Winter Interpretation Program	\$ 25,000	
Byway Audio Tape Tour	\$ 50,000	
Long Term Non-Funded	\$ 85,000	\$ 85,000

Total Program/Product Budget **\$119,500**

Program/Product Time Line

Program/Product	Jan 98	Apr 98	July 98	Oct 98	Jan 99	Apr 99	July 99	Oct 99	Jan 00	Apr 00	July 00	Oct 00
Courtesy Patrol			█				█				█	
Guide to Byway Interpretation			█		█							
Guided Hikes/Interpretive Materials, Manhattan Trail			█				█					
Interpretive Training											█	
Scenic Backway Tours/Materials										█		
Winter Interpretation Program											█	
Audio Tape Tour												█

Appendix A

Colorado Byway Visitor Study

During summer/fall 1995 the Colorado Center for Community Development at University of Colorado, Denver surveyed 418 visitors to Colorado's Scenic and Historic Byways.

- Eighty-one percent of visitors were from out-of-state; over 73% were visiting the byway for the first time.
- Most visitors (36%) learned about the byway from friends or relatives; 21% were drawn by signs or map markings, 13% got their information from visitor centers, and 10% named brochures as their information source.
- Nearly 50% of visitors were between 45 and 64 years of age; 60% had family incomes of more than \$40,000; 75% of visitors were married; and 85% had some college education; all these figures are higher than those for the general visitor.
- The average party size among visitors to Colorado's byways was 3.4, compared to 2.6 in Iowa and 2.4 in Montana; 85% of visitors traveled with their spouse or family, yet most of the groups (60%) did not include children.
- Eighty-percent of the visitors were on vacation, with 70% traveling in a personal auto, 12% in a rented auto, and 11% in an RV.
- Average expenditures in a 24 hour period for parties traveling Colorado byways was \$144.00, compared to \$103.00 in New Mexico and \$86.00 in Montana.
- On average, 50% of these parties spent \$40 or more a day on food/drinks; 67% spent \$20 or more on gasoline/services; and 46% spent \$50 or more on lodging.
- Eighty-eight percent of visitors stayed overnight; 37% stayed at hotels/motels, 32% stayed at campgrounds/RV parks, and 32% stayed at their home/with friends.
- The most popular activities along the byways were sightseeing (75% of visitors), viewing the scenery (74%), pleasure driving (58%), taking photographs (57%), shopping (57%), and viewing wildlife (49%).
- The most important motivations for visiting byways were to view the scenery, get away, experience new things, do something with family, and learn about nature; all factors achieved an equal or higher obtained/realization rating, with visitors most pleasantly surprised about the byway's opportunities for excitement and exercise.
- Travelers tended to choose more scenic routes when travel time was not a primary consideration. However, drivers also felt that as human intrusion increased, the scenic quality of the roadway became proportionally less appealing.

U.S. Forest Service Visitor Studies

The U.S. Forest Service surveyed 54 Poudre Canyon campground users in 1992; 1,009 Poudre River recreationists in 1993; and conducted ongoing informal surveys of people who visited Arrowhead Lodge or attended its interpretive programs.

- Two-thirds of Forest Service campground visitors were from Colorado.
- The majority of people were visiting with family and were returning visitors.
- Major recreation activities included: relaxing (74%), walking for pleasure (68%), sightseeing (63%), fishing (49%), family gatherings (44%), wildlife observation/photography (39%), day hiking (37%), driving for pleasure (32%), visiting historic areas/buildings (21%).
- The 1993 survey revealed that among boaters on guided trips, information received from their guide was important to 84% of boaters; this was second only to the quality of the natural setting, which was important to 96% of the boaters.
- At the time of the survey the number of visitors using commercial rafting services had increased an average of 31% each year during the previous three years. Numbers have since leveled off due to Forest Service permittee management strategies. Non-commercial river running has continued to increase rapidly.
- The Arrowhead Lodge visitor register revealed that the majority of visitors to the lodge were visiting the Poudre Canyon to vacation, sightsee, and camp.
- Surveys given after interpretive talks at Arrowhead indicated that people would like programs to focus on hummingbirds, big animals, history, wildlife, and geology.

Colorado State Forest State Park Survey

In 1993 Colorado State Forest State Park conducted a survey of visitors. Additional visitor profile information is provided in the 1997 Colorado State Forest State Park Annual Interpretive Work Plan.

- Average group size visiting Colorado State Forest State Park was 3.4, with 55% spending 2 or 3 days.
- Colorado residents made up 92% of visitors, and 60% of visitors were male.
- Sixty-three percent had a household income over \$30,000.
- The Colorado State Forest State Park was the primary destination for 76% of visitors, while 18% made their visit a side trip.
- Trip expenditures for individuals averaged \$38 and total group expenditures were \$132. Most visitors spent their money closer to home: individuals spent \$8 at or near the park, while group trip expenditures at or near the park totaled \$38 (81% of the amount spent on groceries was spent at home; 68% of the amount spent on gas was spent at home; and 89% of the amount spent on licenses was spent at home).
- Activities important to visitors included auto sightseeing (70%), hiking (74%), picnicking (80%), camping (82%), wildlife viewing/photography (85%), and fishing (85%), while the following activities or facilities were rated as not important by most visitors: swimming, boating, biking, horseback riding, climbing, electrical hookups, and showers.
- Interpretive programs/nature study was important to 50% of visitors (45% rated these activities as not important and 5% did not respond to this question).
- 1997 Interpretive Work Plan: "During the winter months into spring (November through April) the cabins and yurts are rented almost nightly by cross-country skiers and winter recreationists. The trails are used primarily by cross-country skiers, but snowmobiles can be found on the designated, groomed snowmobile trails. The American Lakes provide a popular destination point for this group. The Moose Visitor Center will not only be visited by the winter recreationists using the area, but has served as a popular destination point for people traveling from the Front Range along Highway 14."

Appendix B

Interpretive Sign Fabrication - Types and Costs

Compiled by M. Wells, CSU, Feb. 1988, (970) 491-5356

	Embedded Fiberglass	Metal Micro-imaging or Novalloy	Porcelain	Stone	Routed Wood
Pros	<p>PVC easily reproducible</p> <p>3-5 year lifespan</p> <p>full color and 4-color graphics and photos are easy</p> <p>fade resistant</p> <p>scratch and shatter resistant; bullets leave little impact</p> <p>easily cleaned</p>	<p>very durable; recyclable</p> <p>10+ year life</p> <p>abrasion, weather, and scratch resistant</p> <p>no frame required</p> <p>attractive and versatile</p>	<p>high color and design resolution</p> <p>versatile</p> <p>durable and scratch resistant</p> <p>fade resistant</p> <p>resistant to salt, alkali, soil, and water erosion</p> <p>vandal resistant</p> <p> durable</p>	<p>deep engraving vs. photo engrave</p> <p>weather resistant</p> <p>rich look and feel/aesthetic appeal</p> <p>sign of quality</p> <p>holding power good/capturing piece</p> <p>tactile</p> <p> durable</p>	<p>natural</p> <p>easy and quick</p> <p>ages gracefully</p> <p>inexpensive</p> <p>does not require computer for graphics or layout</p>
Cons	<p>will crystallize with age</p> <p>moderate replacement cost</p> <p>adding colors, adds cost</p> <p>backing and framing required</p>	<p>limited to line work and line graphics</p> <p>multiple copies not cheaper</p> <p>high replacement cost</p> <p>limited to one color on solid background</p>	<p>can chip on framing not structural</p> <p>expensive</p> <p>high reproduction costs</p> <p>requires backing and frame</p> <p>must be sealed and protected</p>	<p>can break/chip be vandalized</p> <p>adding photos or color adds cost</p> <p>may erode prematurely in moist/rainy climates</p>	<p>can easily vandalized</p> <p>detailed graphics difficult</p> <p>cannot incorporate photos</p>
Fabrication cost for 24"x36" sign	<p>\$300-380 exclusive of scanning or pre-press layout</p> <p>\$650 for 2 color on solid background;</p> <p>\$900-1200 for 2 colors on solid background;</p> <p>\$1500-3000 for 4-color on solid background</p>	<p>\$1000-1300 for 1 color on solid background</p>	<p>\$2000-3000 for 4-color on solid background</p>	<p>\$200/sq foot (maximum size is 200-250 square feet)</p>	<p>\$100-\$1000 depending on size, detail, and personnel routing/time cost</p>
Additional costs Framing/Mounting Costs for 24"x36" sign	<p>\$97.00 per scan for graphic images</p> <p>metal = \$700-800; wood = \$200-400</p>	<p>n/a</p>	<p>metal = \$700-800; wood = \$200-400</p>	<p>n/a</p>	<p>routing time and cost</p> <p>Utah Correction Industry for info.</p>

Interpretive Sign Fabrication - Processes and Time Involved

		Time Required	Responsible Party(ies)
Idea and Planning Phase			
	A. Propose idea; discuss concept layout, sign size, desired materials, cost constraints, possible themes	1 day	Interpreter, Mgmt Team, Construction Crew, Content Specialist
	B. Conduct front-end evaluation with sample audience	5-10 days	Interpreter
Research and Writing Phase			
	A. Research topic (library resources, oral histories, content area specialists, etc.) and develop theme(s)	5-45 days	Interpreter
	B. Draft interpretive narrative	1-5 days	Interpreter
	C. Solicit expert review of draft narrative	5-10 days (includes turn-around time)	Interpreter, Content Specialist
Artwork and Layout Phase			
	A1. Get copyright authority for artwork/photographs AND/OR	5-30 days (assumes 1-2 days interpreter time; remainder is possible turn-around time for approvals) AND/OR	Interpreter
	A2. Create original artwork	1-4 days (assumes original artwork is desired)	Artist
	B. Create computer layout of sign	2-5 days	Consultant/, interpreter
	C. Evaluate prototype with sample audience	5-10 days	Interpreter
	D. Edit narrative and layout	5 days	Content Specialist, Mgmt Team
	E. Finalize layout and narrative	1-5 days	Consultant/Interpreter
Fabrication and Implementation Phase			
	A. Fabricate signs (includes shipping time)		
	<i>PVC OR</i>	12-25 days OR	Fabricator (eg. Design Visuals, Condit)
	<i>Other technologies (fiberglass, novalloy, porcelain, etc.)</i>	90-180 days	Fabricator (eg. GS Images, Fireform, etc.)
	B. Frame signs		
	<i>Wooden Frames constructed in-house OR</i>	2-12 days OR	construction crew
	<i>Metal Frames constructed by contractor</i>	30-60 days	contractor (eg. GS Images, etc.)
	C. Install signs	1-5 days	construction crew
	TOTAL TIME (lesser times assume minimal research and computer time, PVC fabrication, and wooden frame; greater times assume difficult research, complex sign(s), original artwork, and non-PVC fabrication with metal frame)	408-2960 hours; 51-370 days; 2-12 months	

Composed by Marcella Wells, Colorado State University, Feb. 1998, (970) 491-5356

Interpretive Sign Fabrication - Person days (8hr) by specializatio

INTERPRETER - serves and project coordinator, completes all research and interpretive writing, coordinates all computer consulting, facilitates original artwork as needed, completes all visitor studies	21-77	
MANAGEMENT TEAM - site supervisor, coordinates project with other management objectives, reviews draft narrative, supervises construction crew as needed for sign installation	6	
CONSTRUCTION TEAM - completes all framing and site installation	4-18 (includes framing time)	
CONTENT SPECIALIST - Topic expert who consults on subject matter, edits drafts, and provides sources for research	11-21 (includes all editing and turn around time)	
CONSULTANT - computer specialist or designer who completes all computer design and layout, produces graphics and artwork as needed, and creates final proofs	3-10	
FABRICATOR - sign production team who actually fabricates sign in specified medium	varies by medium	2 weeks min for PVC to 6 months max for Fiberglass and Porcelain
ARTIST - specialized artist who contributes original artwork as needed	1-4 (if original artwork is needed)	
TOTAL PERSON DAYS	46-136 exclusive of actual fabrication person days	
		Composed by Marcela Wells, Colorado State University, Feb. 1998, (970) 491-5358

4/93 draft

Interpretive Fabrication - General Costs	
Interpretive Services	Cost per hour
Artist (original art)	\$40-150
Graphic artist (computer artwork and layout)	\$30-50
Mason (stone or brick work)	\$30-180
Carpenter (framing, cabinets, woodworking)	\$30-180
Creative or Interpretive Writer (writing, editing)	\$35-50
Interpreter (research, planning, writing, project coordination)	\$35-70
Evaluator (visitor studies, audience research)	\$15-100
Designer (specifications, detailed drawings, etc.)	
Interpretive Planner	\$15-80
Landscape Architect (site design, layout)	
Living historian (performance)	\$75-\$500
Living historian (training)	\$50-100
Storyteller (performance)	\$50-250
Storyteller (training)	\$50-100
Interpretive Supplies	
Foam Core	\$3-5.00/sheet
Matte Board	\$2-5.00/sheet
Lumber	varies
Hardware (nails, screws, bolts, hinges, paint, etc)	varies
Film	\$3-6.00/roll
Film Processing	\$3-5.00/prints; \$5-7.00/slides
Xeroxing/Copying	\$.07-1.00 per copy
Laminating	
Spray Mount	\$3-6.00 per can
Exacto Blades	\$2.00 each
Cutting Mats	\$15-30.00 each
Paper	\$15/reem
Video Tapes	\$2-8.00
Lighting	varies

Colorado Historical Society

As an official partner of Colorado's Scenic and Historic Byway Commission, the Colorado Historical Society assists Byways in providing detailed historical signage and roadside interpretation to visitors. CHS also provides assistance as an historical preservation resource agency. By working closely with state byways and the US Forest Service, which has a significant presence along the Poudre-North Park corridor, CHS helps to ensure consistent, high quality interpretation along routes of state or national significance.

Although the Byway Council is not planning any new interpretive signage along the route at this time, the Council should be aware of the following CHS/CDOT procedures for groups requesting roadside interpretive signage along Colorado highway right-of-ways, roadside rest areas, and pullouts:

- Potential marker sponsors must first contact the CHS Roadside Interpretation Program Office for preliminary topic approval.
- After topic approval by CHS, marker sponsors must contact appropriate CDOT regional representative for preliminary site approval.
- Following topic and site approval, interpretive device designs and site plans must be approved by both CHS and CDOT prior to installation.
- Sponsors must use CHS interpretive sign standards and specifications, available through CHS Roadside Interpretation Program Office.