

CACHE LA POUFRE/NORTH PARK SCENIC AND HISTORIC BYWAY CORRIDOR MANAGEMENT PLAN



- *Showcase, promote, educate about and encourage the protection of the Byway's intrinsic qualities*
- *Facilitate visitor access to information about the Byway through a variety of strategies, materials and media*
- *Work collaboratively with the public, government agencies, education institutions, the private and non-profit sectors, and other entities with a similar and/or compatible mission*

CLP/NP Byway Mission

September 13, 2013

Advanced Resource Management, Inc.
Longmont, CO 80503

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1. Executive Summary

This corridor management plan (CMP) is an update of the original Cache la Poudre/North Park Byway (CLP/NPB) CMP, which was produced in 1997. This plan was developed with the assistance and involvement of numerous and diverse government agencies, non-profit organizations, businesses, and byway stakeholders. This CMP reflects and perpetuates the original, establishing values of and goals for the byway while also accounting for contemporary conditions (and stakeholder desires) in the byway corridor and communities.

Much of the byway's history, background and intrinsic qualities have been well-documented in the original CMP and other documents. Much of this background information has not been repeated in this updated CMP, therefore, readers are referred to these documents for additional and/or detailed information on some topics.

CLP/NPB stakeholders seek to balance the economic benefits of tourism and with their desire to:

- Respect and protect the natural landscape and environment.
- Honor the rich and diverse history of the byway region and communities.
- Showcase and educate visitors about the byway's intrinsic qualities, defining sites and unique character.
- Recognize and respect private property and the character of and quality of life in byway communities.

Towards this end, the CMP Board adopted the mission and vision statements seen at right.

Mission Statement

The mission of the CLP/NPB leadership is to support the use of best management practices in the conservation, protection, management, interpretation, marketing and enhancement of the byway. These practices and their outcomes should reflect, support and benefit the byway's mission and intrinsic qualities and provide economic benefit to byway communities. Such activities should recognize, respect and minimize impacts on the byway's rural/agricultural character and must not compromise, exploit or erode the byway's unique characteristics and intrinsic qualities.

Vision Statement

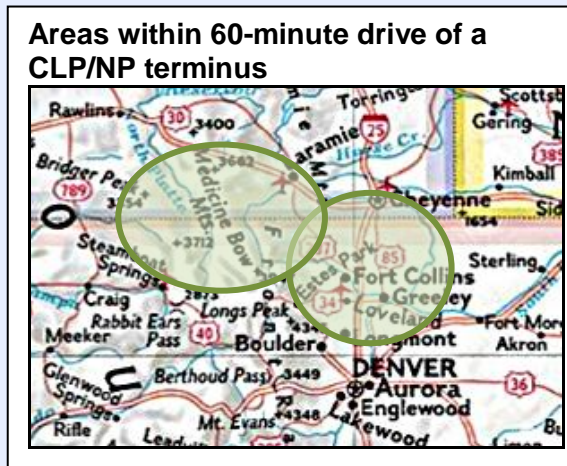
The CLP/NPB council envisions a byway and byway organization that:

- *Showcases, promotes, educates people about and encourages the protection of the byway's intrinsic qualities*
- *Facilitates visitor access to information about the byway through a variety of strategies, materials and media*
- *Works collaboratively with the public, government agencies, education institutions, the private and non-profit sectors, and other entities with a similar and/or compatible mission.*

Since 2000, the Northern Front Range has been one of the fastest growing areas in Colorado, surpassed only by Thornton and Highlands Ranch. Population projections for the year 2030 show Larimer and Weld counties being home to more than 915,000 people. Factoring in other areas that contribute visitors to the byway (e.g., Longmont, Laramie/Cheyenne, Boulder) and there will be well over one million people living within a 60 minute drive of either the east or west terminus/primary access point to byway.

Compared to many byways, the CLP/NPB has changed relatively little since 1997, when the original CMP was produced. It retains its original character and the development that has occurred has generally benefited the byway and its visitors. For example, the resurgence of Old Town Fort Collins and street improvements/beautification in the north portal to the city; improved access, campgrounds and day-use areas on US Forest Service land; highway safety improvements; and measures to stabilize, restore and protect the Poudre River’s banks.

The byway passes almost exclusively through national and state forests and BLM land--lands with established (agency-specific) protections, management, infrastructure investment, and ownership stability, all of which benefit the byway and its travelers. Because the vast majority of the byway corridor is public land, the corridor does not face some of the development-related threats and challenges that some byways face. Development-related challenges can be especially threatening to byways like the CLP/NP, whose most significant and defining qualities, sites, resources and economic drivers are its scenic, natural and recreational qualities and opportunities.



Colorado’s four fastest growing cities 2000-2010	
City	% Population Increase 2000-2010
Thornton	44%
Highlands Ranch	36%
Loveland	32%
Fort Collins/Greeley	21%
Longmont	21%

Larimer County Estimated Population			
Year	Estimated Population	Year	Estimated Population
2013	316,031	2022	374,405
2014	322,092	2023	381,078
2015	328,236	2024	387,688
2016	334,749	2025	394,236
2017	341,232	2026	400,680
2018	347,699	2027	406,800
2019	354,152	2028	412,875
2020	360,813	2029	418,884
2021	367,661	2030	424,833

The recommendations in this CMP are intended to help the byway Position itself for success in the coming years, for while the byway corridor may not have changed significantly in the past 16 years, significant change has occurred in many areas:

- Travel patterns and traveler behaviors and expectations
- The use of the internet and social media in trip planning
- Population numbers and demographics
- National, state and local economies
- Federal Highway Administration funding of byways

These factors were among those considered while developing this CMP and the recommendations it contains. Additional factors Employed include the desire to:

- Encourage collaborative, mutually beneficial relationships and partnerships between the byway and key stakeholders.
- Encourage the identification and appropriate interpretation and marketing of key intrinsic qualities, sites and objects.
- Enhance the traveler experience by providing a meaningful, cohesive and integrated experience that reflects and supports the intrinsic qualities, values and goals of the byway communities and Board.
- Encourage visual and graphic continuity and consistency along the byway and in interpretive, marketing materials and activities.
- Consider the best interests and needs of the byway as a whole.
- Take a long-term view of the byway, its communities and its travelers.

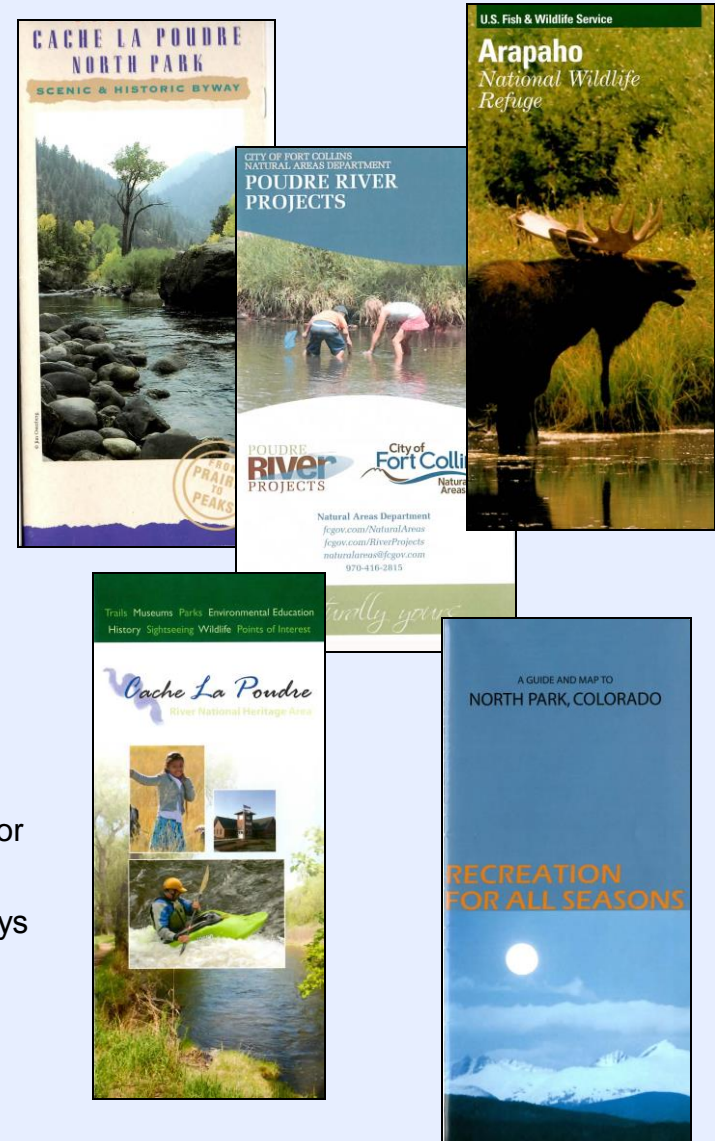
High Priority Recommendations

- Replace or install State Byway signs and Byway Name signs.
- Work with CDOT to assure that Byway projects and interests are included in CDOT Regional work plans.
- Standardize the design of portals.
- Develop a byway portal at Walden, Ted's Place and in the I-25/Hwy.14 area.
- Include information on interpretive sites and opportunities in byway materials.
- Load interpretive materials onto the byway website.
- Create a new Byway map.
- Create CLP/NPB website content.
- Increase the byway's on-line presence by increasing linkages.
- Update and print the byway brochure.
- Identify key locations for distributing byway information.
- Provide CLP/NPB information to CDOT for its 25th Anniversary kit.
- Meet with the appropriate representatives of CSU annually.
- Conduct an annual event.
- Determine the effectiveness of using computer- and internet-based media to promote the byway.
- Determine whether it has the resources to monitor and manage a social media site
- Do not invest in developing phone-in tours.
- Retain the byway's non-profit status.
- Convene a CLP/NPB general membership meeting.

2. Updating the CMP

Numerous planning documents and other materials were used in the process of creating this updated CMP, including:

- A Guide and Map to North Park, Colorado: Recreation For All Seasons
- Arapaho National Wildlife Refuge brochure
- Boundless Landscape & Spirited People brochure
- Cache la Poudre River National Heritage Area brochure
- Cache la Poudre River National Heritage Area Guidebook
- Cache la Poudre Wild and Scenic River Management Plan
- City of Fort Collins Gateway Natural Area brochure
- City of Fort Collins Natural Areas map and brochure
- City of Fort Collins Natural Areas Poudre River Projects
- CLP/NP Scenic and Historic Byway brochure
- CLP/NP Scenic and Historic Byway Corridor Management Plan
- CLP/NP Scenic and Historic Byway Traffic Safety Review
- Colorado 2012 Official State Vacation Guide
- Colorado North Park brochure
- Comprehensive Master Plan: Walden Colorado
- Interpretive Addendum to the CLP/NP Scenic and Historic Byway Corridor Management Plan
- Journeys Through Past and Present: Colorado's Scenic & Historic Byways
- North Park Pioneer Museum brochure
- North Park Snow Snakes (snowmobile) brochure
- North Park, Colorado 2012-2013 Visitors Guide
- Poudre Canyon Red Feather Lakes brochure



- Poudre-North Park Scenic and Historic Byway Guide to Interpretation brochure
- The Roadmap for a Healthy Poudre River
- Things to See and Do Along the CLP/NP Byway
- Visitor Guide: Arapaho and Roosevelt National Forests and Pawnee National Grassland
- Watching Wildlife in North Park brochure

This updated CMP is the result of work done and contributions made by various individuals representing diverse agencies, organizations and interests. A series of open meetings were held (Attendees table, right) to discuss various byway-related topics, including:

- The goals and vision for the byway
- Byway marketing and promotion
- Tourism and economic development
- Byway administration and leadership
- Byway bylaws
- Priority projects and activities for the byway.

In addition, email notices and updates were provided to diverse entities and individuals, including:

- A Wanderlust Adventure
- A1 Wildwater, Inc.
- Archer's Poudre River Resort
- Bighorn Cabins
- Colorado Department of Local Affairs
- Colorado Welcome Center
- Fort Collins Mile High KOA
- City of Fort Collins Natural Areas

CLP/NPB CMP Meeting Attendees	
Agency/Organization	Representative
Bicycle and Pedestrian Education Coalition	Ed Ossello
CLP/NPB Board	Barb Alexy Bill Sears
Cache la Poudre National Heritage Area	Rick Brady
Colorado Department of Transportation	Lenore Bates Karen Schneiders
Colorado Parks and Wildlife	Mary McCormack
Colorado State University	Stuart Cottrell Cassie Garcia Cheryl Glanz Chase Hanson Devin Lane Paul Layden
Friends of the Poudre	Gary Kimsey Bill Sears
Visit Fort Collins	Lindsey Rohrbaugh Wayne Sundberg Katy Schneider
Lower Poudre Canyon Fire Authority	Jan Gueswel Bill Sears
Mishawaka	Dani Grant Matt Hoeven
Mountain Whitewater Descents	Ben Costello
North Park Chamber of Commerce North Park Visitors Bureau	Jamie Brown
US Forest Service	Mary Bollinger Kevin Cannon

- Larimer County
- Medicine Mountain Ranch
- Mountain Expressions Photography
- Museum of Western Colorado
- Never Summer Nordic, Inc.
- North Park Anglers
- Poudre River Resort
- Red Feather Guides
- Ten Bears Winery
- University of Colorado Health (PVHS)
- US Fish and Wildlife Service
- Wildlands Restoration Volunteers



Courtesy A Wanderlust Adventure

The research and stakeholder involvement described above yielded important input, ideas, guidance and direction in the development of this CMP. The entire CMP-development process also resulted in updated mission and vision statements and revised CLP/NP Byway bylaws (Appendix ---)

Several individuals provided special services and assistance in the development of this CMP.

- Lenore Bates provided important information and insights as CDOT's primary representative to the CLP/NP Board.
- Lindsey Rohrbaugh provided essential administrative and clerical assistance and Visit Fort Collins hosted four CMP development meetings.
- Professor Stuart Cottrell represented Colorado State University in the CMP development process and a group of his students provided invaluable assistance with the inventory, assessment and mapping of the byway's intrinsic qualities and key sites. Many of the photos in this document were taken by the students. The CMP development team is indebted to the students listed below for their extensive field work, insights and ideas. In addition, ArcGIS mapping services were provided by C.S.U. student Nicholas H. Keogh.

Sylvia C. Garcia-Alvarez

Chase P. Hansen

Corbin M. Hawkins

Devyn K.F. Lane

Adam J. Mitchell

Michael Petruccione

Max Ward

3. Byway Overview

The Cache la Poudre/North Park Scenic and Historic Byway (CLP/NP), located in northern Colorado, extends 101 miles from east of the city of Fort Collins to the town of Walden. The byway traverses Larimer and Jackson counties and passes through public land administered by several government agencies, notably:

- Bureau of Land Management
- Colorado Parks and Wildlife
- Colorado State Forest Service
- US Fish and Wildlife Service
- US Forest Service

The byway corridor has a rich history that includes Native American use, European-American settlement, boom and bust economic cycles and contemporary activities that reflect and are consistent with the region's history and heritage, particularly ranching, outdoor recreation, and natural resource extraction. The byway offers diverse and spectacular scenery and unparalleled outdoor recreation opportunities.



CLP/NP Byway Mission Statement

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CLP/NP Byway Vision Statement

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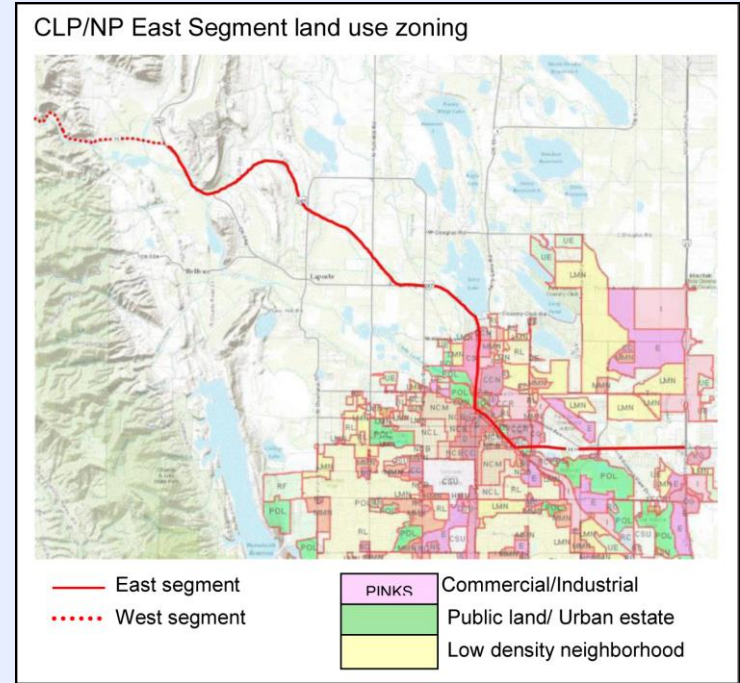


4. Byway Segments and Communities

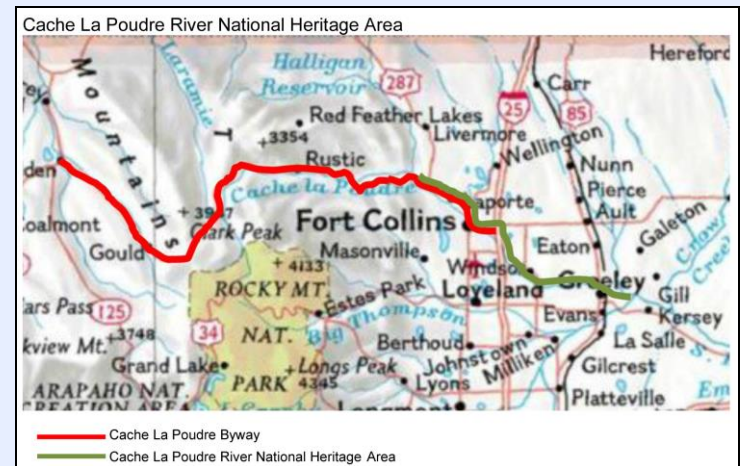
East Segment: I-25 to Ted's Place

This segment extends for approximately 14 miles from the byway's eastern terminus (the junction of Interstate 25 and State Highway 14) to the junction of State Highway 14 and US Highway 287 ("Ted's Place"). This is the most heavily developed and populated segment of the byway, with much of it being zoned commercial/industrial, in particular, the stretch of byway between Hwy. 14 and Hwy. 287. This commercial/industrial stretch reflects and is a continuation of the long history of the Poudre River corridor being essential to commerce and development in northern Colorado.

The Poudre River has also played a key role in the establishment of Colorado water law and the development of water delivery systems, and has been a key contributor to the area's culture and quality of life. For these reasons, 45 miles of the river have been designated a National Heritage Area. The byway from I-25 to slightly west of Ted's Place, passes through the Poudre River NHA.



CLP/NPB Eastern terminus (looking west) showing the byway's commercial/industrial character east of Fort Collins.



- **Fort Collins**

2010 Population: 144,000

2000 Population: 118,652

Population Change 2000-2010: +21%

Fort Collins is the fourth largest city in Colorado, based on population. It is the commercial and industrial center of northern Colorado and is home to Colorado State University (approximately 29,000 students). Fort Collins is also a hub of art, culture and outdoor recreation. Located at the northern end of Colorado's densely populated Front Range, the city provides excellent access to the Rocky Mountains and Colorado's Western Slope and is an important place for travelers to obtain goods, services and information. The city was named *Money* magazine's Best Place to Live in the U.S. in 2006, #2 in 2008, and #6 in 2010.

The city's emphasis on and marketing of regional outdoor recreation opportunities is consistent with and can benefit the byway and it's more distant communities. Similarly, the city's thriving brewery industry and restaurant scene are also of benefit to the byway.

A full range of visitor services (gas, lodging, food) is available in the city, as well as byway-related ancillary services such as bicycle rental, kayak and outdoor gear rental and purchase; maps and guides; picnic supplies and more.

Collaborating with the city and Fort Collins-based partners will be key to the success of the byway. Important stakeholders include:

- Visit Fort Collins
- CSU
- Cache la Poudre National Heritage Area
- City of Fort Collins Natural Areas Department



Fort Collins

- **Laporte**

2010 Population: 2,450

2000 Population: 2,690

Population Change: 2000-2010: --9%

This small community, located on the Poudre River, has been a gateway to the Rocky Mountains since it was first settled by French-Canadian fur trappers. It was the first white settlement in Larimer County. By the late 1850s, Laporte had become a commercial and supply center and the most important settlement north of Denver. Most byway travelers are likely to bypass the community.



Junction Hwys. 14 and 287, Laporte, CO

Between Laporte and Ted's Place, the byway passes through mostly undeveloped land, much of it in agricultural use. The vistas of the open land at the base of the Front Range is in stark contrast to the highly developed corridor through Fort Collins/Laporte and the confines of Poudre Canyon that dominate much of the Western Segment of the byway.



CLP/NPB between Laporte and Ted's Place

- **Ted's Place**

Ted's Place is the vernacular name for the intersection of Hwys. 287 and 14. Historically, Ted's Place featured lodging, dining and gas. Today, there is a gas station, convenience mart and interpretive kiosk at this location. Ted's Place is at the mouth of Poudre Canyon, and is the starting point for the Western Segment of the byway. Ted's Place is a popular meeting and staging area for people traveling West on the byway, making it an excellent location to provide byway information.



Interpretive kiosk, Ted's Place

West Segment: Ted's Place to Walden

The West Segment of the byway is the segment most travelers are likely to know. This stretch of Hwy. 14 follows the Poudre River for approximately 67 miles from Ted's Place to the byway's western terminus in the town of Walden. This stretch of the byway passes through predominantly public land managed by:

- United States Forest Service
- Bureau of Land Management
- Colorado State Forest Service.

Since most of this byway segment abuts public land, intrinsic natural, scenic and recreational qualities and opportunities abound. A stretch of the Poudre River has been designated a National Wild and Scenic River because of its outstanding recreation, scenic and hydrologic features. The Poudre is the only river so designated in Colorado.

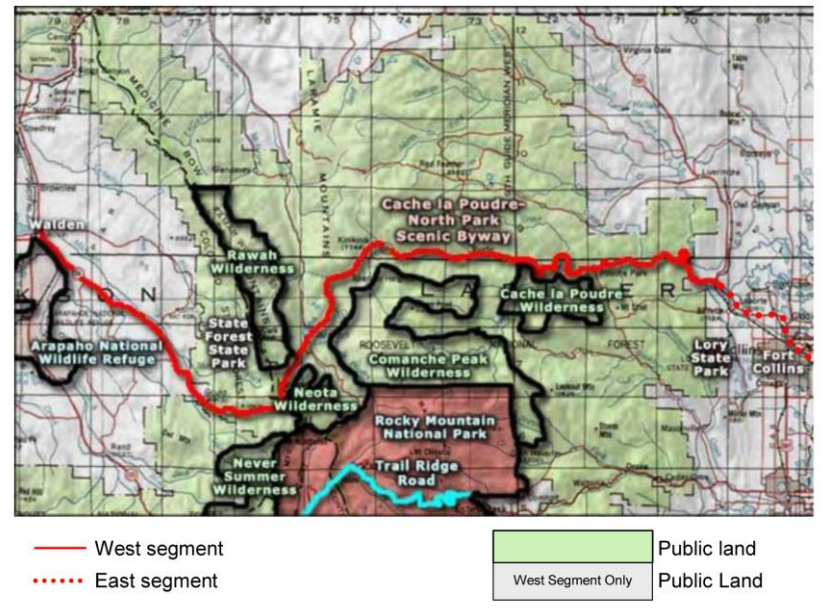
With the exception of activities in Fort Collins and along the Poudre east of the city, the majority of visitation to and activity along the byway occur in the byway's western segment.

- **Bellvue**

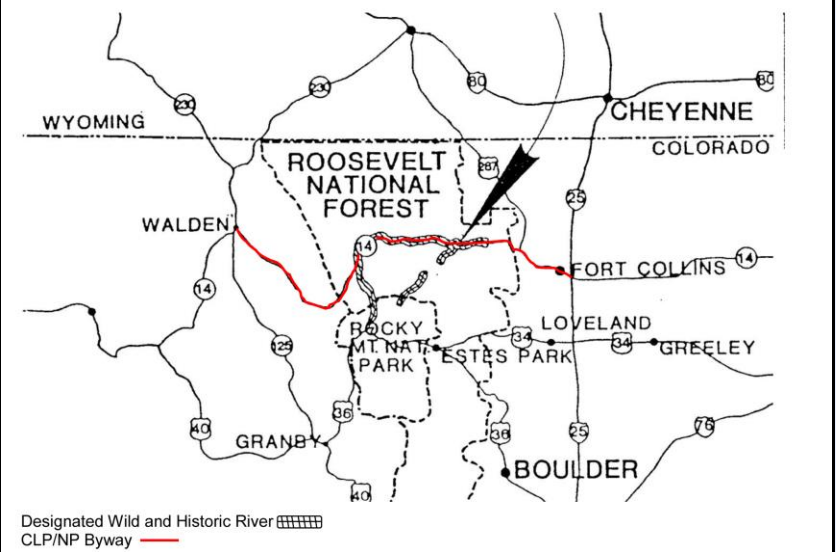
Census data unavailable.

Bellvue is a small, agricultural community on the south side of the Poudre at the mouth of Rist Canyon. Agriculture consists of primarily of hay production and cattle ranching. The Colorado Division of Parks and Wildlife maintains a trout hatchery south of the Bellvue town site. Archaeological sites in the area indicate human habitation dating back over 10,000 years.

CLP/NP West Segment and primary land ownership



Cache la Poudre Wild and Scenic River



- **Poudre Park**

Census data unavailable.

This small community provides some services and amenities to byway travelers, but mostly serves local residents. The community's fire/rescue department provides important emergency services for the byway and the Poudre. Like most Poudre Canyon communities, Poudre Park residents generally support the byway but do not want byway travelers and activities to compromise the quiet character of their community.



Mishawaka concert

- **Mishawaka**

The Mishawaka is an important destination and/or stopping point on the byway, offering some of the only restaurant service directly on the byway in Poudre Canyon. Mishawaka is open year-round, with off-season hours in effect during winter. In addition, Mishawaka features an indoor lounge and an outdoor amphitheater that host live music, with many acts having a national reputation. The vehicle traffic and parking associated with Mishawaka concerts sometimes creates challenges for the byway and local residents.



CLP/NPB in Rustic, CO

- **Rustic**

Census data unavailable.

The small community of Rustic was established in 1882. There are few services and amenities, although lodging is available in nearby rental cabins and facilities.

- **Gould**

Census data unavailable.

Gould is a small community that contains a tavern, campground, and some small businesses serving locals and byway travelers, particularly anglers and other outdoor sports enthusiasts. Historically, Gould was prominent in the region's timber industry and had a WWII prisoner of war camp. The Moose Visitor Center at Colorado State Forest State Park is a major attraction on the byway.



- **Walden**

2010 Population: 608

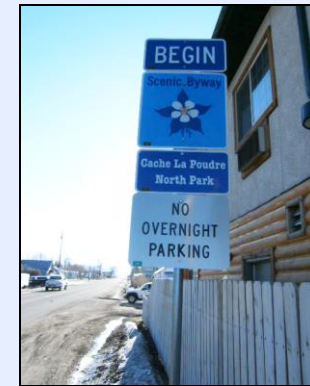
2000 Population: 734

Population Change: 2000-2010: --17%

The town of Walden, situated in North Park, is the Seat of Jackson County and the western terminus of the byway. Walden is the most important commercial and traveler services hub on the byway other than Fort Collins. Walden has long been the center of ranching, gas and oil exploration, and outdoor recreation, and sits at the crossroads of major highways in the North Park region. A range of traveler services is available here, and the North Park Visitors Bureau and North Park Chamber of Commerce are important byway partners. Numerous community and regional events that showcase the byway's intrinsic qualities are held in Walden throughout the year.



Walden, CO



CLP/NPB western terminus,
Walden, CO



North Park, CO



Walden and North Park are often referred to as the *Moose Capital of Colorado*.

5. Visitor Services

Visitor services and amenities are found along the entire byway with the heaviest concentration and greatest variety being in Fort Collins, followed by Walden. A summary of services and amenities follows below.

CLP/NPB East Segment (I-25 to Ted's Place)

FOOD				GAS	
Vendor	Description	Vendor	Description	Vendor	Description
McDonalds	fast food, restrooms	Burger King	fast food, restrooms	Shell	gas station, basics, restrooms
Waffle House	restaurant, restrooms	Subway	fast food, restrooms	Shell	gas station, basics, restrooms
Denny's	restaurant, restrooms	Albertson's	grocery store, restrooms	Shamrock	gas station, basics, restrooms
Mexican Restaurant	restaurant, restrooms	King Soopers	grocery store, restrooms	Western	gas station, basics, restrooms
Charco Boiler	restaurant, restrooms	Pizza hut	restaurant, restrooms	Western	gas station, basics, restrooms
Ever Open Café	restaurant, restrooms	McDonald's	fast food, restrooms	Loaf & Jug	gas station, basics, restrooms
		Pobre Pancho's	restaurant, restrooms	Valero	gas station, basics, restrooms

LODGING				RESTROOMS	INFORMATION
Vendor	Description	Vendor	Description		
Comfort Inn	Hotel	Super 8	Motel	Shell gas station	Fort Collins Area Chamber of Commerce
La Quinta	Hotel	9 Hotel	Motel	Shell gas station	Visit Fort Collins
Days Inn	Hotel	Best Western	Motel	Shamrock gas station	
Super 6	Motel	Montclair	Motel	Western gas station	
Plaza Hotel	Hotel	Budget Host	Motel	Western gas station	
Sleep Inn	Motel	America's Best Value	Motel	Loaf & Jug gas station	
El Palomino	Motel			Valero gas station	
				King Soopers	

CLP/NPB West Segment (Ted's Place to Walden)

FOOD			
Vendor	Description	Vendor	Description
Ted's Place	gas station, basics, firewood, information, restrooms	Sportsman Lodge	
Columbine Lodge	general store	Drifters Cookhouse	restaurant, lodging, and general store
Mishawaka	restaurant/bar, merchandise	Moose Creek Café	restaurant, restrooms
Glen Echo	general store, restaurant/bar, restrooms, gas, info	Four Winds Pizza & Subs	fast food
Archer's	general store, gas	River Rock Café	restaurant

GAS	
Vendor	Description
Ted's Place	regular, diesel, propane
Glenn Echo	regular, diesel, propane
Archer's	regular gas, propane
Shell	regular, diesel, propane
Conoco	regular, diesel, propane

LODGING			
Vendor	Description	Vendor	Description
The Cabins	cabins, merchandise	West Side Motel	motel
Drifter's Cookhouse	cabins	Chedsey Motel	motel
Hoover Roundup Hotel	hotel	Antlers	hotel

INFORMATION	
Ted's Place	State Fishery
Arrowhead	Moose Visitor Center
Picnic Rock	Cameron Pass Kiosk
Info kiosk	North Park/Walden Visitor Center

RESTROOMS		
Ted's Place	Ouzel	Steven's Gulch
Picnic Rock	Ansel Waterous	Dutch George
Gateway	Mishawaka	Century
Poudre Park	Stove Prairie	Eggers
Diamond Rock	Upper Landing	Narrows

6. Intrinsic Qualities

Byways are recognized by their State and/or the United States Department of Transportation (USDOT) for having exceptional and important **archeological, cultural, historic, natural, recreational, and/or scenic** qualities, sites, and resources. A byway's defining elements and features are referred to as its *intrinsic qualities*, and they must be categorized according to USDOT definitions. These definitions are provided in blue italics.

The CLP/NPB has characteristics of regional and state significance in several USDOT Intrinsic Quality categories, with, arguably, the byway's strongest attributes and economic drivers are its scenic, natural and recreational values. Because the byway's intrinsic qualities, sites and amenities are numerous and well-documented in the original CMP and other documents, this section contains an overview of the byway's intrinsic qualities.

Like many byways, the CLP/NP's sites and resources cannot be relegated to one intrinsic quality. Many sites/resources showcase and protect several intrinsic qualities. For example, the Poudre River itself is:

- A sight-seeing destination (Scenic Quality)
- A premier recreation amenity (Recreational Quality)
- A wild and scenic river surrounded by National and State forest and other public land (Natural Quality)
- A historic waterway that was key to the exploration and settlement of Northern Colorado and the Rocky Mountains and was instrumental in the creation of Colorado water law and irrigation systems (Historic Quality).



Archaeological, Cultural, Historic, Scenic and Recreational Values are the pillars of the byway program.

Archaeological Quality

Archaeological Quality involves those characteristics of the scenic byways corridor that are physical evidence of historic or prehistoric human life or activity that are visible and capable of being inventoried and interpreted. The scenic byway corridor's archeological interest, as identified through ruins, artifacts, structural remains, and other physical evidence have scientific significance that educate the viewer and stir an appreciation for the past.

Although the byway is not known for its archaeological treasures, there is little doubt that the byway corridor was populated very early, particularly around what are now Walden and Fort Collins. Archaeological evidence indicates a human presence in the byway corridor approximately 11,000 years ago. Although the sheer walls and harsh winter condition in much of Poudre Canyon precluded extended habitation, the canyon was no doubt used as a travel corridor between mountains and plains. As might be expected, archaeological sites and evidence have been discovered at the eastern and western ends of the byway: Walden/North Park and the Fort Collins area.

Archaeological digs outside of Walden and throughout North Park have revealed evidence of a Paleo-Indian presence, including stone hunting blinds and 10,000-year-old spear points. Additional archaeological evidence has been unearthed throughout North Park. This is consistent with evidence that Paleo-Indians (primarily Folsom and Cody peoples) and later tribes (primarily Utes) relied heavily on Colorado's large, intermountain parks. At least 40 Folsom culture sites have been documented in Middle Park, perhaps one of the greatest densities of such sites in North America.

The Lindenmeier archaeological site north of Fort Collins is the most extensive Folsom culture campsite yet found. The site, a National Historic Landmark, was occupied by Paleo-Indians that lived and hunted in the area approximately 11,000 years ago. Although not within the CLP/NP byway corridor, the Lindenmeier Site is evidence of a human presence in the vicinity for millennia. Similarly, a rock-walled shelter outside the byway corridor in Gunnison may have been built 12,350 years ago, making it one of the oldest human dwellings in North America.



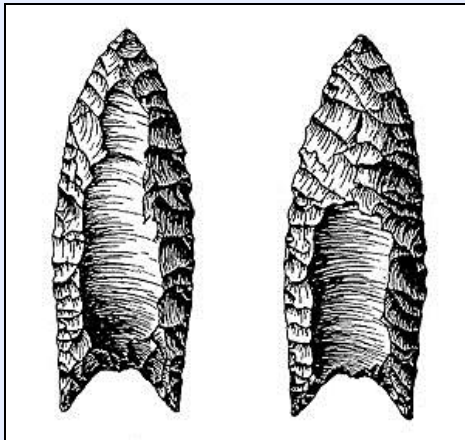
Lindenmeier Site marker



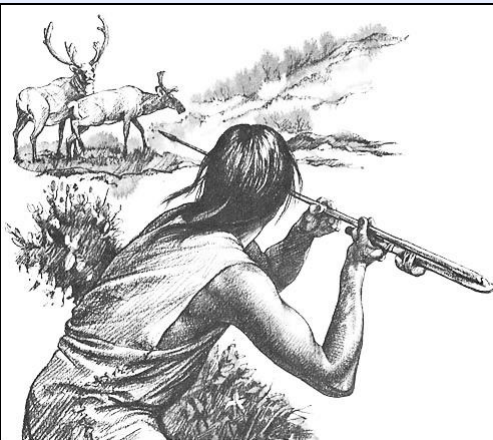
Smithsonian Institute illustrations of projectile points found at Lindenmeier.

Archaeological Quality Protection

1. Much of the land in the CLP/NPB corridor is owned, managed, and protected by federal and state agencies, each of which affords agency-specific protections to archaeological sites and artifacts. The primary land owners in the corridor are the US Forest Service, Bureau of Land Management, US Fish and Wildlife Service, Colorado State Forest Service, and Colorado Parks and Wildlife.
2. The City of Fort Collins Natural Areas program has purchased and protects known and potential archaeological sites, most notably, the Lindenmeier Site on the Soapstone Prairie Natural Area .
3. Many particularly important archaeological sites have been identified, excavated and documented.
4. The State of Colorado's Historic Preservation Income Tax Credit may apply to qualifying private property.
5. The Colorado Archaeological Society established its first and oldest continuously active chapter in nearby Montrose.
6. Sensitive archaeological sites are not listed on maps or included in byway brochures and materials.
7. Artifacts from the region have been documented and are being curated by the Smithsonian Institute, the Fort Collins Museum & Discovery Science Center and the Denver Museum of Nature and Science.
8. This CMP was developed with the involvement of the USFS, Colorado Parks and Wildlife and others involved with the identification, storage, archiving and curating of the byway's archaeological treasures.



Folsom Culture projectile points



Paleo-Indian hunting with an atlatl



Lindenmeier Site, 1936

Historic Quality

Historic Quality encompasses legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or manmade, that are of such historic significance that they educate the viewer and stir an appreciation for the past. The historic elements reflect the actions of people and may include buildings, settlement patterns, and other examples of human activity. Historic features can be inventoried, mapped, and interpreted. They possess integrity of location, design, setting, material, workmanship, feeling, and association.

The byway corridor's human history dates back perhaps 12,000 years, with European-Americans arriving in the early 1800s. Since that time, settlement, timber harvesting, ranching, railroading and other historic activities have left remnants and vestiges on the landscape and its inhabitants. The region's historic irrigation structures and water tunnels are evidence of the instrumental role the Poudre River played in the settlement of the Northern Front Range and northern Weld County.

The byway is anchored at each end by locations with a strong and present sense of history. From the eastern terminus in the Cache la Poudre National Heritage Area, the byway leads directly to the City of Fort Collins' Old Town Historic District, just one of many Historic Districts and Landmarks designated under the city's award-winning historic preservation program. (Information on this program and a list of Landmarks is available at <http://www.fcgov.com/historicpreservation/>). Fort Collins was named a Preserve America city by the White House in 2005 and was recognized by the National Trust for Historic Preservation as one of the Dozen Distinctive Destinations in 2010.

Jackson County collaborated with the State Historical Fund and the Colorado Department of Local Affairs to place the Jackson County courthouse on the State Register of Historic Places, conduct a Historic Structure Assessment, and complete the needed preservation work. This strengthened Walden and North Park as the byway's western terminus history anchor.



Cache La Poudre National Heritage Area



Camp Collins, 1943

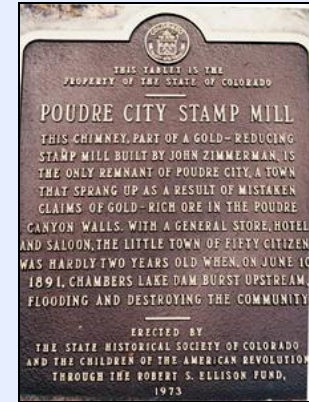
The North Park Pioneer Museum, Walden's historic Main Street, and the fact that the town is the gateway to the rich history and heritage of North Park, further establish Walden as a history hub. Walden and North Park still embody the spirit and character of the land and its history, which is still very much alive.

Other communities along the byway provide numerous opportunities for the traveler to encounter and experience the region's history. For example, six buildings in the Bellvue area are listed on the Federal or State Register of Historic Places, and each of the Poudre Canyon communities that dot the byway, are, themselves, historic treasures and resources.

Because of the long history of ranching in North Park, some ranches may be eligible for Centennial Farm designation. The Centennial Farm program recognizes the important role agriculture has played in Colorado's history and economic development. Administered by the State Historical Fund, the program was the first program of its kind in the nation to give a Historic Structures Award to families who have successfully preserved historic buildings on their farms and ranches.

Requirements for Colorado Centennial Farms Designation:

- Farm or ranch must have remained in the same family continuously for 100 years or more.
- Property must be a working farm or ranch
- Property must have a minimum of 160 acres—however, farms or ranches with fewer than 160 acres must gross at least \$1,000 in annual sales
- Properties with four or more well-maintained structures—which are at least 50 years old—are also eligible for the National Trust for Historic Preservation's Historic Structures Award



Jackson County Courthouse



North Park ranch

Significant Historic Sites and Resources

<ul style="list-style-type: none"> • Arrowhead Lodge • Baldwin Tunnel • Bellvue • Cache la Poudre and North Park Toll Road • Cameron Pass • Camp Collins • City of Fort Collins Historic Districts and Landmarks • Civilian Conservation Corps Camp • Flowers Store (Cache la Poudre Grange No. 456) • Jacob & Elizabeth Flowers House 	<ul style="list-style-type: none"> • Joe Wright Reservoir • Keystone Hotel • Laramie-Poudre Tunnel • Mishawaka • North Park Pioneer Museum • Penfold Store • Pleasant Valley School • Poudre Canyon Chapel • Poudre City and Old Poudre City • Remnants and evidence of agriculture and water delivery • Remnants and evidence of the timber industry 	<ul style="list-style-type: none"> • Remnants and evidence of the railroad industry • Remnants and evidence of settlement and ranching • Rustic Hotel • Seven Utes Lodge • Stove Prairie School • Ted's Place • Town of Laporte • Town of Walden • Wiley Lumber Camp • WWII Prisoner of War Camp Gould
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Historic Quality Protection

1. Historic sites and resources that are on public land are well protected by the jurisdictional land management agency.
2. The eastern segment of the byway contains the Cache la Poudre River National Heritage Area.
3. The City of Fort Collins has an active and award-winning Historic Preservation program that has designated and afforded protection to dozens of Historic Landmarks.
4. Several sites on the byway have been listed on the Federal Register of Historic Places and the Colorado State register of Historic Places.
5. Larimer County has various historic preservation measures in place, including protecting historic sites through its Natural Areas Program (e.g., the major paleo-history site, the Lindenmeier Site).
6. Additional protections, funding and assistance for historic preservation may be available through the state of Colorado and various extension agencies, historic groups and patrons.
7. This CMP was developed with the involvement of local residents and community leaders involved with the history and heritage of the byway corridor.

Cultural Quality

Cultural Quality is evidence and expressions of the customs or traditions of a distinct group of people. Cultural features include, but are not limited to, crafts, music, dance, rituals, festivals, speech, food, special events, vernacular architecture, etc. The cultural qualities of the corridor could highlight one or more significant communities and/or ethnic traditions.

The byway showcases the rich cultural heritage of the byway corridor, particularly its ranching and rural lifestyle heritage. The byway also has a rich heritage centered on the Poudre River, which brought diverse people and cultures to the region: from American Indians and French fur trappers to various nationalities and cultures that accompanied the burgeoning railroad industry and agricultural activities. Both Fort Collins and Walden served as crossroads in the region, which further diversified and enriched the culture of the byway corridor.

Fort Collins has long been the leading center for art, music and cultural events in Northern Colorado. Similarly, Walden is the center of cultural activities in the North Park area, and is included in the new State of Colorado Northwest Colorado Cultural Heritage brochure, *Boundless Landscapes & Spirited People*. Each of the small canyon communities along the byway pays homage to their unique history and culture. The privately-owned Mishawaka is an important cultural site on the byway, not only because of the building and its location and context, but because of the music that is performed there, much of it with Americana roots. The Mishawaka's interior, which is decorated with photos of the musicians and bands that have played there, documents the evolving culture of the times.

Many aspects of the byway's culture and heritage are visible throughout the corridor, from barns, ranches and vernacular buildings to traditional arts and crafts to community events.



Fort Collins, cultural center of Northern Colorado



North Park Never Summer Rodeo (above, below)



Agriculture and ranching have long been integral parts of the culture and economy of North Park and the Poudre River valley. These two topics are of particular interest to heritage travelers and agritourists, and agritourism is a new tourism focus for the state of Colorado. Agritourism includes farmers markets, farm tours, farm or ranch stays, farm-to-table dinners, and the use of locally grown good. Colorado's Cultural Heritage and Agritourism booklet states:

Agritourism offers opportunities to diversify and strengthen Colorado's agricultural economy by offering experiences that revolve around authentic Colorado grown and raised products. As more agricultural lands are being converted to other uses, agritourism also offers an opportunity to diversify earned income to make it possible for more Colorado land to stay in agricultural use. There is great potential for growth in Colorado agritourism. Colorado has 37,054 farms and 31.6 million acres of land in farming, yet only 679 farms (2% of Colorado's farms) reported Agritourism income.

Both Walden and Fort Collins are positioned to capitalize on agritourism and the Colorado Tourism Office's agritourism funding. Interest in local foods and agritourism is increasing in the region, especially in Fort Collins, home to locally-sourced restaurants, farmers markets, and artisan products. In addition, CSU students have:

- Developed a web site documenting the city's diverse culinary choices
- Created an Agritourism trip itinerary
- Identified a potential Brewery District in the city

It is difficult to document all the cultural events, resources and opportunities that are available in a city the size of Fort Collins, especially when that city is also a college town. Documenting cultural resources and events in the entire byway corridor is even more challenging, therefore, the list of significant cultural resources and events presented below, is a partial list intended to show the diversity of cultural activities and resources available year-round on the byway.



North Park Pioneer Reunion



Old Town Fort Collins



Mishawaka concert

Significant Cultural Events and Resources		
<ul style="list-style-type: none"> • Art in the Park • ARTiculture Sculpture Show & Fine Arts Festival • Avenir Museum • Bee Family Farm Museum • Bohemian Nights Concert Series • Brewery tours (Six micro-breweries and one national brewery)\ • Community Halloween Carnival • CSU School of Arts • CSU Student Farm Produce Stand • Denim to Diamonds Benefit Dinner • Downtown Summer Session Concert Series • Drake Road Farmers Market 	<ul style="list-style-type: none"> • Fire in the Sky Firework Celebration • Fort Collins Farmers Market • Fort Collins Gallery Walk • Fort Collins Museum of Art • Fort Collins Museum of Contemporary art • Fort Collins Museum of Discovery • Fort Collins Peach Festival • Fort Collins Tours • Garden a'Fare • Global Village Museum of Arts • Harvest Craft Fair • Magic Bus Tours • Music in the Garden Summer Concert Series 	<ul style="list-style-type: none"> • North Park Barn and Outhouse Tour • North Park Days • North Park Fair • North Park Livestock Jackpot • North Park Never Summer Rodeo • North Park Pioneer Reunion • North Park Stockgrowers Annual Convention • Old Fashioned Community Christmas • Paddler's Pub Summer Concerts • Sky's the Limit Hot Air Balloon Festival • Streetmosphere South! • University Art Museum

Cultural Quality Protection
<ol style="list-style-type: none"> 1. Various, municipal and county policies and regulations protect the cultural landscape, agricultural heritage and rural lifestyle found in the byway corridor. 2. Byway communities value and maintain local celebrations and traditional events. 3. Larimer County has acquired parcel and agricultural status GIS data. 4. Additional protections, funding and assistance may be available through the state of Colorado and various organizations that support the arts and culture. 5. This CMP was developed with the involvement of local residents and community leaders involved with the culture and heritage of the byway corridor.

Natural Quality

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

The CLP/NPB's natural qualities are exceptional. The byway's canyons, geologic features and landforms are of regional and state significance. The Poudre River and its watershed provide habitat diverse flora and fauna ranging from the canyon bottom to wetlands, forest, and high elevation intermountain park ecosystems. The byways natural qualities also contribute to its scenic splendor, recreation opportunities and cultural values.

Most of the land in the byway corridor is owned and managed by public land management agencies. The city of Fort Collins and Larimer County have active parks, open space and natural areas programs that protect natural resources and values in the byway corridor. In addition, several non-profit organizations are involved in the critical work of managing, protecting and restoring the byway's natural resources. The byway's natural features and values can be broadly categorized:

Water

The Poudre River, Colorado's only Wild and Scenic River, and its tributaries are the lifeblood of the byway and an increasingly valuable resource in arid Northern Colorado. Other waterways in the Poudre River watershed include:

- Dale Creek
- Box elder Creek
- Joe Wright Creek
- Lone Pine Creek
- North Fork of the Cache la Poudre River
- South Fork of the Cache la Poudre River



Cache la Poudre River



Cache la Poudre River research and protection.



Air/Sky

The byway’s clear, dry air assures that travelers will experience Colorado’s legendary blue sky and crisp scenic vistas. The lack of light pollution makes the byway’s night sky ideal for star gazing.

Geology

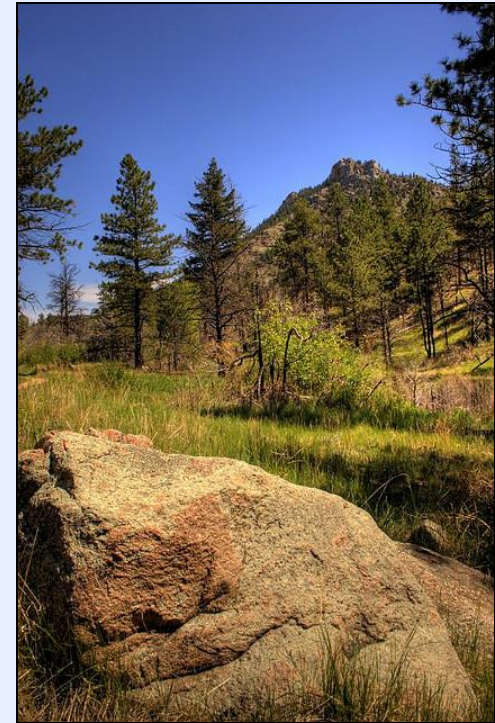
Much of Northern Colorado’s geologic history is evident on the byway. The Poudre Canyon is one of the main reasons people visit the byway.

Ecosystems

The byway’s diverse ecosystems, ranging from the canyon bottom to forests and high mountain meadows, are generally in very good condition. Many corridor ecosystems are afforded special protections as a City of Fort Collins Natural Area, a federal Wilderness Area, a State Wildlife Area or a National Wildlife Refuge.

Wildlife

The byway’s ecosystem diversity assures a corresponding diversity of wildlife. Virtually all species to be expected in each byway habitat type are present. Large mammals like deer, moose and bighorn sheep are seen frequently and watchable wildlife opportunities are numerous. Hunting is a mainstay of the North Park economy and fishing is popular on the Poudre and in Colorado State Forest State Park. Bird watching is increasing in popularity and the Colorado Birding Trail is scheduled to be extended into Larimer County and Colorado Parks and Wildlife’s northeast region in the next 2-3 years.



Significant Natural Features and Sites		
<ul style="list-style-type: none"> • Arapaho National Wildlife Refuge • Bureau of Land Management land • Butterfly Woods Natural Area • C.S.U. Environmental Learning Center • Cache la Poudre Wilderness Area • Cattail Chorus Natural Area • Colorado State Forest State Park • Comanche Peaks Wilderness Area • Cottonwood Hollow Natural Area • Diverse ecosystems and habitats • Dozens of small mammal species 	<ul style="list-style-type: none"> • Gustav Swanson Natural Area • Kingfisher Point Natural Area • Magpie Meander Natural Area • McMurry Natural Area • More than 100 bird species • Murphy State Wildlife Area • Neota Wilderness Area • North Shields Ponds • Numerous insect species • Numerous large mammal species • Numerous native plant species • Numerous reptile and amphibian species 	<ul style="list-style-type: none"> • Owl Mountain State Wildlife Area • Prospect Ponds Natural Area • Rawah Wilderness Area • River's Edge Natural Area • Riverbend Ponds Natural Area • Roosevelt National Forest • Routt National Forest • Running Deer Natural Area • Saylor Natural Area • The Poudre River • Udall Natural Area • Williams Natural Area

Natural Quality Protection
<ul style="list-style-type: none"> • Much of the land in the CLP/NPB corridor is owned, managed, and protected by federal and state government natural resource management agencies. • Extensive acreage in the corridor is designated and protected as a Wilderness Area, Natural Area or State Wildlife Area. • Part of the Poudre River is designated a Wild and Scenic River. • The City of Fort Collins Natural Areas Department is sponsoring or collaborating on the river-related, Poudre River Projects. • The Colorado Parks and Wildlife Department exercises jurisdiction over all wildlife in the state and has adopted special regulations to protect native trout in the corridor. CPW has also engaged in bighorn sheep management activities in the corridor. • Several organizations and volunteer groups are engaged in river restoration and other natural resource-related projects. • This CMP was developed with the involvement of the U.S. Forest service, the primary public land management agency in the byway corridor.

Scenic Quality

Scenic Quality is the heightened visual experience derived from the view of natural and manmade elements of the visual environment of the scenic byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and most memorable visual experience. All elements of the landscape -- landform, water, vegetation, and manmade development -- contribute to the quality of the corridor's visual environment. Everything present is in harmony and shares in the intrinsic qualities.

The CLP/NPB contains some of the most spectacular canyon scenery in Northern Colorado. The byway passes through the Poudre Canyon, mid- and high-elevation forests, and the beautiful inter-mountain North Park area. Here, ranch land offers exceptional views of a pastoral landscape ringed by the high peaks of the Rocky Mountains. The lack of commercial and residential development and corresponding light pollution, make the byway's night sky ideal for star gazing.

The byway's scenic qualities are in evidence year-round. In the fall, aspens and mountain bushes blaze with color and in winter the byway is a snowy wonderland.



Significant Scenic Features and Sites		
<ul style="list-style-type: none"> • Arapaho National Wildlife Refuge • Bureau of Land Management land • Butterfly Woods Natural Area • Cache la Poudre Wilderness Area • Cameron Pass and summit • Cattail Chorus Natural Area • Colorado State Forest State Park • Comanche Peaks Wilderness Area • Cottonwood Hollow Natural Area • Diverse ecosystems and habitats • Gustav Swanson Natural Area 	<ul style="list-style-type: none"> • Kingfisher Point Natural Area • Magpie Meander Natural Area • McMurry Natural Area • More than 100 bird species • Murphy State Wildlife Area • North Park hayfields and pastures • North Shields Ponds • Numerous large mammal species • Owl Mountain State Wildlife Area • Profile Rock • Prospect Ponds Natural Area 	<ul style="list-style-type: none"> • River's Edge Natural Area • Riverbend Ponds Natural Area • Roosevelt National Forest • Routt National Forest • Running Deer Natural Area • Saylor Natural Area • Scenic vistas, pullouts and overlooks • The Poudre River • Udall Natural Area • Williams Natural Area

Scenic Quality Protection
<ul style="list-style-type: none"> • Much of the land in the CLP/NPB corridor is owned, managed, and protected by federal and state government natural resource management agencies. • Extensive acreage in the corridor is designated and protected as a Wilderness Area, Natural Area or State Wildlife Area. • CDOT and the primary natural resource management agencies in the corridor have regulations and guidelines that protect sightlines and minimize visual intrusions on the byway. • Part of the Poudre River is designated a Wild and Scenic River. • This CMP was developed with the involvement of the U.S. Forest service, the primary public land management agency in the byway corridor.

Recreational Quality

Recreational Quality involves outdoor recreational activities directly associated with and dependent upon the natural and cultural elements of the corridor's landscape. The recreational activities provide opportunities for active and passive recreational experiences. They include, but are not limited to, downhill skiing, rafting, boating, fishing, and hiking. Driving the road itself may qualify as a pleasurable recreational experience.

Because the byway passes through mostly public lands, it provides unparalleled, year-round recreational access and opportunities along virtually its entire length. Land-based activities include hiking, running, bird and wildlife watching, hunting, rock climbing, bicycling, camping, photography, snowmobiling, cross-country skiing, star gazing and more. Water-based activities include wading, picnicking, fishing, rafting and photography. Some of these activities occur on the stretch of the Poudre River that is Colorado's only National Scenic and Historic River. A majority of winter recreational use occurs from just east of the summit of Cameron Pass, west to Walden and North Park.

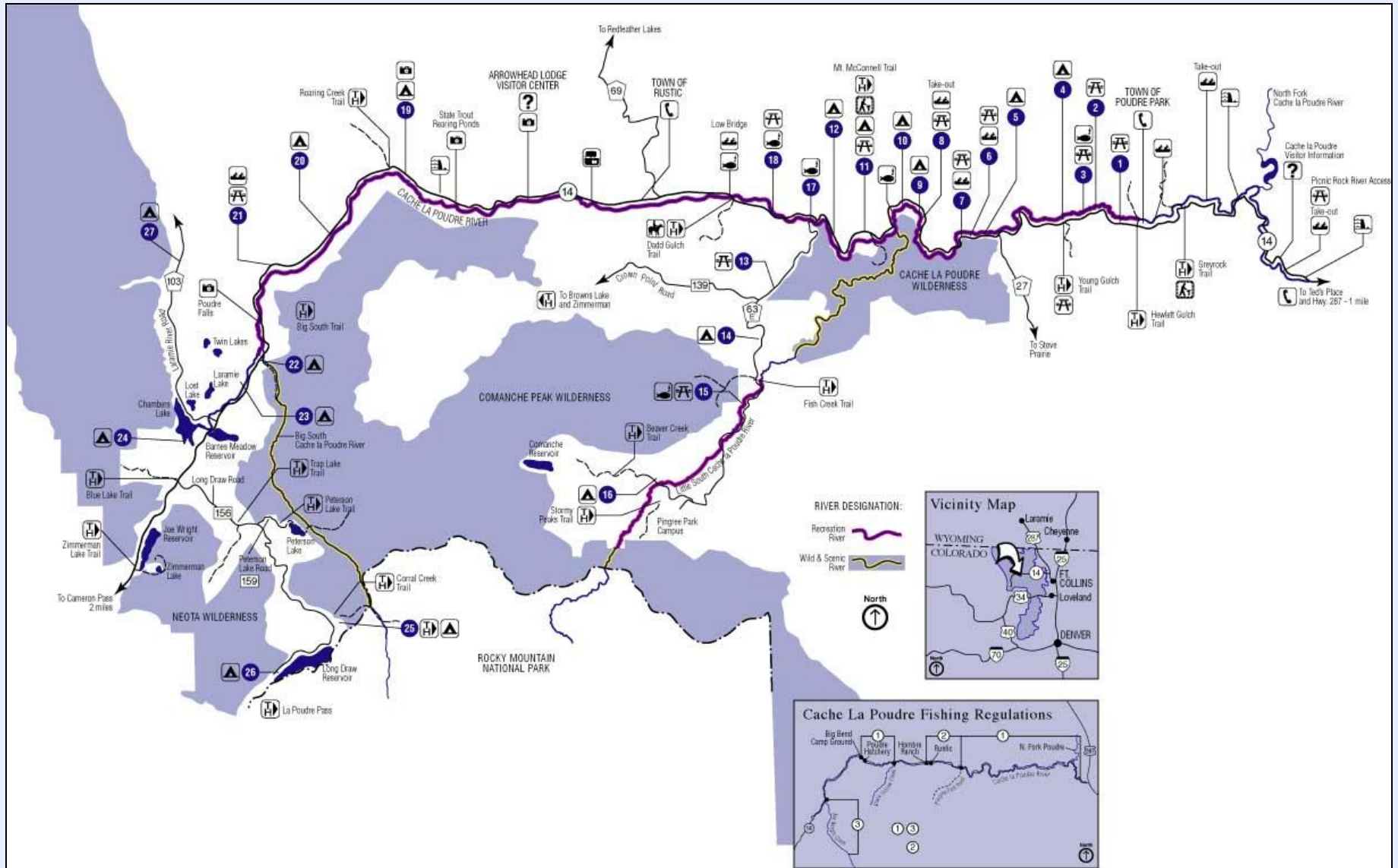
In general, water-based recreation occurs in the Lower Poudre Canyon and east to the byway's terminus at I-25. An exception is the angling activity at Colorado State Forest State Park, which includes Colorado Parks and Wildlife working with CDOT to create a family-friendly Fishing Spots CLP/NPB map. The park has also completed a 2-year project to include park fishing data in the CPW Fishing Atlas.

The byway corridor contains nine sanctioned day use areas and more than one dozen National Forest campgrounds with more than 250 campsites. There are also numerous sanctioned watercraft put-ins and take-outs and innumerable unofficial river access points used by anglers, waders and others. Much of the recreational activity that occurs on the byway is informal and self-directed, however, there are numerous private enterprises, such as rafting, fishing and hunting guides operating in the byway corridor. There are also organized events and activities along the byway year-round, such as fishing derbies and snowmobile races.

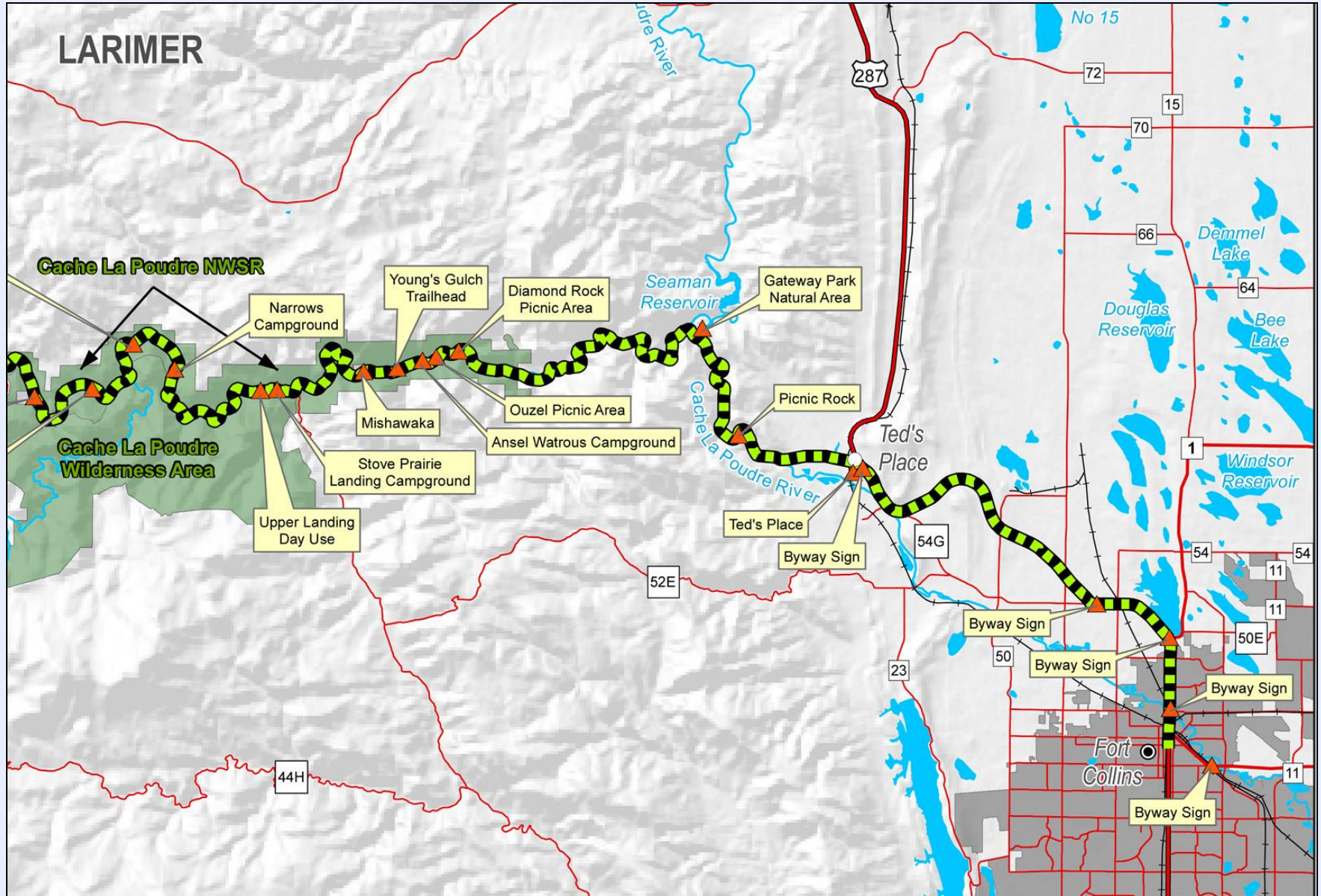
Private Sector Recreation Services		
Service	# of Outfitters	Location
Kayak/rafting companies	4	Fort Collins (3) Laporte (1)
Hunting outfitters	5	Fort Collins (3) Walden (2)
Fishing outfitters	6	Fort Collins (3) Walden (3)
Bicycle rentals	3	Fort Collins
Ski/snowshoe outfitters	2	Fort Collins Walden
Horse rides/rental	2	Walden Red Feather
NOTE: The outfitters listed above provide guide services as well as sell merchandise. In addition, several stores in the byway corridor sell outdoor recreation gear and equipment.		

Examples of Annual Recreation Events
<ul style="list-style-type: none"> • Colorado Marathon • Colorado Retriever Trials Exposition • Divide 135K Race • Equinox Half Marathon & 5 Mile • Frosty Pine Golf Tournament • Gould Snowmobile Snow Bowl • Moose Run Dual Sport Rally • North Park Ice Fishing Contests • North Park Snowcross • Ron Sessions Memorial Golf Tournament

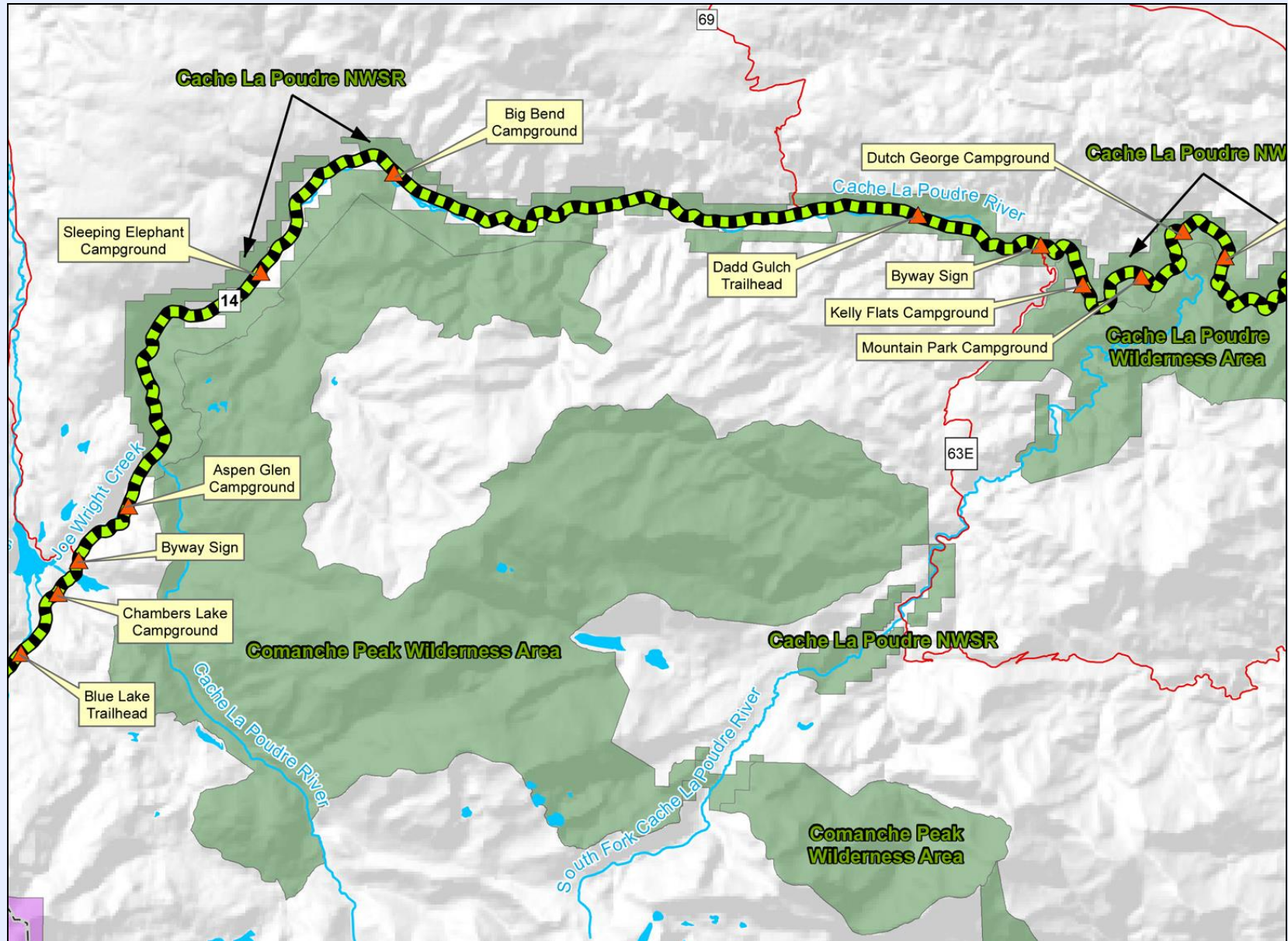
The following pages contain a number of maps documenting Byway recreational sites.



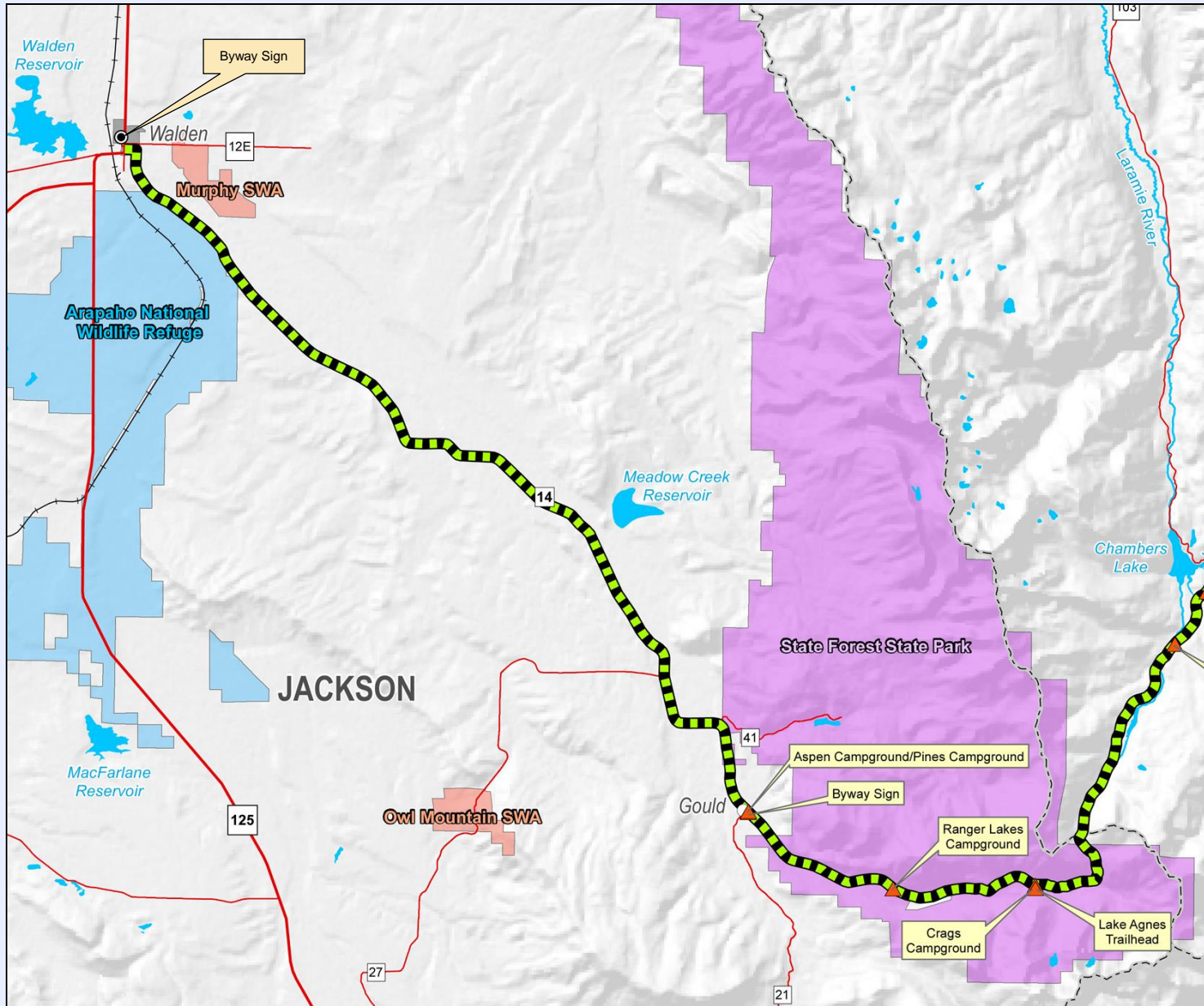
CLP/NP Byway recreation sites



CLP/NP Byway recreation sites and byway sign locations, eastern byway section



CLP/NP Byway recreation sites and byway sign locations, central byway section



CLP/NP Byway recreation sites and byway sign locations, western byway section

Significant Recreation Features, Sites and Opportunities

- | | | |
|--|---|--|
| <ul style="list-style-type: none"> • Birding and wildlife watching opportunities throughout the byway • Cross-county skiing • Fishing opportunities and derbies • Golf courses and golf tournaments • Hunting opportunities • Numerous campgrounds with a range of amenities | <ul style="list-style-type: none"> • Numerous trailheads and trails for hiking, bicycling and horseback riding • Off-highway vehicle use • On- and off-road bicycling opportunities • Rock climbing opportunities • Running races, including ultra-running | <ul style="list-style-type: none"> • Several day-use and picnic areas • Several outfitters/guides • Several put-in and take-out points for kayakers, rafters and tubers • Snowmobile opportunities and races • Vast acres of public land open to a variety of recreational activities |
|--|---|--|

Recreational Quality Protection

- Much of the land in the byway corridor is owned, managed, and protected by public land/natural resource management agencies, assuring a basic level of infrastructure and support for outdoor recreation.
- Several non-profit recreation-oriented groups, such as the Rocky Mountain Elk Foundation, are active in the corridor.
- Several private recreation clubs/organizations, such as snowmobile clubs, are active in the corridor.
- Recommendations related to outdoor recreation were developed with the involvement of the USFS.



7. Road and Transportation Analysis

The CLP/NPB extends for 101 miles along Colorado State Highway 14. The highway is generally in very good condition and conforms to all appropriate standards. As the primary highway connecting the Front Range with North Park, Steamboat Springs and part of Wyoming, the byway is well maintained and passable year-round.

CDOT data for the byway indicate:

- Daily traffic volume of 1,700 vehicles
- 20.2 percent of vehicle traffic being truck traffic
- Average Annual Increase of traffic = 1.56%
- Average traffic lane is 11-feet wide with paved shoulders ranging from 0 to 3 feet

The byway's road and traffic-related issues include:

- Traffic congestion in the Lower Poudre Canyon on most summer weekends.
- Congestion is the result of the large numbers of recreationists visiting the canyon on weekends. While anglers, rafters and picnickers contribute to the problem, stakeholders attribute most of the congestion to would-be campers that come to the canyon not knowing that all Lower Canyon campgrounds are full. The impact of these vehicles on traffic is increased when people drive up and down the canyon several times hoping to obtain a campsite.
- The byway would benefit from major pull-outs being "sanctioned" and their use encouraged. For example, a few more strategically located pull-outs should be identified and signed as a Slower Vehicle Turn-out. A table of the 20 most important pull-outs on the byway can be found in Appendix 4.
- On-highway parking during some Mishawaka events can impede traffic and reduce safety, particularly for bicyclists.
- Some stretches of Poudre Canyon are not particularly bicycle-friendly, due to the narrowness of the road, narrow or absent shoulders, lack of bike lanes, motor vehicle volume and poor sightlines



Typical hard-packed parking area



Hard packed shoulder



Bicycle un-friendly stretch of road



**Colorado Department of Transportation
Accident and Rates Book for 2011**

V2012.03.13

SH014A													
MP	Section Length	SPF Class	Section Description	MVMT	AADT	** PDO	Accidents			Accident Rates *			
							Injury	Fatal	Total	** PDO	Injury	Fatal	Total
0.00		R-2-M	JCT U.S. 40 EAST AND WEST - MUDDY PASS										
9.23	9.19	R-2-M	RD S (INDIAN CREEK RD) (CO RD 53)	3.35	1,000	7	1	0	8	2.09	0.30	0.00	2.38
18.78	9.32	R-2-M	RD W (CO RD 26)	3.40	1,000	2	0	0	2	0.59	0.00	0.00	0.59
21.63	2.86	R-2-M	RD SW (CO RD 24)						3	2.88	0.00	0.00	2.88
30.99	9.40	R-2-M	MILEPOST 31	4.46	1,300	4	2	0	6	0.90	0.45	0.00	1.35
32.97	1.98	R-2-M	JCT SH 125 N AND S END SH 14 BEGIN	0.94	1,300	2	0	0	2	2.13	0.00	0.00	2.13
Totals:		32.75				18	3	0	21	1.36	0.23	0.00	1.59

Not Part of the Byway (Southwest of Walden)

SH014B													
MP	Section Length	SPF Class	Section Description	MVMT	AADT	** PDO	Accidents			Accident Rates *			
							Injury	Fatal	Total	** PDO	Injury	Fatal	Total
34.09		R-2-R	JCT SH 125 NORTH AND SOUTH (MAIN ST) -- END										
34.71	0.62	R-2-R	RD E (CO RD 36)	0.28	1,219	0	0	0	0	0.00	0.00	0.00	0.00
43.99	9.17	R-2-M	MILEPOST 44	3.68	1,100	10	0	0	10	2.72	0.00	0.00	2.72
51.31	7.32	R-2-M	RD W (CO RD 27)	2.94	1,100	4	2	0	6	1.36	0.68	0.00	2.04
60.61	9.05	R-2-M	CHANGE ROADWAY WIDTH	2.71	820	4	0	0	4	1.48	0.00	0.00	1.48
69.99	9.59	R-2-M	MILEPOST 70	2.87	820	4	1	0	5	1.39	0.35	0.00	1.74
71.53	1.53	R-2-M	RD NW (CO RD 103)	0.46	820	0	0	0	0	0.00	0.00	0.00	0.00
80.99	9.67	R-2-M	MILEPOST 81	2.40	680	4	3	0	7	1.67	1.25	0.00	2.92
90.43	9.60	R-2-M	RD S (RUSTIC RD)	2.38	680	4	1	0	5	1.68	0.42	0.00	2.10
90.95	0.50	R-2-M	RD N (CO RD 69) (TO RED FEATHER LAKES)	0.12	680	0	0	0	0	0.00	0.00	0.00	0.00
99.99	9.17	R-2-M	MILEPOST 100	4.02	1,200	3	0	0	3	0.75	0.00	0.00	0.75
109.06	9.21	R-2-M	MAJOR STR (B-15-I) YOUNGS GULCH	4.03	1,200	5	0	0	5	1.24	0.00	0.00	1.24
111.76	2.72	R-2-M	RD N (CO RD 60D)	1.19	1,200	2	0	0	2	1.68	0.00	0.00	1.68
121.71	10.04	R-2-M	JCT SH-287C N AND S (TEDS PLACE) -- END SH	9.16	2,500	19	5	1	25	2.07	0.55	10.92	2.73
Totals:		88.19				59	12	1	72	1.63	0.33	2.76	1.99

MP: Mile Post **SPF Class:** U (urban) or R (rural) ---- # of lanes ---- F (flat), R (rolling) or M (mountainous)

MVMT: Million Vehicle Miles traveled

AADT: Annual Average Daily Traffic Total

PDO: Property Damage Only

PDO Rate: # of crashes per million vehicle miles



**Colorado Department of Transportation
Accident and Rates Book for 2011**

V2012.03.13

SH014C

MP	Section Length	SPF Class	Section Description	MVMT	AADT	** PDO	Accidents			Accident Rates *			
							Injury	Fatal	Total	** PDO	Injury	Fatal	Total
134.77		U-2-R	JCT U.S. 287C NORTH AND SOUTH (COLLEGE										
135.12	0.37	U-2-R	RD NE AND SW (MOUNTAIN AVE)	1.62	12,000	11	1	0	12	6.86	0.62	0.00	7.49
135.70	0.58	U-4-R	RD W (MULBERRY ST) - RD SE (RIVERSIDE AVE)	3.81	18,000	8	0	0	8	2.11	0.00	0.00	2.11
136.04	0.33	U-4-R	RD S (LEMAY ST) (CR 13)	3.49	28,966	18	0	0	18	5.21	0.00	0.00	5.21
137.29	1.24	U-4-R	MAJOR STR (B-16-GL) DRY CREEK	14.94	33,000	37	4	0	41	2.49	0.27	0.00	2.75
137.61	0.31	U-4-R	RD NW AND SE (SUMMIT VIEW DR)	3.73	33,000	13	2	0	15	3.50	0.54	0.00	4.04
138.74	1.13	U-4-R	RD N AND S (FRONTAGE RD)	11.96	29,000	18	1	0	19	1.51	0.08	0.00	1.59
139.02	0.28	U-4-R	RAMPS ON AND OFF	3.44	33,673	10	1	0	11	2.90	0.29	0.00	3.19
140.21	1.07	U-4-R	MAJOR STR (B-17-DK) LARIMER-WELD CANAL--	7.81	20,000	7	0	0	7	0.89	0.00	0.00	0.89

MP: Mile Post **SPF Class:** U (urban) or R (rural) ---- # of lanes --- F (flat), R (rolling) or M (mountainous)

MVMT: Million Vehicle Miles traveled

AADT: Annual Average Daily Traffic Total

PDO: Property Damage Only

PDO Rate: # of crashes per million vehicle miles

Road and Transportation Recommendations

1. **Work with CDOT to assure that Byway projects and interests are included in CDOT Regional work plans.**
2. Work with USFS and CDOT to **develop ways to inform campers of the availability of campsites in the Lower Canyon.** Campground updates can be provided online, but these will not be seen by most recreationists. Public notification via electronic sign updates is difficult and impractical due to the lack of land lines, cellular phone service and internet access in the canyon, and the lack of USFS staff available to monitor camping.
3. **Determine if Arrowhead Lodge can serve as turn-around point** (large enough to accommodate buses) in the vicinity of the west end of the Lower Poudre Canyon.
4. **Provide a link from the byway website to the CDOT Road Conditions/Traffic Cam website.**
5. **Encourage CDOT and USFS to improve emergency communications** in the canyon, either by installing more emergency call boxes or working with cell phone companies to improve service in the canyon.



The Byway is maintained year-round by CDOT.

Summary of Prioritized Road and Transportation Recommendations		
High Priority	Medium Priority	Low Priority
<ul style="list-style-type: none"> • Work with CDOT to assure that Byway projects and interests are included in CDOT plans. • Determine if Arrowhead Lodge can serve as turn-around point. 	<ul style="list-style-type: none"> • Develop ways to inform campers of the availability of campsites in the Lower Canyon • Provide a link to the CDOT Road Conditions/Traffic Cam website • Encourage CDOT and USFS to improve emergency communications 	

8. Signage

This section of the CMP addresses three categories of signs: Portals and Wayfinding/Directional. Appendix --- contains detailed information on various signs and their location.

Byway Portals

Portals are locations at a byway terminus or other major entry point, where people can get byway orientation, wayfinding and interpretive information. They are key locations to provide people with information that could increase their comfort and safety, enhance their byway experience, and generate benefits to the byway. Portals can range from a multi-panel kiosk to a visitor center. They may or may not be staffed or have internet and phone service. Portals should be recognizable to travelers and as consistent in design as practical.

Eastern Portal

There is no eastern portal to the byway. The byway terminus is in a heavily developed commercial/industrial area with a heavy volume of mixed vehicles, including tractor-trailers. There is a *Byway Begins* sign just west of Highway 14 and I-25, but no stopping point or byway information available. The level of development, vehicle traffic and other factors will make it difficult to create a portal between I-25 and Riverside Drive. Perhaps the best chance of establishing a portal at the east terminus is for the byway to work with the city of Fort Collins and CDOT to create a Welcome to Fort Collins kiosk, part of which would be dedicated to the byway.

Western Portal

There is no portal at the byway's western terminus in Walden. There is a *Byway Begins* sign just east of Main Street on Highway 14. There are several opportunities to create a portal in Walden, from a free-standing kiosk to establishing a byway presence in an existing tourism-related facility.

Additional Portals

Ted's Place, which is the gateway to Poudre Canyon, is ideally situated to serve as a portal. There is ample room and parking, traveler services, and an existing information kiosk. A portal at this location would serve travelers heading west into Poudre Canyon, as well as southbound travelers heading into Fort Collins on the byway.

If traffic volume warrants, a portal can be created at the junction of Highways 14 and 69 (to Red Feather), the only other significant entrance to the byway.



Examples of potential portal kiosks

Wayfinding/Directional Signs

Effective wayfinding signage is essential to traveler comfort, sense of safety and enjoyment. The byway is generally well-signed, with directional signage being prominent at all major intersections and junctions. A few additional signs and sign repairs will benefit travelers. CDOT will be conducting a wayfinding assessment of the Byway in 2014. The locations of byway signs are indicated on the maps on pages 35-37.

Signage Recommendations

1. **Replace or install State Byway signs and Byway Name signs** as needed so that all locations have both signs.
2. **Standardize the design of portals**, including a roofed, 3- or 4-panel kiosk. The kiosk and portal should be designed to reflect the unique character of the byway.
3. **Develop a byway portal at:**
 - Walden
 - Ted's Place
 - I-25/14 area
3. **Assess the need for a portal** at the intersection of Highways 14 and 69. If a portal is warranted, work with CDOT to locate and create the portal.
4. **Upgrade and increase the number and visibility of signs identifying the Wild and Scenic River stretch.**
5. **Assist the USFS's effort to disperse camping** in the Lower Canyon by promoting other campgrounds.

Summary of Prioritized Signage Recommendations		
High Priority	Medium Priority	Low Priority
<ul style="list-style-type: none"> • Replace or install State Byway signs and Byway Name signs • Standardize the design of portals • Develop a byway portal at: <ul style="list-style-type: none"> • Walden • Ted's Place • Hwy. I-25/14 area 	<ul style="list-style-type: none"> • Assess the need for a portal at the intersection of Highway 14 and County Road 69. • Assist the USFS to promote appropriate campgrounds • Upgrade and increase signs identifying the Wild and Scenic River stretch 	

9. Interpretation

There is a fairly strong interpretive presence along the byway, which includes:

- More than 60 interpretive signs installed and maintained by several government agencies
- Other interpretive signs, as at Ted's Place
- Interpretive exhibits in numerous visitor centers, museums and other facilities
- Interpretive programs and educational activities conducted by entities including:
 - * US Fish and Wildlife Service
 - * US Forest Service
 - * Colorado Parks and Wildlife
 - * School districts
 - * CSU
 - * City of Fort Collins
 - * Audubon and other environmental and outdoor recreation organizations

The Poudre River and Canyon will always provide opportunities for exploration, adventure, interpretation and outdoor experiences and an interpretive presence on the byway is likely to continue in the future. The USFS is finalizing an interpretive master plan for the canyon and will replace 54 of 58 interpretive signs in campgrounds and day use areas in the canyon in 2013. The North Park Chamber of Commerce and North Park Visitors Bureau anticipate installing interpretive signs and Energy Trail signs in North Park in 2013.

The CLP/NPB provides an outstanding opportunity to create an interpretive "trail" extending between the east and west terminus portals. The trail would be on public land, much of which already has trails and interpretive signs. Such a trail would tie together the entire byway, prolong visitation and possibly encourage spending by travelers. The trail would pass through or nearly abut:

- several City of Fort Collins Natural Areas



Sign interpreting the Native American presence



Moose Visitor Center, Colorado State Forest State Park

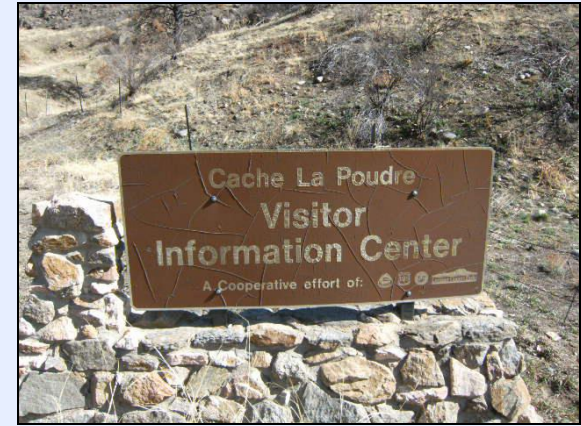


Overlook with interpretive signs, Arapaho National Wildlife Refuge

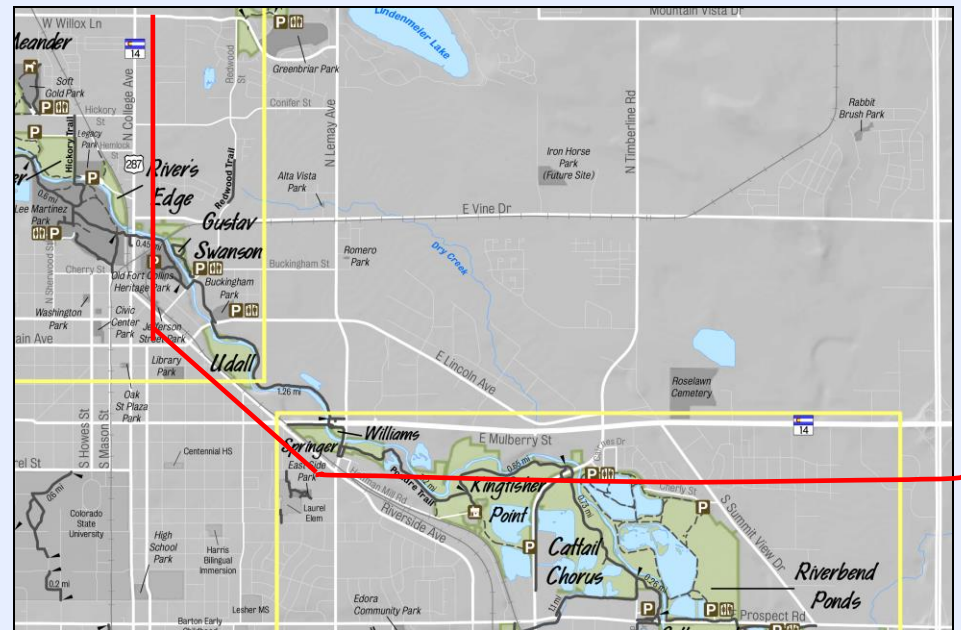
- the Cache la Poudre River National Heritage Area
- Roosevelt National Forest
- Cache la Poudre Wild and Scenic River
- Cache la Poudre Wilderness Area
- Colorado State Forest State Park
- Murphy State Wildlife Area
- Arapaho National Wildlife Refuge

Interpretation Recommendations

1. **Remove the damaged sign** for the defunct Cache la Poudre Visitor Information Center in the Lower Canyon (right, top).
2. **Include information on interpretive sites** and opportunities in byway brochures, maps and materials.
3. **Load interpretive materials onto the byway website.**
4. **Assist with the creation of a visitor center in Walden** to include space inside and/or outside the facility that is dedicated to the byway.
5. Take advantage of the resurgence in energy exploration and extraction by **developing interpretive projects that energy companies may consider funding.**
6. **Develop a CLP/NPB Interpretive Trail Plan.** This plan would identify existing trailheads, trails, visitor centers/facilities and interpretive amenities that can be strung together to form a connected and comprehensive interpretive experience.
7. **Develop a map and guide to the CLP/NPB Interpretive Trail.**
8. **Identify opportunities to collaborate with the Northwest Colorado Energy Trail.**



Damaged sign that should be removed



- City of Fort Collins Natural Area on or in the vicinity of the byway
- CLP/NPB Byway

Summary of Prioritized Interpretation Recommendations		
High Priority	Medium Priority	Low Priority
<ul style="list-style-type: none"> • Include information on interpretive sites and opportunities in byway materials • Load interpretive materials onto the byway website. 	<ul style="list-style-type: none"> • Remove the damaged sign at the Cache la Poudre Visitor Information Center. • Assist with the creation of a visitor center in Walden. 	<ul style="list-style-type: none"> • Develop interpretive projects that energy companies may consider funding. • Develop a CLP/NPB Interpretive Trail Plan • Develop a map and guide to the CLP/NPB Interpretive Trail • Identify opportunities to collaborate with the Northwest Colorado Energy Trail.

10. Marketing, Tourism and Economic Development

Since its designation, CLP/NPB leaders and stakeholders have sought to balance tourism and economic development with the protection of the byway's intrinsic qualities and unique character. Goals for the byway identified in the original CMP include:

- *Develop promotional efforts...focused on increased visitation in order to maintain and expand economic development in this region.*
- *Maintain the vitality of existing businesses along the Byway.*
- *Reflect the complex nature of balancing the economic vitality of the area with long-range recreational resource management.*
- *Maintain and improve the economic vitality of the Walden and North Park Region.*
- *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.*

Today, byway stakeholders continue to seek to balance the economic benefit generated by tourism, and the desire to respect and protect the byway and its communities. Effective marketing of the byway can improve and broaden the visitor experience, encourage longer stays and more spending, and increase public awareness of and support for the byway and the land management agencies in the corridor. Towards this end, the byway is in an excellent position not only do independent marketing, but more importantly, to collaborate with entities that are already promoting and marketing the byway region, notably, the city of Fort Collins, the town of Walden and the USFS.

City of Fort Collins

- More than 1 million tourists a year add about \$120 million to the economy.
- Tourism supports 1,600 jobs.
- Tourism contributes \$11.3 million in tax revenue.
- Tourism generates \$58 million in household income.
- About 25 percent of tourists' spending is due to marketing and program efforts by Visit Fort Collins.
- 166,629 people visited the Visit Fort Collins website in 2011.

The Coloradoan

Marketing, Tourism and Economic Development Recommendations

1. **Create a new byway map** that functions across computer platforms and applications and can be accessed on-line, allowing visitors to select and view layers and information based on their own personal interests.

2. **Create CLP/NPB website content**

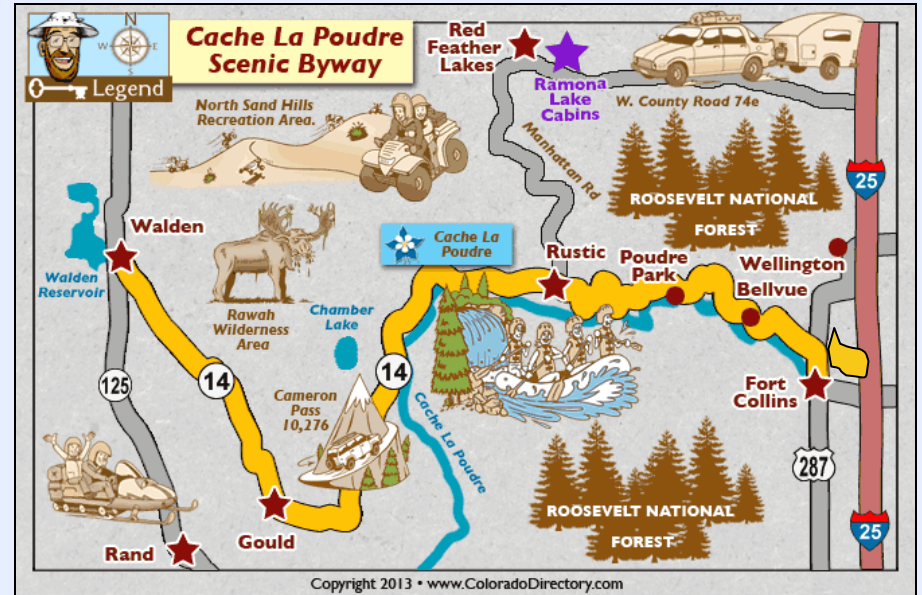
The byway leadership feels that the byway does not need a stand-alone website. The byway should, however, develop web content to be added to the CDOT byway website. The use of the Internet for travel planning and booking has increased dramatically in the past few decades. Travelers are planning trips with less advance notice. They prefer immediate access to online information over the delayed response time experience using the telephone and mail.

According to the U.S. Travel Association, "...the Internet was used by approximately 90 million American adults to plan travel during the past year with 76 percent of online travelers (booking) leisure trips online". The *Colorado Longwoods Report for the Travel Year 2011* commissioned by the Colorado Tourism Office noted that Colorado travelers are more likely than U.S. vacationers in general to

use the internet to plan trips. In 2011, approximately half of Colorado visitors used the internet to plan and book a trip as compared to only 40 percent of travelers in other parts of the country. For many travelers, the lack of a web presence is a red flag that the destination or attraction is not high quality, may not desire visitors and may not be worth a visit.

3. **Update and print the byway brochure** to show the entire byway and reflect changes in the byway corridor since the brochure's last printing.

4. **Inventory the websites containing byway information** to ensure that all websites have current and accurate information.



Novelty byway map

5. **Increase the byway's on-line presence by increasing linkages** to other byway- and travel-related government agencies, non-profit organizations, businesses and other groups that share similar interest. Linkages may include:

- Great Outdoors Recreation Pages (GORP)
- National Scenic Byways Program
- Other Colorado Scenic and Historic Byways
- All Chambers, CVBs and community websites
- The websites of all byway agencies, such as USFS, Colorado Parks and Wildlife, and US Fish and Wildlife Service
- Travel websites
- The websites of outdoor recreation organizations, such as whitewater rafting organizations, angling groups, hunting groups, wildlife conservation organizations, motorcycle touring groups, etc.



6. **Collaborate with and coordinate marketing activities with the marketing programs and activities of the City of Fort Collins, Walden/North Park and the Poudre River and Red Feather Lakes Tourism Council.** Rather than engage in its own, independent marketing campaign, the byway should collaborate with partners that are targeting audiences and populations that are consistent with the byway's goals for tourism and visitation. Fort Collins' marketing campaign to position the city as an outdoor recreation hub and gateway to the mountains is a perfect fit with the Byway, as are Walden/North Park marketing activities that target outdoor recreationists. Fort Collins and Walden are also the main visitor services/amenities hubs on the byway.

7. **Identify key locations for distributing byway information** such as brochures and maps. Key locations include:

- Byway Portals
- Restaurants
- Hotels/Motels
- Outdoor/Sporting Goods Stores
- Colorado Welcome Center, Fort Collins
2012 Visitation: 77,514

- Fort Collins Area Chamber of Commerce
2012 Visitation: 77,514
- Fort Collins Convention and Visitors Bureau
- The Mishawaka
- Arrowhead Lodge
- Moose Visitor Center, Gould
2012 Visitation: 24,309
- North Park Chamber of Commerce and Visitors Bureau,
Walden
- Arapaho National Wildlife Refuge Visitor Center, Walden

8. **Develop a press kit** which includes a fact sheet about the byway, an assortment of high quality digital images and a byway media contact person.

9. **Identify travel and news publications** to receive media kits and to be targeted for future coverage of the byway. Relevant publications include:

- 5280
- Colorado Life
- Denver Post
- EnCompass
- Greeley Tribune
- Greeley Tribune
- High Country News
- Longmont Times Call
- North Forty News
- Outdoor Life
- Outside
- Sunset
- The Coloradoan
- The Jackson County Star
- University of Northern Colorado Mirror
- Walden News

10. **Provide CLP/NPB information to CDOT for its 25th Anniversary kit.**

11. **Meet with the appropriate representatives of CSU annually** to develop mutually beneficial projects for students.

12. **Work with Walden to market to selected outdoor recreation groups** and organizations (e.g., snowmobile and cross-country ski clubs, motorcycle clubs)



13. **Encourage businesses along the byway to create a strong social media presence**, thereby elevating the status of the byway.
14. **Conduct an annual event** that enhances the byway in some way and that serves as a membership recruitment activity.
15. **Update the byway web page(s) quarterly**, particularly regarding seasonal events, activities and topic-specific travel itineraries.
16. **Work with CDOT and byway communities/entities to develop a master calendar of events** on the byway. This will aid marketing, reduce event conflicts (e.g., bicycle races conflicting with North Park Pioneer Days), spread the economic benefits across a longer time frame, and enable CDOT to address traffic and safety concerns.
17. Because the byway needs to increase its profile in byway communities, it should **create at least two portable, updatable exhibits** (such as a table top trade show exhibit). These exhibits can be used in a variety of venues, including community festivals and events, river-based events, city council and county commission meetings, marketing and partnership pitch meetings, conferences and any other gathering where the byway needs a presence. These exhibits can also be loaned to visitor centers, small museums, libraries, schools, lodging establishments and others.
18. **Establish a presence at all river-based events and activities**, such as *Match the Hatch* and *Picnic on the Poudre*.
19. **Provide byway orientation training** for the employees of key businesses, such as the Mishawaka, Chambers of Commerce, visitor centers and museums, Walden restaurants, and others.
20. **Look for opportunities to be involved with USFS interpretation** (a revised USFS interpretive plan is expected in 2013)
21. **Develop single day and multiple day loop tours and develop loop-specific collateral materials**. The six such loops that have already been identified should be re-evaluated for their current value as loops and in order to be prioritized for promotion. The byway should also be alert to future loop opportunities. Existing loop tours:
 - Poudre Canyon: Domain of the Fighting Trout (244 miles)
 - Red Feather Lakes and Deadmen Lookout (116 miles)
 - Up the Buckhorn and Back (145 miles)
 - Ghost Town Stage Route (105)
 - Rist Canyon Circle Trip (54 miles)
 - Laramie River and the Rawahs (180 miles)

21. The long term viability of the byway is more dependent on local and regional awareness and support than on promoting additional tourism. The byway corridor is likely to remain basically unchanged for the foreseeable future. Threats to the byway are most likely to be beyond anyone's control, such as a major flood or wildfire. An emergency incident that is large enough to significantly affect the byway will be, at a minimum, a multi-day incident that may necessitate providing accurate and consistent information to actual and prospective byway travelers. (Coloradans may remember the statement by a former Governor, commenting on a wildfire, stated, "It looks as if all of Colorado is burning today." to the detriment of the tourism economy. The byway should **develop an *Emergency Response Plan*** that:
- Identifies jurisdictional responsibility for specific emergencies (e.g., the County Sheriff has jurisdiction over wildfires)
 - Details on how to obtain the most current information on the emergency incident.
 - Outlines protocol and procedures for updating the byway website RE the incident.
 - Provides information on What Not To Do during an incident.
22. **Develop an activity-based byway passport** with prizes that are redeemable at participating local merchants. For example, completing a certain number of activities (such as spotting a moose) results in a 10% discount at a restaurant.
23. **Develop byway adventure discount packages**, for example, a raft trip, overnight lodging, dinner and breakfast provided by byway merchants.
24. Assess the need to **consolidate and analyze visitation, visitor use and visitor flow data**. Such data are currently maintained by a variety of agencies, including CDOT, USFS, Visit Fort Collins and Chambers of Commerce/Convention and Visitors Bureaus.
25. **Track the effectiveness of byway promotion and marketing**. Identify , track and analyze key indicators of marketing success, which could include:
- Visitation numbers at visitor centers and museums
 - Hotel, motel and campground occupancy rates.
 - Number of permits issued by USFS for recreational activities in the byway corridor.
 - Number of visitors to the byway website
 - CDOT traffic data

It may be possible to use CSU students to track and analyze marketing data. CSU students may also be available to assist with developing and maintaining web pages and social media, mapping and other tasks. Assistance may come from several colleges and departments, including Natural Resource Recreation and Tourism and the College of

Summary of Prioritized Marketing, Tourism and Economic Development Recommendations		
High Priority	Medium Priority	Low Priority
<ul style="list-style-type: none"> • Create a new byway map • Create CLP/NPB website content • Increase the byway’s on-line presence by increasing linkages • Update and print the byway brochure • Identify key locations for distributing byway information • Provide CLP/NPB information to CDOT for its 25th Anniversary kit. • Conduct an annual event • Meet with the appropriate representatives of CSU annually to develop mutually beneficial projects for students. 	<ul style="list-style-type: none"> • Update the byway web page(s) quarterly • Inventory the websites containing byway information • Collaborate on and coordinate marketing activities. • Work with Walden to market to selected outdoor recreation groups • Develop a press kit • develop a master calendar of events • create at least two portable, updatable exhibits • Establish a presence at all river-based events and activities • Identify travel and news publications to receive media kits and for future coverage • Develop an activity-based byway passport 	<ul style="list-style-type: none"> • Look for opportunities to be involved with USFS interpretation • Encourage businesses along the byway to create a strong social media presence. • Provide byway orientation training • Assess the need to consolidate and analyze visitation data. • Develop single day and multiple day loop tours and develop loop-specific collateral materials • Develop an <i>Emergency Response Plan</i> • Develop byway adventure discount packages • Track the effectiveness of byway promotion and marketing

11. Computer- and Internet-based Media

Several computer- and internet-based communications tool and strategies are available to byways, including computer downloads, podcasts, phone apps and QR codes. Each of these has advantages and disadvantages, ranging from cost to effectiveness, which must be carefully considered before adoption. The CLP/NPB in particular, must consider its goals and objectives for the use of these tools, since there is limited cell phone service and internet access on most of the byway. The fact that these tools and technologies are changing rapidly, leading to rapid obsolence, is another important reason for the byway to carefully consider which tech tools in which to invest time and money. This section of the CMP details some of the most common tech tools available to the byway.

General Reccomendations

1. **Determine the effectiveness of using computer- and internet-based media to promote the byway.**
2. **Stay abreast of this evolving area of communications/outreach** to be able to partner or “piggy back” with other agencies and organizations, and should consider providing computer/internet-based access and tools when and where feasible

Downloads

Downloads, available through a variety of media (website, phone, etc.), can reach a broad and diverse audience. Being able to download materials helps the visitor save time planning, personalize their experience, and make optimum use of their time on the byway. Downloads can be developed for virtually any topic, interest or need. Downloads can be made available through any website to which the byway is linked.

Recommendations

1. **Update or create collatoral materials** (brochures, maps, site descriptions, itineraries, safety information, etc.) that can be used across platforms, including use on web sites as visitor down loads.
2. **Provide down-loadable materials to partners** for uploading to their websites.
3. **Employ all appropriate CLP/NPB design guidelines** to assure continuity and strengthen Byway branding.

Podcasts

A Podcast is a pre-recorded audio or video program that can be downloaded from a website and played on a computer or digital music player. Podcasts have been used for audio tours of museums, cultural and historic sites, cities and more. They can be created to address virtually any topic. Public libraries can podcast certain publications free of Copyright, offering spoken word alternatives to the visually impaired and expanding the Byway's presence into communities in general.

Recommendations

1. **Develop several podcasts** on a variety of interpretive topics with the priorities being an overall byway tour and topic-based itineraries. NOTE: due to the lack of cell phone and internet access along much of the byway, travelers should be advised to download podcasts and other materials prior to their visit.
2. Work with agencies/facilities that have cell phone and/or internet access to **make CLP/NPB podcasts available**. For example, visitor centers and Chambers of Commerce could contain a computer dedicated to and providing access to byway information.

Phone Apps

A phone app (Application) is a downloadable computer program that can be run on a website, small computing device (iPad, e.g.) or cell phone. Apps can be created in-house or created by an outside party. Templates for creating apps in a variety of platforms are available on-line, as are app development services. Phone apps are the current tech trend, exploding in popularity in just a few years. Apps can be created on virtually any topic including itineraries, maps, audio-visual tours, trails and trailheads, peak finders, byway ecosystems etc. Phone apps are among the most expensive media to develop and are usually not advised for limited time use. For example, an app that allows the user to manipulate photos will be used numerous times, whereas a byway app may only be used for a single byway visit and is, therefore, less likely to be downloaded.

Recommendations

1. While the byway should not develop it's own apps, it should work with any organization that is developing a byway-related app to **assure the accuracy of information and consistency with the goals and objectives of the byway** and its partnering agencies and organizations.
2. All byway-related apps should **include an advisory telling people to download the app now** because phone service is not available on much of the byway.

QR Codes

A QRC (Quick Response Code) is a type of barcode that links users to a pre-programmed URL (Uniform Resource Locator), such as the CDOT website. Users must have a camera phone or similar reader that can scan the QRC and provide internet access to the programmed website or other destination. QRC's are increasing in use and popularity and are the least expensive new-tech medium to implement. QRCs are only functional where there is cell phone and internet service, therefore the places they can be used on the byway is limited.

Recommendation

1. **Develop topic-specific QR codes** for use at sites that have cell phone and internet service.

Social Media

Social media (e.g., Facebook, twitter) enable people to communicate free of charge via the internet. Social media can contain text, audio, video, images, podcasts, and other digital files. Of all the new-tech tools described in this document, social media are the most controversial and volatile, with use protocols varying among agencies and organizations. For example, some government agencies are authorized to have a Facebook presence but cannot employ Twitter. Social media are the most personal and interactive of the new-tech tools addressed in this plan. To some extent, users have an expectation of currency of information, immediacy of response, and personal contact, all of which can be difficult for a byway organization to provide. Also, interactive social media sites must be monitored regularly for objectionable or suspect content.

Recommendations

1. The byway should **determine whether it has the resources to monitor and manage a social media site**. In the interim, the byway should look for opportunities to “piggy back” on the social media sites and activities of partnering agencies/organizations, while adhering to the protocols of the agency/organizations

Phone-in Audio Tours

These tours were gaining in popularity until the advent of phone apps, pod casts and QR Codes. Visitors call a phone number that is provided to them (e.g., printed on an interpretive sign) and listen to an audio recording.

Recommendations

1. **The byway should not invest in developing phone-in tours** due to limited phone coverage along the byway and because of the cost to develop, maintain and host the recordings.

Summary of Prioritized Computer- and Internet- based Media Recommendations		
High Priority	Medium Priority	Low Priority
<ul style="list-style-type: none"> • Determine the effectiveness of using computer- and internet-based media to promote the byway. • Determine whether it has the resources to monitor and manage a social media site • Do not invest in developing phone-in tours 	<ul style="list-style-type: none"> • Update or create collateral materials • Provide down-loadable materials to partners • Employ all appropriate CLP/NPB design guidelines • Work with entities developing byway-related apps to assure the accuracy of information and consistency with the goals and objectives of the byway. • Include an advisory telling people to download materials before visiting the byway. • Stay abreast of this evolving area of communications/outreach 	<ul style="list-style-type: none"> • Develop topic-specific QR codes • Develop several podcasts • make CLP/NPB podcasts available.

12. Byway Administration

Changes in federal funding of the National Scenic Byway Program make it more important than ever that a byway have a clearly defined mission and focus, an efficient and effective organizational structure and strong leadership.

While at one time, byways may have been able to stand alone and be somewhat self-sufficient by tapping into federal byway grants, byways now must maximize their resources and develop synergistic, collaborative relationships with diverse partners and interests throughout the byway corridor (and beyond, at times). The byway will need a stable Board of Directors, strong leadership and collaborative relationships with government agencies, non-profit organizations, the business community and volunteer groups in order to implement the recommendations contained in this CMP and to prepare for and take full advantage of the upcoming 25th anniversary of the state byway program.

As with many byways, following an initial period of activity and success the CLP/NPB Board became less active over time, and the Board now needs to renew itself and re-invigorate the byway. This affords the byway the opportunity to re-examine its organizational structure, administration and leadership. Towards that end, the byway has revised its bylaws and anticipates recruiting new CLP/NPB members and Board members.

The byway will be best served by assembling a Board of Directors comprised of representatives of the agencies and organizations that have significant influence on the byway, either due to jurisdiction (e.g., USFS) or to their organization's commitment to, investment in and ability to make significant contributions to the byway (e.g., Mishawaka).

Byway Boards can be constructed in a variety of ways and composed of assorted individuals and/or representatives of stakeholder agencies, organizations and interests. One potential organizational structure for the CLP/NPB retains the structure that was used in developing this CMP: a core group of individuals/representatives of entities with jurisdictional authority or significant byway involvement (Board of Directors), and a second tier of individuals/representatives wishing to be kept informed and involved as need or able (Advisors to the Board of Directors).

Although current Board members have expressed a desire to change the term, *Board of Directors*, that is the term used in this CMP for clarity and until such time as a new name is adopted.

Potential Byway Board of Directors

The Board of Directors is the official leadership body of the byway. Directors are elected and serve per the bylaws, including having decision-making and voting authority (unless otherwise precluded by agency policy, e.g., USFS). Their attendance at byway meetings is expected, and may be required by the bylaws. The Board suggested here reflects the diversity entities that have significant influence on the byway.

- Byway business sector
- Cache la Poudre National Heritage Area
- Colorado Parks and Wildlife
- CSU Natural Resource Recreation and Tourism Department
- CSU Natural Resource Recreation and Tourism.
- Lower Poudre Canyon communities/residents
- North Park Visitors Bureau/North Park Chamber of Commerce
- US Forest Service (ex officio)
- Visit Fort Collins

Potential Advisors to the Board of Directors

Advisors are ex-officio (non-voting) and would be asked by the Board of Directors to attend topic-relevant meetings and advise the Board in their area(s) of expertise. Any Advisor can attend any open meeting, but their attendance and participation is not expected unless requested by the Board of Directors. It is suggested that the Board consider the following agencies/organizations as Advisors.

- Bicycle and Pedestrian Education Coalition
- City of Fort Collins Natural Area Department
- Colorado Department of Transportation
- CSU College of Business: Marketing Department
- Friends of the Poudre
- Larimer County
- Lower Poudre Canyon Fire Authority
- Northern North Park communities/residents
- Outdoor recreation interests: Business (e.g., rafting companies, anglers, outfitters)
- Outdoor recreation interests: Users
- Red Feather Lakes Tourism Council

Byway Administration Recommendations

1. **Retain the byway’s non-profit status** and become more diligent about meeting reporting and procedural requirements.
2. **Convene a CLP/NPB general membership meeting**
 In order to move forward, the byway must reconstitute its board and re-invigorate its membership. Per the bylaws, members must approve changes to the bylaws and vote for the Board of Directors, therefore, a membership meeting must be held to:
 - Define *membership*
 - Elect a Board of Directors
 - Review, amend as necessary and approve new bylaws
 - Develop the 2014 work plan, including an annual project.
 - Discuss member recruitment and moving forward

Summary Byway Administration Recommendations		
High Priority	Medium Priority	Low Priority
<ul style="list-style-type: none"> • Retain the byway’s non-profit status and become more diligent about meeting reporting and procedural requirements. • Convene a CLP/NPB general membership meeting. 		

Appendix 1: Summary of All Prioritized Recommendations

The recommendations contained in this CMP have been prioritized based on several criteria. While it is recommended that the byway invest its resources in the High Priority recommendations, the Board of Directors should remain open to opportunities to implement a Medium or Low priority recommendation should the situation warrant it.

High Priority	Medium Priority	Low Priority
<ul style="list-style-type: none"> • Replace or install State Byway signs and Byway Name signs. • Work with CDOT to assure that Byway projects and interests are included in CDOT Regional work plans. • Standardize the design of portals. • Develop a byway portal at Walden, Ted’s Place and in the I-25/Hwy. 14 area. • Include information on interpretive sites and opportunities in byway materials. • Load interpretive materials onto the byway website. • Create a new byway map. • Create CLP/NPB website content. • Increase the byway’s on-line presence by increasing linkages. • Update and print the byway brochure • Identify key locations for distributing byway information. 	<ul style="list-style-type: none"> • Develop ways to inform campers of the availability of campsites in the Lower Canyon • Provide a link to the CDOT Road Conditions/Traffic Cam website. • Encourage CDOT to install emergency call boxes. • Assess the need for a portal at the intersection of Highways 14 and 69. • Upgrade and increase signage identifying the Wild and Scenic River stretch • Remove the damaged sign at the Cache la Poudre Visitor Information Center. • Assist with the creation of a visitor center in Walden. • Update the byway web page(s) quarterly. • Inventory the websites containing byway information. • Collaborate on and coordinate marketing activities. 	<ul style="list-style-type: none"> • Develop interpretive projects that energy companies may consider funding. • Look for opportunities to be involved with USFS interpretation. • Encourage businesses along the byway to create a strong social media presence. • Provide byway orientation training. • Develop single day and multiple day loop tours and develop loop-specific collateral materials. • Develop an <i>Emergency Response Plan</i>. • Assess the need to consolidate and analyze visitation data. • Develop byway adventure discount packages • Track the effectiveness of byway promotion and marketing • Develop topic-specific QR codes • Develop several podcasts make CLP/NPB podcasts available

High Priority	Medium Priority	Low Priority
<ul style="list-style-type: none"> • Provide CLP/NPB information to CDOT for its 25th Anniversary kit. • Meet with the appropriate representatives of CSU annually. • Conduct an annual event. • Determine the effectiveness of using computer- and internet-based media to promote the byway. • Determine whether it has the resources to monitor and manage a social media site • Do not invest in developing phone-in tours. • Retain the byway’s non-profit status and become more diligent about meeting reporting and procedural requirements. • Convene a CLP/NPB general membership meeting. 	<ul style="list-style-type: none"> • Work with Walden/North Park to market to outdoor recreation groups. • Develop a press kit. • Develop a master calendar of events. • Create at least two portable, updatable exhibits. • Establish a presence at all river-based events and activities. • Identify travel and news publications to receive media kits and for future coverage. • Develop an activity-based byway passport and collateral materials. • Provide down-loadable materials to partners. • Employ all appropriate CLP/NPB design guidelines. • Assist with the development of byway-related apps. • Include an advisory on all downloadable materials informing people to download materials before visiting the byway. • Stay abreast of this evolving area of communications/outreach. 	

Appendix 2: Population Projections

Population Increase in Colorado's Largest Cities

Blue indicates cities within the byway's immediate draw area.

Population Rank			City	Population			Population Increase	
1990	2000	2010		1990 Census	2000 Census	2010 Census	Increase 1990 to 2000	Increase 2000 to 2010
1	1	1	Denver	467,610	554,636	600,158	19%	8%
2	2	2	Colorado Springs	281,140	360,890	416,427	28%	15%
3	3	3	Aurora	222,103	276,393	325,078	24%	18%
7	5	4	Fort Collins	87,758	118,652	143,986	35%	21%
4	4	5	Lakewood	126,481	144,126	142,980	14%	-1%
11	10	6	Thornton	55,031	82,384	118,772	50%	44%
5	7	7	Pueblo	98,640	102,121	106,595	4%	4%
6	6	8	Arvada	89,235	102,153	106,433	15%	4%
9	8	9	Westminster	74,625	100,940	106,114	35%	5%
---	---	10	Centennial	---	---	100,377	---	---
8	9	11	Boulder	83,312	94,673	97,385	14%	3%
---	13	12	Highlands Ranch	10,181	70,931	96,713	597%	36%
10	11	13	Greeley	60,536	76,930	92,889	27%	21%
12	12	14	Longmont	51,555	71,093	86,270	38%	21%
13	14	15	Loveland	37,352	50,608	66,859	35%	32%

Appendix 3: Recreation Sites

This site list is not complete and is subject to change based on environmental and public use conditions.

Site Name/Type	Use(s)	Amenities	GPS or Mile Marker
1 st pull off at dam	River access	none	N 40°40.257 W 105°13.650
Picnic Rock	Picnic area/river access	Tables Restrooms 41 parking spaces 8 picnic tables 3 grills 2 trails Dog bag dispensers	N 40°40.237 W 105°13.849
Filter Plant Put-in	River access Put in/take out		N 40°41.699 W 105°14.535
Gateway Park Natural Area	Picnic area River access Put in Fee area	Water 16 Tables 13 grills 2 restrooms ADA accessible 3 parking lots 1 boat put in 3 interpretive signs Overlook Seamen's reservoir trailhead Art instillations	N 40°42.028 W 105°14.629
Bridges Take Out	River access Put in/take out	8 parking spaces	N 40°41.827 W 105°15.877
Grey Rock	Trailhead	1 restroom 23 designated parking spaces	N 40°41.686 W 105°17.064
Bridges Put In	Put in River access	Paved pull off with 20+ parking spaces	N 40°41.404 W 105°17.233
Hewlett gulch	Trailhead	ADA restrooms 22 parking spaces (2 ADA)	N 40°41.345 W 105°18.626

Site Name/Type	Use(s)	Amenities	GPS or Mile Marker
Poudre Park Put In	Picnic area River access Put in/take out	2 tables/grill ADA restrooms 2-3 parking spaces	N 40°41.393 W 105°19.489
Diamond Rock Picnic Area	Picnic Area	2 table/grill restroom	N 40°41.616 W 105°19.862
Ouzel Picnic Area	Picnic area River access	3 table/grill 10 parking spaces ADA restroom	N 40°41.498 W 105°20.351
Ansel Watrous Campground	Campground River access Fee area	6 campsites 6 grill/table ADA restrooms RV accessible	N 40°41.453 W 105°20.634
Young's Gulch Trailhead	Trailhead		N 40°41.353 W 105°21.206
Dead Deer Put in	River access Put in/take out	15 parking spaces	N 40°41.258 W 105°21.337
Stove Prairie Landing Campground	Campground River access Fee area	ADA restroom 9 parking spaces (1 ADA) 4 walk in campsites 5 car camping sites	N 40°40.984 W 105°23.765
Upper Landing Day Use	Picnic Area River access	ADA restrooms 6 picnic areas w/ table/grill 3 benches 15 parking spaces (1 ADA)	N 40°40.963 W 105°24.115
Steven's Gulch Day Use/ Put in	Picnic area River access Put in/take out	2 ADA restrooms 8 table/grill 11 parking spaces (1 ADA) 2 benches Separate trailer/RV parking Loading/unloading area	N 40°40.976 W 105°24.503

Site Name/Type	Use(s)	Amenities	GPS or Mile Marker
Narrows Campground	Campground River access Put in/take out Picnic area Fee area	2 ADA restrooms water 15 tables/grills 8 walk in campsites 7 RV accessible campsites 15 parking spaces (2 trailer) Day use area 2 benches Loading zones	N 40°41.302 W 105°25.953
Dutch George Campground	Campground River access Fee area	Water 2 ADA bathrooms Campground host during season 20 campsites	N 40°41.709 W 105°26.844
Century Park Day Use	Picnic area River access	ADA bathroom 4 picnic tables 2 grills 2 benches 7 parking spaces	N 40°41.425 W 105°26.992
Mountain Park Campground	Campground Trailhead River access Fee area	ADA restrooms Table/grill 55 campsites group camping up to 75 people RV hook ups sites Volleyball/basketball courts Horseshoe pit Mt. McConnel trailhead William Kreutzer Nature Trail (26 interpretive signs along trail) Water	N 40°40.973 W 105°27.710

Site Name/Type	Use(s)	Amenities	GPS or Mile Marker
Kelly Flats Campground	Campground River access Fee area	Water Tables/grills 4 restrooms (3 ADA) RV and tent camping 29 campsites (20 RV accessible)	N 40°40.843 W 105°28.955
Egger's fishing area	River access Day use	ADA bathroom Large dirt parking lot	N 40°41.451 W 105° 29.880
Dadd Gulch Trailhead	Trailhead	Restrooms 15-20 parking spaces	N 40°41.944 W 105°32.448
Big Bend Campground	Campground River access Wildlife viewing (bighorn sheep) Fee area	ADA bathrooms Table/grill Water 9 campsites (6 RV)	N 40.42'34 W 105.43'33
Sleeping Elephant Campground	Campground Fee area	2 restrooms (1 ADA) water table/grill 15 campsites (12 RV accessible)	N40.40'57 W105.46'21
Unnamed picnic area	Picnic area	ADA bathroom 2 table/grill 7 parking spaces	N40.39'56 W105'38'43
Big South Campground	Campground River access Fee area	Restroom 4 tables/grills 4 tent campsites	MM 74
Aspen Glen Campground	Campground River access Fee area	ADA restroom 8 table/grill Water 8 campsites (all RV suitable)	N40.37'09 W105.49'06
Tunnel Campground	Campground Fee area	4 restrooms water 49 campsites (all RV suitable) Larimie-Poudre tunnel trailhead Table/grill	MM 72-71

Site Name/Type	Use(s)	Amenities	GPS or Mile Marker
Chambers Lake Campground	Campground Fee area River access	6 bathrooms (1 ADA) 51 campsites (all RV suitable) water table/grill	N40.35'44 W105.50'34
Blue Lake Trailhead	Trailhead	ADA bathroom	N40.34'46 W105.51'20
Joe Wright Ski Trail	Trailhead	ADA bathroom Cameron pass access Information kiosk	N40.33'25 W105.52'29
Lake Agnes Trailhead	Trailhead Fee area	Bathroom	N40.30'17 W105.54'39
Ranger Lakes Campground	Campground River access Fee area	2 ADA bathroom 32 campsites (all RV suitable) Amphitheater hookups Water Table/grill	N 40°30.194 W105°58.094
Crags Campground	Campground Fee area Winter day use are	Restroom Water 26 campsites (car/truck only) Tent pads Nokhu Hut/ Agnes cabin access	N 40°30.288 W105°54.654
Aspen Campground/ Pines Campground	Campground River access Fee area	Water Table/grill Restroom 18 sites (no RV)	N 40°31.570 W106°01.614
Colorado State Park Bull Mountain Recreation Area	Day use Fee area	Dump station Snowmobile access Large dirt parking lots	MM 56-55

Appendix 4: 20 Most Important Pullouts

GPS Location or Mile Marker	Size and Use(s)
N40°41.960 W106°14.698	Large Arapahoe National Wild Refuge
N40°30.285 W105°54.636	Large Self-serve pay parking Access to Nokhu Hut and Agnes Creek Cabin. Overlooks Nokhu Crags
MM 65 Top of Cameron Pass	Large Skiing access, tourism info sign, bathrooms.
MM 66	Large Meadow Ski Trails Bathrooms Info and map kiosk Joe Wright Lake Zimmerman Lake Trail
N40°38.946 W105°48.609	Large Parking area Overlooks river Slow vehicle pullover Looks up Poudre Falls
N40°34.856 W105°51.172	Large Paved lot Bathrooms Trail head kiosk Map box Snowmobile put-in

GPS Location or Mile Marker	Size and Use(s)
N40°41.777 W105°40.989	Small Slow car pullover Interpretive signs Staircase to trail
N40°42.857 W105°44.090	Medium Trailhead Trailhead kiosk
N40°41.942 W105°32.474	Large Day use parking Bathrooms
N40°41.887 W105°32.460	Medium Day use parking Public use lands sign Recreation map 4x4 gate/access
N40°41.419 W105°26.996	Large Century Park Interpretive sign Bathrooms Trail map and info sign Picnic areas
N40°40.992 W105°27.682	Large Bridge to Mountain Park rec area

GPS Location or Mile Marker	Size and Use(s)
N40°41.440 W105°29.891	Large Eggers Fishing Access Day use parking Fishing info kiosk Interpretive signs Bathrooms
N40°41.673 W105°27.104	Large Gate access to river 4x4 trail Forest Service access road
N40°41.407 W105°19.496	Small Poudre Park put in Info sign Stairs to river Grill bathrooms
N40°41.497 W105°20.348	Small Ouzel day use area Picnic area Bathrooms

GPS Location or Mile Marker	Size and Use(s)
N40°41.704 W105°17.016	Grey Rock Access to bridge/river Bathrooms Info signs
N40°41.428 W105°17.237	Small "Bridges" put in Recreation area Map showing trail heads, rapids No parking
N40°40.238 W105°13.867	Large Bathrooms Parking lot Access to river
N40°41.980 W105°14.891	Large Gateway Park Road to Seimens Reservoir Recreation area Parking Good info signs; visitor usage, expectations, regulation Closed after dark

Appendix 5: CURRENT AND POTENTIAL PARTNERS

- A Wanderlust Adventure
- A1 Wildwater, Inc.
- Archer's Poudre River Resort
- Bicycle and Pedestrian Education Coalition
- Bighorn Cabins
- Boy Scouts of America
- Cache la Poudre National Heritage Area
- Cache la Poudre Reservoir Co.
- Cache La Poudre Water Users Association
- City of Fort Collins Natural Area Department
- Colorado Department of Local Affairs
- Colorado Department of Transportation
- Colorado Parks and Wildlife
- Colorado State University College of Business: Marketing Department
- Colorado State University Natural Resource Recreation and Tourism Department
- Colorado Welcome Center
- Community Foundation of Northern Colorado
- Fort Collins breweries
- Fort Collins Mile High KOA
- Friends of the Poudre
- Larimer County Natural Resources Department
- Lower Poudre Canyon communities/residents
- Lower Poudre Canyon Fire Authority
- Medicine Mountain Ranch
- Mishawaka
- Mountain Expressions Photography
- Mountain Whitewater Descents
- Museum of Western Colorado
- Never Summer Nordic, Inc.
- New Cache La Poudre Irrigating Co.
- North Park Anglers
- North Park Visitors Bureau/North Park Chamber of Commerce
- North Poudre Irrigation Co.
- Northern Colorado Economic Development Corporation
- Northern North Park communities/residents
- Outdoor recreation interests: Businesses and recreationists
- Poudre River Resort
- Poudre River Trust
- Red Feather Guides
- Red Feather Lakes Tourism Council
- St. Vrain & Left Hand Water Conservancy District
- Ten Bears Winery
- The Nature Conservancy
- University of Colorado Health (PVHS)
- Upper Poudre Canyon Association
- US Fish and Wildlife Service
- US Forest Service
- Visit Fort Collins
- Wildlands Restoration Volunteers

Appendix 6: Revised CLP/NPB Bylaws

BYLAWS OF THE CACHE LA POUFRE-NORTH PARK SCENIC AND HISTORIC BYWAY BOARD

1. PURPOSE

The purpose of the Board is to start, carry out and support activities that showcase, educate people about, promote and encourage the protection of 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.

2. MEMBERSHIP

Byway organization membership will be open to anyone who considers him/herself to be part of the Byway. A member must support the purposes, goals, policies, and vision of the Board. Membership criteria and the process of becoming a member will be determined by the Board. The Board may convene a Membership Committee to provide it with information and advice on membership.

3. THE BOARD

A. Duties of the Board

1. Establish the Vision Statement for the Byway.
2. Approve the Byway organizational structure through which the Board will implement the Vision Statement.
3. Develop the annual goals for the Byway and a work plan based on those goals.
4. Annually, assess the progress made towards the achievement of the Vision Statement and annual goals.
5. Review funding opportunities and submit applications for grants and other resources on behalf of the Byway.
6. Recruit volunteers, muster local support and work with government agencies, and Byway corridor businesses, organizations and residents to develop and implement Byway projects, programs and activities.
7. Complete all tasks and requirements associated with maintaining the Byway's non-profit status.
8. Establish membership criteria and dues.
9. Convene advisory committees and/or poll the Byway membership for information and advice as needed.
10. Convene and oversee the Byway's annual meeting.
11. Exercise exclusive control, management, and decision-making authority over the Byway's property, funds and affairs consistent with the law.

B. Board Positions

1. President: Develops Board meeting agendas and presides at Board and other Byway meetings, oversees the development of an Annual Report (to be presented at the Annual Meeting) and represents the policies of the Board.
2. Vice President: Assists the resident and acts as resident in the president's absence. The vice president shall be considered the presumed president-to-be upon completion of the president's term of office.
3. Secretary: Takes and retains meeting minutes, maintains Byway records, handles correspondences and maintains an up-to-date membership list.
4. Treasurer: Serves as custodian of Byway funds, disperses funds as approved by the Board, maintains full and accurate financial records and prepares and presents financial reports for regular and special Board meetings and the Annual Meeting.
5. Member at Large: Assists other Board members and serves as a liaison between the Board and Byway committees and the Byway membership.

C. Board: Voting Authority

Each Board member has a single vote. Board members must be physically present at the meeting to vote. An action agreed to in writing by a majority of Board members will be deemed an action of the Board even if that action is not enacted.

D. Election Of Board Members

1. With the exception of an election to reconstitute the Board in 2013, Board members will be elected to a three year term by a majority vote of the Byway members.
2. Board members will serve staggered terms.
3. In the event of an election to reconstitute the Board, the three candidates receiving the most votes will receive three year terms; the candidate receiving the fourth-most votes will receive a two year term, and the fifth winning candidate will receive a one year term.
4. In the case of contested Board races, secret ballots may be used.

E. Removal Of Board Members

- A. Board members may be removed from office by a majority vote of the Board or a two-thirds vote of the membership.
- B. In the event of a Board member being absent from three consecutive meetings without good cause, the Board President shall request that Board member's resignation.

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 Board nominees to the Board. A nominee must attend an orientation session with the Board President before being deemed eligible for election to the Board. The election to fill the vacant position will be held at the first meeting following the orientation session and new Board member will be elected by a majority vote of the Board.

In the event of a vacancy in the office of President, the vice president shall assume the president's position at the next Board meeting or as soon as is practical. If the vice president is unwilling or unable to serve as president, the Board shall select a new president by majority vote. In the event of a vacancy in the office of vice president, the Board will fill the position at the next Board meeting or as soon as is practical.

G. Board Compensation

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

4. COMMITTEES

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

5. GENERAL PROVISIONS

A. Representation

Official representation on any matter dealing with the membership 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

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

C. Non-discrimination

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

6. FISCAL YEAR, BOOKS AND RECORDS, FINANCES

A. Fiscal Year

The fiscal year of the Byway organization will be from January 1 through December 31 of the calendar year.

B. Books and Records

The organization will keep complete and accurate books and records of the organization's accounts and minutes of all organization and Board meetings. All books and records may be inspected by and Board member or organization member at any reasonable time.

C. Finances

1. Responsibility for real or personal property

The Board may purchase, take, lease, borrow, exchange, sell or otherwise dispose of any real or personal property which the Board deems necessary or convenient to achieve the vision and goals of the Board. Such transaction must be approved by majority vote of the Board.

2. Purchases over \$100

Two Board member signatures are required for purchases over \$100.

7. Meetings

1. All organization and Board meetings are open to organization members and the public. Meetings will be conducted employing Robert's Rules of Order. Organization members and the public may be excluded from Board executive sessions held to discuss legal matters and to protect attorney/client privileges.
2. The Board will hold regular business meets (at least quarterly) to meet contractual and administrative obligations and to meet the goals established by the Board. Meeting will be conducted employing Robert's Rules of Order.
3. The Board will conduct one annual meeting of the membership in early November to elect Board members, receive annual reports from Board officers and committees, to review and evaluate the current year's projects and activities and develop a work plan for the coming year.

8. AMENDING THE BYLAWS

The bylaws must be approved by a majority vote of the Board. Amendments to the bylaws may be made at any time. Amendments may be made at the request of an organization member(s) or a Board member. Amendments must be approved by a majority vote of the Board.

7. National Scenic Byway Corridor Management Plan Checklist

FHWA 14 Points for CMPs	Comments/Citations
1. A map identifying corridor boundaries and the location of intrinsic qualities and different land uses within the corridor	Maps are located on pages: 11, 14, 34-37, 46
2. An assessment of intrinsic qualities and of their context	Pages 19-33, 61
3. A strategy for maintaining and enhancing those intrinsic qualities...and for preserving the highest levels of visual integrity and attractiveness	Pages 19-33
4. A schedule and a listing of all agency, group, and individual responsibilities in the implementation of the corridor management plan, and a description of enforcement and review mechanisms, including a schedule for the continuing review of how well those responsibilities are being met.	Entities with significant involvement in and responsibility for the byway are listed on page 72. The CLP/NP Byway Board of Directors is primarily responsible for establishing Byway-related review processes. The government agencies with jurisdictional authority over the Byway corridor also have enforcement and review mechanisms and authority.
5. A strategy describing how existing development might be enhanced and new development might be accommodated while still preserving the intrinsic qualities of the corridor	There is no new development proposed by the CLP/NP Byway. Existing and future developments are governed by the federal, state and local jurisdictional authorities. Future development on the Byway will be very limited due to the preponderance of public land in the corridor.
6. A plan to assure on-going public participation in the implementation of corridor management objectives	The Byway Board considers broadening and increasing membership and public participation a high priority. The Byway bylaws outline provisions for public meetings. Many of the Byway's partners, particularly government agencies have procedures in place for assuring public participation.
7. A general review of the highway's safety and accident record	Pages 39-42

<p>8. A plan to accommodate commerce while maintaining a safe and efficient level of highway service, including convenient user facilities.</p>	<p>The Byway is working with CDOT on these matters, and personnel from the Byway’s two CDOT regions have been involved in developing this CMP. Also, Chambers of Commerce, Visit Fort Collins, CVBs, and local business have been involved in developing this CMP.</p>
<p>9. A demonstration that intrusions on the visitor experience have been minimized to the extent feasible, and a plan for making improvements to enhance that experience.</p>	<p>Visual and other intrusions are minimized by billboard policies, land use regulations and the topography of much of the Byway. This Byway is especially well protected by virtue of the amount of public land in the corridor.</p>
<p>10. A demonstration of compliance with all existing local, State, and Federal laws on the control of outdoor advertising.</p>	<p>The Byway complies with all laws and policies regarding advertising. The amount of public land in the corridor minimizes outdoor advertising problems</p>
<p>11. A signage plan that demonstrates how the State will insure and make the number and placement of signs more supportive of the visitor experience.</p>	<p>The Byway is working with CDOT on signage matters, and personnel from the Byway’s two CDOT regions have been involved in developing this CMP. Pages 43-44, 70, 71</p>
<p>12. A narrative describing how the National Scenic Byway will be positioned for marketing.</p>	<p>Visit Fort Collins, the North Park Chamber of Commerce and numerous business (including outfitters and adventure recreation businesses) are actively marketing the Byway and its amenities and opportunities. Pages 48-58</p>
<p>13. A discussion of design standards relating to any proposed modification of the roadway. This discussion should include an evaluation of how the proposed changes may affect the intrinsic qualities of the byway.</p>	<p>There are no Byway-related modifications proposed in this CMP. Should modifications arise, the Byway will work closely with CDOT to represent the Byway’s interests.</p>
<p>14. A description of plans to interpret the significant resources of the scenic byway</p>	<p>Pages 45-47</p>