

A Framework for Wayshowing:

Pawnee Pioneer Trails Scenic and Historic Byway

Weld, Morgan, and Logan
Counties Colorado



July 2014



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Executive Summary: Pawnee Pioneer Trails Scenic and Historic Byway

Utilizing a “front-seat back-seat” approach, travelers unfamiliar with the Pawnee Pioneer Trails Byway region took to the byway with a list of significant historical, cultural and recreational sites to locate. Neophytes in the front seat searched for signs, used digital devices, studied maps and asked for directions. Meanwhile, transportation and tourism specialists in the back seat recorded the navigational challenges of those “new to the byway”. The front seaters were in search of historical, recreational and cultural attractions that had been identified by the local byway organization as key attractions for travelers.

This assessment, conducted from the perspective of the traveler, was combined with the input of local officials, transportation specialists, and tourism specialists, and resulted in recommendations that can both improve the ease of navigation for visitors and better capitalize on the potential for increasing travel-related revenues for the communities along the byway.

The Assessment Team concluded that signage on the Pawnee Pioneer Trails is not adequate for travelers to successfully navigate the scenic byway. There are no clear gateways to the byway, interpretive information needs updating and many intersections present navigational difficulties. While the kiosks on the Birding Trail are of high quality, many other signs are damaged (History Colorado Kiosks) or are wholly not present (Sligo Cemetery) and none are clearly tied to the byway. Team recommendations included the following:

- A. Consider adding a left turn lane in New Raymer on CO 14 turning onto CR 129, which carries a high volume of trucks. The mayor of New Raymer and the chair of the Pawnee Pioneer Trails Byway Board report that this intersection is very dangerous. The speed limit is now 50 mph and there is infrequent presence of law enforcement.
- B. Consider rerouting the CR 127/129 portions of the existing Byway, which are heavily used by trucks in the oil and gas industry. This has created unsafe conditions for other users. The proposed alternate route utilizes CR 111, 104, and 105 to avoid some of the oil and gas traffic and incorporates CR 685 to take byway visitors closer to the Pawnee Buttes.
- C. Reinstall blue columbine byway markers in all locations where they have been knocked over by heavy equipment, are damaged, or are missing. It is very difficult for travelers new to the Byway to know that they have arrived and to have the reassurance that they are still “on-path”.
- D. Improve directional signage to Visitor Centers. These places are key information resources for travelers and need to be easily identifiable to travelers unfamiliar to the area. Conduct a signage inventory to determine where additional Visitor Center signs are needed. If Visitor Centers are identified by a symbolic icon, make sure the meaning of that icon is being successfully conveyed to the visitors (i.e., define the icon on maps, brochures, and online).
- E. Consider adding “TO Scenic Byway” signs to direct travelers towards the Pawnee Pioneer Trails Byway from Interstate 76 and in the Town of Ault.

- F. Build a system of turnouts at Byway gateways that provide a coordinated regional system of wayshowing for travelers. Include a comprehensive regional map, navigational directions and interpretive information. Work in conjunction with all four Scenic and Historic Byways in CDOT Traffic Region 4: Pawnee Pioneer Trails (Weld, Morgan and Logan Counties), South Platte River Trail (Sedgwick County), Cache la Poudre-North Park (Jackson and Larimer Counties), and Trail Ridge Road (Grand and Larimer Counties). Develop a system of turnouts that provide a coordinated regional system of wayshowing for travelers. A wayshowing system that could serve as a model is currently being installed in eleven counties of CDOT Traffic Region 2 in Southeast Colorado.
- G. Address the need for stronger gateways. There are no clear location gateways to the Byway marked, so travelers have no sense of arrival or completion. Add “to the byway” signs to county roads to redirect visitors who may get lost or disoriented.
- H. Actively monitor the kiosk system for the Bird Trail near Ault which is excellent both in navigational signage and interpretation. Continue monitoring to maintain the high quality of the displays (target shooting is a problem) and address vandalism immediately.
- I. Clearly mark gateways to the Byway in Ault, Fort Morgan, and Sterling with BEGIN BYWAY and END BYWAY blue columbine signs.
- J. Create a “home page” website specific to the Pawnee Pioneer Trails Scenic and Historic Byway to provide navigational, historical, and interpretive information about the byway. The website should assist visitors who are planning a trip as well those who have arrived.
- K. Tie the website directly to local businesses so that travelers using mobile devices can find the locations of gas stations, restaurants, lodging, and convenience stores in communities.
- L. Optimize the website to function on mobile devices. To prevent problems with wireless coverage along the route, the website should provide a downloadable brochure and/or a map with a list of destination sites that visitors can save to their mobile devices and reference without cellular service.
- M. Inventory existing sites where interpretive panels are on display and are accessible from the Byway. Each of the sites relevant to the Byway should then be clearly marked as a byway destination with pre-destination signage along the Byway and the blue columbine logo integrated into every display. Columbine logos should be a component of all new panels and incorporated into existing displays as old or damaged panels are replaced. A list of officially designated Byway interpretive sites should then be made available online and in any Byway print materials, on the Pawnee Pioneer Trails website, the CDOT website, and in brochures and maps. Once a collection of core interpretive sites has been established new sites can be added as money becomes available to produce more interpretive panels and develop new sites.
- N. Create a new interpretive display focusing on oil and gas development.
- O. Add pre-notification roadway signage for existing interpretive installations and replace damaged interpretive panels. Address the high level of oil and gas activity in the areas around the Pawnee Buttes and their high visibility.

- P. The wind farm located on the Chalk Bluffs surrounding the Pawnee Buttes is highly visible from the byway and should be considered for new interpretative displays.
- Q. Sligo Cemetery is another highly visible feature just off the byway that should be considered for an interpretive display.



Pawnee Buttes at Pawnee National Grassland

Enhancing the existing wayshowing system can help to guide visitors along the Byway in a meaningful and memorable way. A strong wayshowing system can result in greater safety and a deeper understanding of the historic and recreational assets that make the Pawnee Pioneer Trails Byway special.

Because of safety issues, it is recommended that navigational signage and rerouting of portions of the Byway be given immediate attention. The second step should be the development of gateway turnouts to improve navigation and interpretive information for visitors. The third priority is the development of quality online content, and the fourth is the update and repair of existing interpretive panels.

Introduction

The deployment of an effective system of wayshowing is an essential component of successful regional tourism strategies. Wayfinding and wayshowing are related but distinct concepts. **Wayfinding** is the mental process performed by travelers in identifying and locating their travel destinations. **Wayshowing**, on the other hand, is the communication in the form of maps, signs, and other media intended to aid the traveler in their wayfinding.

The purpose of this document is to provide a preliminary plan for an enhanced wayshowing system along the Pawnee Pioneer Trails Scenic and Historic Byway. In achieving this purpose, the plan aims to:

- Provide an outline of key concepts of wayshowing and wayfinding.
- Assess the inventory of existing directional signage to key sites along Pawnee Pioneer Trails and designation signage along the same routes.
- Provide recommendations for enhancing directional signage to key sites.
- Provide an outline for subsequent action.

Keys to Effective Wayshowing

An effective system of wayshowing responds to the needs of travelers at all stages in their journey. At a minimum, effective wayshowing for the traveler must:

- Support how people find their way in unfamiliar travel environments
- Provide a guidance system of reliable and consistent components on the byway
- Respond to the unique characteristics of the byway
- Integrate pre-visit, visit, and post-visit stages of the byway experience
- Contribute to a safe roadway and travel environment
- Become a widely practiced body of knowledge among byway providers

Stages of Wayshowing

Effective wayshowing is essential not only to ensuring good experiences for the visitor, but also in attracting that visitor in the first place. While wayshowing may seem to begin and end with the traveler on the road, it also plays an important role in attracting visitors, assisting in their trip planning, and in enhancing their recollections with others after their trip is complete. Consider the travel experience as five distinct stages:

Choose

The point at which the traveler decides his or her travel destination or destinations. *Wayfinding Needs: What are the travel routes? What is there to see and do and where are these activities located? How much time is required for the trip?*

Prepare

This is the stage in which the prospective traveler plans and prepares for their trip, including making reservations or other advance travel arrangements. *Wayfinding Needs: How will we get there? Where will we stay, eat and stop? How much time should we allot to travel to and on the travel route? Where are the heritage, recreational, and cultural attractions of the area?*

Go/Do

This stage is the event itself as the visitor makes his or her way to or around their destination. *Wayfinding Needs: Where are the entry points to the route? How do we get back on track if we get off the route? Where are the attractions along the route? Where can we get information along the route? Where do we get gas, food, or lodging?*

Recall

This is the stage in which the memories of the trip extend its enjoyment beyond the time spent away from home. With travel completed, visitors typically want pictures, maps, souvenirs or other items to assist their recollection of a memorable trip. *Wayfinding Needs: What will help us recall the good times we had on the trip? Where were the sites we really enjoyed?*

Do Again

It is hoped that with an enjoyable and memorable trip, many visitors will return. *Wayfinding Needs: Where are those good maps from our last trip? We need to show our friends and family what they might like.*

With the assistance of an effective wayshowing system, successful travelers should be able to:

1. Identify origin and destination
2. Determine turn angles
3. Identify segment links and directions of movement
4. Recognize on-route and distant landmarks
5. Mentally embed or visualize the route in a larger reference frame: a cognitive map.

Wayshowing Components

A successful wayshowing system includes multiple components that not only direct the traveler, but also provide interpretive information. Wayshowing does not start and stop on the road, but exists to provide the traveler with information to plan their trip and assist in the recollection of it afterwards through maps, websites and other media that can be accessed away from the physical roadway. Essential elements of a wayshowing system include the following:

- Entrances, exit and gateway signage identify where to enter and exit a route or byway so that travelers know their position relative to accessing and leaving a byway or other route.
- Orientation stops are pull-offs, turn-outs and other places for motorists to stop and help them create, refresh, and expand their mental maps of a byway or other route, its intrinsic qualities, and overarching interpretive theme with exhibits, maps, and other means of communication.
- Repetitive route markers provide sequence of visual cues for motorists to follow along a byway or other route.
- Directional signage to planned destinations alert and guide motorists to featured stops and attractions along or near a byway or other route.
- A portable map is a carry-on map of a byway corridor or travel region and its various attractions and amenities.

History of Wayfinding Development on the Pawnee Pioneer Trails Scenic and Historic Byway

The Colorado Piedmont is an area at the foot of the Rocky Mountains in northeastern Colorado that has been carved out of the high plains by the South Platte River and its tributaries. It is a region that has been shaped by millions of years of geomorphic process. After wind and rain carried debris from the Rocky Mountains out onto what is now eastern Colorado these eroded bits of mountain accumulated into a vast plain that was subsequently eroded by local streams. These waterways carved deep into the strata of sediments and in some places exposed formations that were first laid down in the Cretaceous Period on the floor of an ancient sea that pre-dates the Rocky Mountains. The Colorado Piedmont is lower and more rugged than the surrounding plains and today this eroded terrain is the landscape of the Pawnee Pioneer Trails Scenic and Historic Byway.

The route of the Byway crosses the Pawnee National Grassland, an extensive short grass prairie that features the 250 foot tall Pawnee Buttes, and it traverses a variety of agricultural lands that include irrigated farmlands, dryland cropped areas, and open range for grazing cattle. Scenery on the Byway is characterized by wide horizons, prairie views, farms and ranches, eroded drainageways, and energy development. Extraction of oil and gas is a primary economic activity along the Byway and the Lilli Oil and Gas Field is located north of New Raymer on County Road 127/129 (official byway roads). Just east of Grover there is also a wind farm with 274 towers that is visible from the Pawnee Buttes. These wind turbines have had a significant impact on the Byway's viewshed around the Buttes.



Oil and gas off County Road 110 just east of Pawnee Buttes



Wind turbines seen from Pawnee Buttes Trailhead

Pawnee Pioneer Trails Scenic and Historic Byway is 125 miles in length and passes through Weld, Morgan, and Logan counties. Gateway communities include Sterling and Fort Morgan (both off Interstate 76) to the east and south of the byway, and Ault (off US 85) to the west. Between these gateways the Byway passes through the small rural communities of New Raymer, Grover, Stoneham, and Briggsdale.

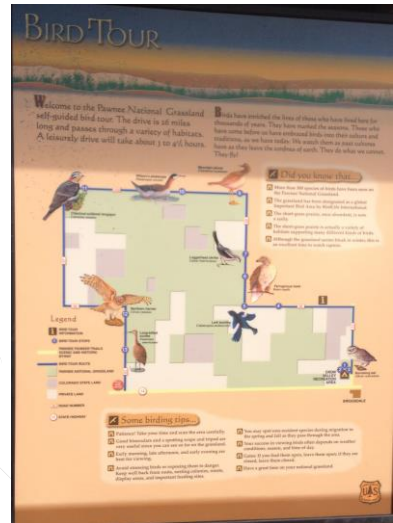
Pawnee Pioneer Trails Scenic and Historic Byway was designated a Colorado Scenic and Historic Byway in 1992. A corridor management plan was written in 1999 and an interpretive plan was written in 2008. The management plan codified the three objectives to interpret, publicize, and preserve byway resources. The intrinsic qualities of the Byway (scenic, natural, recreational, cultural, and historic) were inventoried in the plan and it recommended developing interpretive turnouts based on the following themes:

- Geologic History – the Colorado Piedmont, the Pawnee Buttes
- Short grass prairie
- Wildlife/birding
- Archaeological finds
- History of human habitation
- Native Americans
- Homesteading
- Trails
- Irrigated Agriculture and dryland farming
- Evolution of modern farming
- Ranching
- Rural electrification
- Railroad history
- Historic schools
- Oil and Gas Development
- Dust Bowl and reclamation

The following locations were listed as possible sites for interpretive display in the 1999 plan:

- Pawnee Pass/Gap
- Pawnee Creek and Bridge
- Wildcat Creek Canyon
- North Sterling Canal
- Old Homestead Ranch Barn
- Rainbow bridge
- Sligo Cemetery
- Igo Creek
- Crow Creek
- Summit Springs Battlefield
- Trappers Trail
- Texas-Montana Cattle Trail

The 2008 Interpretive Plan for the Pawnee Pioneer Trails Byway provides a detailed account of Byway history and descriptions of what constitutes its natural, historical, and cultural intrinsic qualities. It put an emphasis on providing visitor orientation and wayfinding information in the gateway communities of Ault, Fort Morgan, and Sterling. Six years ago, this interpretive plan noted that existing Colorado kiosks were in poor condition and need to be replaced. They have since deteriorated further.



Informational Kiosk west of Briddsdale begins the Bird Tour on Pawnee National Grassland



Forest Service signs for Birding Tour and Crow Valley Recreation Center



Informational Kiosks at Crow Valley Recreation Center

Pawnee Pioneer Trails Scenic and Historic Byway Wayfinding Assessment

Often the difficulty in providing effective wayshowing lies in understanding where travelers require assistance and in what form. Additionally, maps, signs, brochures and other media from multiple sources can often provide conflicting information. In June 2014 an on-the-road experiment was conducted along the Pawnee Pioneer Scenic and Historic Byway to answer some of these questions. Specifically, the experiment sought to:

- Identify gaps in navigational clues for travelers by identifying points of certainty, and points of confusion; and
- Identify points of disconnect between what a traveler sees through the windshield and what they read from maps, brochures, mobile devices, web sites in their laps.

A list of significant historical, cultural, and recreational sites along the byway was developed for use during the Wayfinding Assessment. Many of these sites were identified by the Board Chair Pawnee Pioneer Trails Scenic and Historic Byway Committee at a meeting in New Raymer. A signage assessment survey of Board members was also conducted. Representatives were asked to list the top heritage, cultural, and/or recreational sites in their respective counties and provide an assessment of the existing directional signage. Twenty-one sites were chosen for the Wayfinding Assessment. The attractions and sites chosen for inclusion in this exercise appear below.

Pawnee Pioneer Trails Scenic Wayfinding Assessment Route (west to east)

| Cultural Heritage Sites | Recreation Sites | Interpretive Kiosks |
|---|---|--|
| <ul style="list-style-type: none">• Ault• Northern Plains Public Library in Ault• Mural in Ault• Briggsdale• Grover Museum• Stoneham• Sterling Museum• Overland Trail Museum• Visitor Center – Sterling• Historic downtown Fort Morgan• Fort Morgan City Hall• Fort Morgan Camber• Fort Morgan Museum• Historic Sugar Factory in Fort Morgan | <ul style="list-style-type: none">• Pawnee National Grassland• PNG Birding Tour• Pawnee Buttes Trail• Historic Barn Quilts Tour in Fort Morgan | <ul style="list-style-type: none">• In park in Grover• By road in New Raymer• In riverside park near Rainbow Bridge in Fort Morgan |

Methodology

A four member team was assembled to travel the byway using a “front seat, back seat” approach. In the front seat were neophytes, new to the region with limited knowledge of the area. They were given the list of attractions and sites to locate using highway signage, verbal directions and printed materials such as brochures and maps available at Visitor Centers and other public outlets. The “front seaters” were encouraged to use any mobile devices available to them.

Transportation and tourism specialists occupied the backseat. The “back seaters” recorded the experience of the “front seaters” in detail. “Back seaters” recorded the exact locations where the “front seaters” encountered confusion or uncertainty in navigating the region. They also recorded any disparities between written information in maps, brochures and other media and actual conditions as observed through the windshield.

While the neophytes in the front seat navigated their way through unfamiliar territory, the specialists in the back seat were given the following assignment:

- Observe the actions and discussions of the “front seaters”
- Record locations where “front seaters” expressed uncertainties and confusion and note apparent reasons
- Quiz “front seaters” on effectiveness of signs, maps and other driving instructions
- Note which wayshowing devices “front seaters” are using most often and which they are not
- Resist giving any travel or driving advice unless an immediate safety issue warrants
- Conduct post-trip discussion with “front seaters”

After the conclusion of the wayfinding exercise, participants were asked to record observations and make recommendations based on their on-the-road experience. A full list of the comments and observations by the two teams is found in the Appendix.

Recommendations and Action Plan

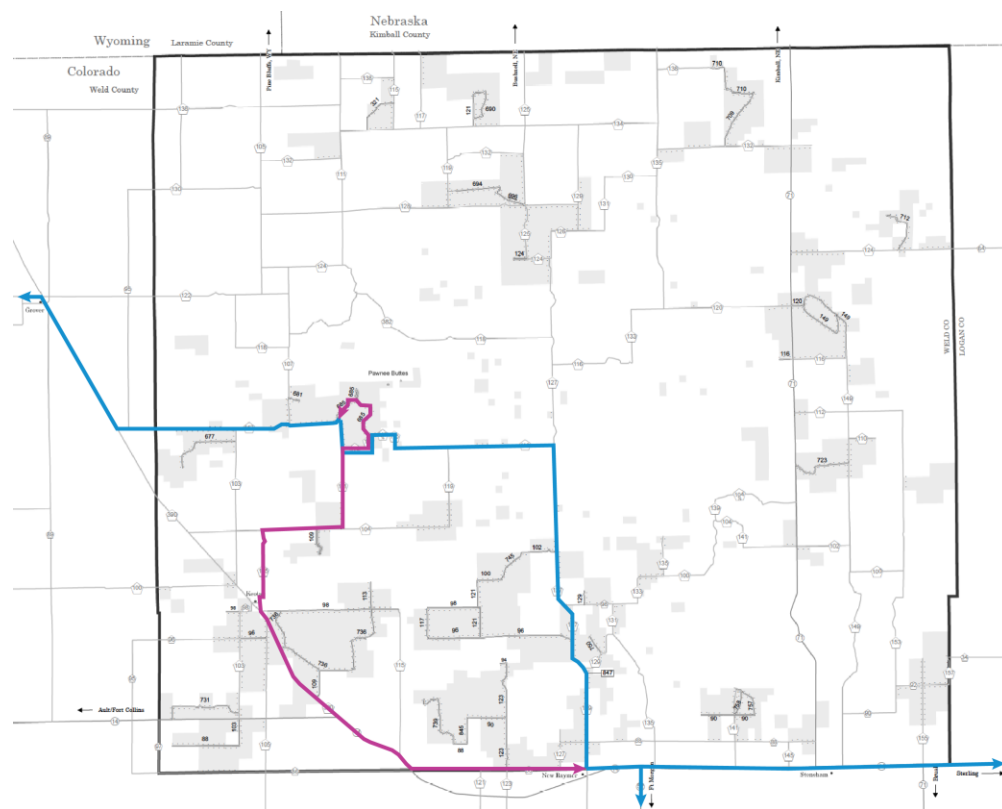
An analysis of this formal assessment exercise combined with the input of local officials, transportation professionals, and tourism specialists resulted in recommendations that can improve the ease of navigation for visitors and better capitalize on the potential for increasing travel-related revenues for the communities along the Byway.

The following recommends are made:

Navigation

- A. Consider adding a left turn lane in New Raymer on CO 14 turning onto CR 129. Local officials and the byway chair report that this intersection is very dangerous.

- B. Recommend reinstalling blue byway columbine markers in all locations where they have been knocked over by heavy equipment, are damaged, or are missing. It is very difficult for travelers new to the Byway to know that they have arrived (need for stronger gateways) and to have the reassurance that they are still “on-path”. There are no clear gateways to the Byway marked - no sense of arrival or beginning, and many intersections lack directional signage. Add “to the byway” signs to county roads to redirect visitors who may get lost or disoriented.
- C. Improve directional signage to Visitor Centers. These places are key information resources for travelers and need to be easily identifiable to visitors unfamiliar to the area. Conduct a signage inventory to determine where additional Visitor Center signs are needed. When Visitor Centers are identified by a symbolic icon make sure the meaning of that icon is being successfully conveyed to the visitors (i.e., define the icon on maps, brochures, and online)
- D. Consider adding “TO Scenic Byway” signs to direct travelers on Interstate 76 and areas around Ault towards the Pawnee Pioneer Trails Byway.
- E. Existing Byway route (blue) utilizes CR 127/129, which are heavily used by trucks in the oil and gas industry. This has created unsafe conditions for other users. The proposed alternate route (purple) utilizes CR 111, 104, and 105 to avoid some of the oil wells and it incorporates CR 685 to take Byway visitors closer to the Pawnee Buttes. As an added bonus, the alternate route passes through the ghost town of Keota, which would make an excellent site for an interpretive display.



Blue = existing byway route

Purple = alternate route with fewer oil wells, better views and ghost town of Keota

Gateway

- A. The kiosk system for the Bird Trail is excellent both in navigation and in interpretive installations. Recommend that Byway organization continue monitoring to maintain the high quality of the displays (target shooting is a problem). Any issues of vandalism should be addressed immediately.
- B. Gateways to the Byway (Ault, Fort Morgan, and Sterling) need to be clearly marked with BEGIN BYWAY and END BYWAY with blue columbine scenic byway signs and should have interpretive kiosks that provide maps and a list of other interpretive sites along the byway to guide visitors from site to site. Locations of these gateway kiosks need to be clearly marked with pre-notification signs, such as Point of Interest signs:



Electronic Visitor Information

- A. Create a “home page” website specific to the Pawnee Pioneer Trails Scenic and Historic Byway to provide navigational, historical, and interpretive information about the Byway. The website should assist visitors in planning a trip to the Byway as well as for on-site interpretation. This website should tie in directly to local businesses that can enhance traveler experiences along the Byway such as providing locations of gas stations and convenience stores in gateway communities that can provide supplies before heading out onto the Byway. To prevent problems with wireless coverage along the route the website should provide a downloadable brochure and/or a map with a list of destination sites that visitors can save to their mobile devices and reference without cellular service. The website needs to be optimized to function on mobile devices in order to be useful to most travelers.

Interpretation

- A. Replace damaged panels in existing displays with updated panels.
- B. Inventory existing sites where interpretive panels are on display and are accessible from the Byway. Each of the sites relevant to the Byway should then be clearly marked as a byway destination with pre-destination signage along the Byway and the blue columbine logo integrated into every display. Columbine logos should be a component of all new panels and incorporated into existing displays as old or damaged panels are replaced. A list of officially designated Byway interpretive sites should then be made available online and in any Byway print materials, on the Pawnee Pioneer Trails website, the CDOT website, and in brochures and on maps. Once a collection of core interpretive sites has been established new sites can be added as money becomes available to produce more interpretive panels and develop new sites.
- C. Due to the high level of oil and gas activity in the areas around the Pawnee Buttes, their high visibility and potential to create user conflicts, a new interpretive display focusing on oil and gas

development is recommended. Perhaps an energy company would be willing to fund public awareness panels.

- D. The wind farm located on the Chalk Bluffs surrounding the Pawnee Buttes is highly visible from the Byway and should be considered for new interpretation displays.
- E. Sligo Cemetery is another highly visible feature just off the Byway that should be considered for an interpretation display.

Partnerships

The Colorado Department of Transportation (CDOT) is ultimately responsible for signage along Colorado State Highway Number 14 and 52. Weld County is responsible for signs on Weld County Roads 77, 120, 390, 112, 110, 127, and 129.

Projects to be developed in partnership with the Colorado Department of Transportation (CDOT)

- Consult with CDOT regarding results of a recent traffic count study taken at the intersection of Hwy 129 and CO 14 where heavy truck traffic is currently creating dangerous driving at peak times
- Consult with CDOT to see where turnouts may be built to create gateways in Ault, Sterling and Fort Morgan
- Consult with CDOT to reinstall Byway markers that have been knocked over by heavy equipment, are damaged or are missing
- Consult with CDOT and the Counties to reroute the Byway away from active industrial sites and heavily damaged roads
- Improve directional signs to visitor centers using standard CDOT Guidelines

Projects to be developed in partnership with counties

- Install clear directional signage on county roads and at intersections where two county roads meet
- Review Visitor Center signage (including prenotification signs)
- Design and build a system of Gateway turnoffs that can provide systematic information to travelers

Projects to be undertaken in partnership with Byway communities

- Develop Byway-specific signage within each town

Projects to be undertaken by the Byway Board

- Create online tools for travelers that will assist with trip planning prior to driving the Byway. These should be developed acknowledging that a majority of travelers turn first to mobile devices for information
- Organize Byway Board members to monitor directional and interpretive signs. Write an action plan to respond to vandalism as soon as it occurs
- Develop an updated interpretive plan to cover topics of oil and gas, the wind farm, and the Sligo Cemetery

- Communicate regularly with elected officials and local stakeholders regarding significant issues for travelers on the Byway

The recommendations included in this document represent only the first steps in the process of developing a more effective system of wayshowing. Recommendations concerning directional signage and interpretive signage can be acted upon in the short term by bringing together relevant stakeholders and CDOT officials. Representatives from the Pawnee Pioneer Trails Scenic and Historic Byway Committee can play a valuable role in working with relevant stakeholders and CDOT officials. Recommendations concerning orientation and interpretive kiosks will require additional effort to secure funding and achieve consensus on placement.

Pawnee Pioneer Trails Scenic and Historic Byway signage (West to East):



First Byway sign (in disrepair) seen in Briggsdale, 24 miles from the official start of the Byway in Ault



Byway sign in Grover with wind farm in the background



Sligo Cemetery with no interpretive information available

Appendix

Summary of key observations from the front seaters

Byway notes and observations from the Wayfinding front seaters during their tour on the Pawnee Pioneer Trails Scenic and Historic Byway on June 27, 2014.

1. Excellent Elements of Existing Wayfinding System

- Sterling Museum has a great exhibit on the Byway
- The Visitor Center in Sterling stocks a supply of Byway brochures
- Pawnee Buttes is probably the best signed place and needs no improvement
- Ault Town Hall has good maps
- Bird Tour at Hwy 96 has excellent signage
- Pawnee National Grassland Bird Tour has well written signage
- Fort Morgan has a barn quilts website that should it be included on this Byway
- Crow Valley Rec Area has excellent information, well stocked restrooms, and high quality camping / meeting space facilities
- Tourism professional on the assessment team complimented restroom facilities on the Byway, “I have 2 kids and am amazed that all the facilities are so clean. This is so different from the mountains!”

2. Replacement or Repairs Needed

- New Raymer has a kiosk that needs to be replaced
- Kiosk in Grover is damaged and needs repair
- New Raymer kiosk is cracking
- Although the Byway was once signed throughout with blue columbine signs, many of these have been knocked over by trucks. CDOT plans to replace the missing Byway sign east of RR tracks in Ault
- Scenic columbine signs are not frequent enough
- Interpretive sign in New Raymer installed by History Colorado is cracked and peeling obscuring copy and images. No place to park on the road and no path to walk to read interpretive panels
- Fort Morgan’s interpretive sign near Rainbow Bridge covers wildlife and history of sugar beets. Currently behind link fence as a result of flooding damage

3. Existing Locations that Need Clarification or Adjustments on site

- It is unclear how the town of Stoneham ties in to the Byway
- Kiosk in the railroad park is hidden and could be more visible if it were installed next to the caboose
- Park in Ault has “History Colorado” interpretive sign about Weld County irrigation and has map on backside of surrounding area including Scenic Byway but not visible to casual observer (“I was surprised to find anything on the back of the sign”)
- Rd 120 and Rd 77 has no turn sign / no Byway sign, only a directional sign for Grover

- Rd 119 and Rd 110 has no sign for decision, stay on 110
- 110 & 127 no sign for Byway either direction
- Highway 52 Byway sign has been turned by wind
- Can the route be simplified?
- It is unclear how the town of Stoneham ties in to the Byway
- Ault Town Hall has no visitor information on the Byway
- People of the Prairie off CR 61. Is this a Point of Interest, a birding sign?
- Pawnee Buttes Trail 601 – At the sign that reads “No stock, no horses please” it’s not clear that road will rejoin Byway
- 52 turnout at jog in Wildcat Canyon is a geological spot used by truckers to sleep. It is not monitored.

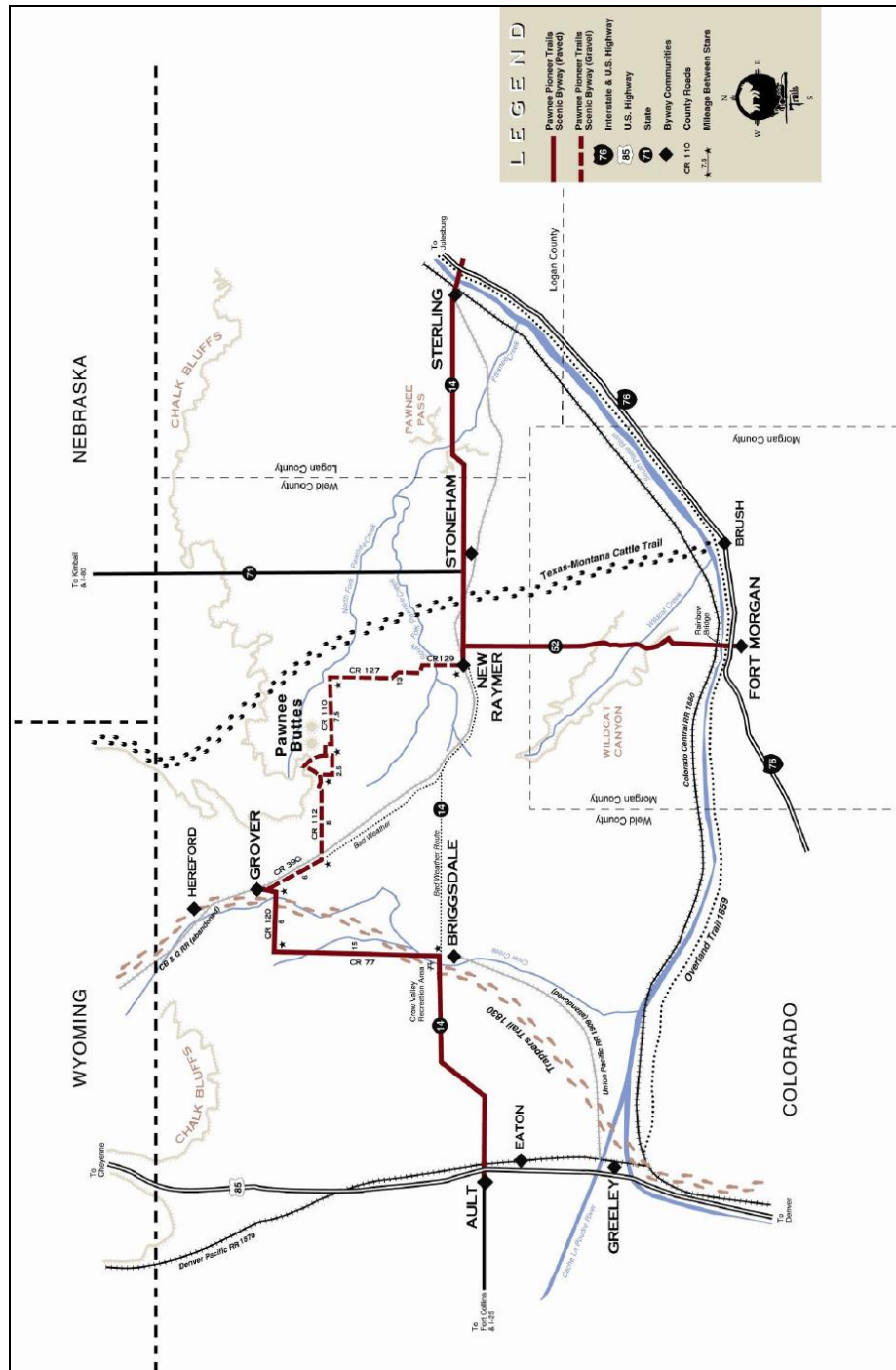
4. Potential Additional Locations for Traveler Information

- There is a park on the north end of New Raymer that would be a good location for an interpretive display
- Keota may be a place to locate an interpretive kiosk. There may be a property owner there that would allow space for a display, which tie in with the History Museum exhibit in Denver
- Lack of Scenic Byway signs; first Byway sign from Ault Gateway seen in Grover
- Grover Museum could use better signage
- 107 not marked well which direction to The Buttes
- No signage to New Raymer
- From 107 to 127 there is no signage at all
- Entering Byway from Ault, first Byway sign was encountered near Grover Museum.
- At 110/127 there are no signs at all! But there are multiple oil/gas pads and missile sites.
- Visitor Center is almost invisible in Fort Morgan. Beautiful building seems like a bank. First time visitors (assessment team) could not locate visitor information on main street.
- Fort Morgan needs entry to Rainbow Bridge, power plant, or visitor center. Visitors need information on closed beet plant and meaning to industry
- In Ault at CO 14 and US 85 there is Byway END sign for westbound travelers but not a BEGIN sign for eastbound travelers

Inconsistencies in attraction identification: signs, printed materials such as maps and brochures, and mobile devices

- There is no Pawnee Pioneer Trails website. Navigational and interpretive information about the Byway was not easily found online. The Forest Service has maps specific to the Pawnee National Grassland and the birding trail that have no mention of the scenic Byway. The Byway map pictured on some of the interpretive signs is not online.
- To list on TripAdvisor.com as an attraction, Pawnee Pioneer Trails Scenic and Historic Byway will need a website link to provide navigational and interpretive information and should list a phone number and email address to attain more information.

- No printed materials specific to the Byway were found along the route; however brochures with historical info and maps have been available in the past. The information found in the brochure should be available online.



Map from 2008 Interpretive Plan