

# GUANELLA PASS

## SCENIC AND HISTORIC BYWAY CORRIDOR MANAGEMENT STRATEGY



**PREPARED BY:**  
The Guanella Pass Scenic Byway Committee

**IN ASSOCIATION WITH:**  
The U.S. Forest Service

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## EXECUTIVE SUMMARY

### Guanella Pass Scenic and Historic Byway Corridor Management Strategy

The Guanella Pass Scenic and Historic Byway Corridor Management Strategy (CMS) is an important planning document as it represents the thinking of the key communities, agencies, and citizens immediately responsible for the future conservation and management of the Guanella Pass Scenic and Historic Byway (Byway) corridor. It also provides a vision for the future of the Byway corridor and outlines strategies for management of the natural, scenic, recreation, historical, cultural, and archeological resources. The CMS is intended to be a dynamic document that is utilized in day-to-day decisions by the various partners in coordinating planning decisions relevant to the Byway.

It also is important to note that the CMS is intended to complement the Land and Resource Management Plans that currently provide comprehensive management direction for the Arapaho and Pike National Forests. The CMS is expected to become an important tool for federal and local governmental entities (Pike and Arapaho National Forests, Clear Creek County, Park County, and the Town of Georgetown) as they make their own important management decisions in the Byway corridor.

### A Vision for the Future

The CMS provides an excellent source of information about the social, economic, historical and environmental values found in the Byway corridor. However, probably the most important components of the CMS are the management recommendations provided for the entire Byway and those that are related to each particular management zone.

- **General Recommendations**—Page 30 of the CMS outlines the general recommendations that apply to the entire Byway. It is important that these general recommendations be considered in conjunction with the specific recommendations for each of the management zones for the Byway.
- **Management Zone Recommendations**—Starting on page 37, specific management recommendations are provided for the nine management zones associated with the Byway. The management zone narratives are important as they represent the efforts of the Scenic Byway Committee (SBC). The SBC spent many weeks developing recommendations that provide clear, specific, desired conditions and recommendations for each zone.

In the process of developing management zone strategies for each zone, the SBC reached general agreement on almost all of the nine zones. Recommendations for zones A (Georgetown), B (Georgetown to Cabin Creek), C (Waldorf Basin), D (Cabin Creek to

Naylor Lake Road), F (Duck Lake to Falls Hill), G (Geneva Basin and Bruno Gulch), H (Falls Hill to Grant), and I (Mount Evans Wilderness) were broadly shared by the committee members. However, as is so often the case with many natural resource management issues, it was not always possible to reach consensus. This was true for Zone E, where an alternative opinion is provided to define the range of thinking that was considered by the SBC as it developed the recommendations for this zone. Management Zone E (Naylor Lake Road to Duck Lake) contains the Guanella Pass summit. Options for managing this management zone centered on two differing philosophies.

1. One management philosophy would be based upon managing the future uses with fundamental improvements to the basic infrastructure (roads, parking, restrooms, etc.); and
2. The other management philosophy would reduce the future use through the implementation of seasonal closures, minimal road improvements, reduced parking and redistributing the current level of use to other areas along the Byway.

These two management philosophies have been debated extensively over the past decade and both are valid management schemes that will be further discussed as various partners work to implement this strategy. In some cases, it is probable that pieces of each management philosophy may eventually be used in the overall management strategy for Zone E in the future.

## **Next Steps**

The completion of the CMS for Guanella Pass is an important step towards ensuring the long-term preservation and enhancement of one of the Colorado's premier byways. Implementing the CMS is the next critical step. Section 14 of the CMS discusses a vision for implementation of the CMS. Included within this section are details on the Byway organization that will undertake this responsibility. It is envisioned that this organization will be formed under the leadership of the Forest Service, and begin meeting in 2002.

A number of actions will be taken in the near future that will affect the corridor and coordination of those actions, within the overall vision of the CMS, is critical to long-term success. The Byway Committee and all stakeholders will have to work together to address the numerous immediate challenges and develop well-coordinated actions to successfully achieve this vision.

# 1. OVERVIEW AND HISTORICAL BACKGROUND

## General Background

A Corridor Management Strategy (CMS) reflects the value the public places upon a particular resource. It articulates a community's vision for a scenic byway and represents a commitment to conserve and enhance its intrinsic qualities. A CMS is a document that specifies the actions, procedures, operational and administrative practices, and strategies that will maintain the natural, scenic, historic, recreational, cultural, and archeological qualities of a byway. It also is a working document, which means this CMS will be reviewed periodically and revised as new information and issues arise. A designated byway coalition comprised of interested individuals and stakeholders will work to implement the CMS and continue to update the document as needed.

## What Is Important About the Guanella Pass CMS?

A CMS for Guanella Pass Scenic and Historic Byway (Byway) is crucial because of the close proximity of the Byway to the Denver metro area and ever-increasing trends in visitor use. Historically, a number of management tools have been used along the Byway, but the rapid population growth along the Front Range over the last 20 years has put a strain on the natural resources. Without a vision for future management of the Guanella Pass area and a source of funding, land managers will be unable to address the increasing use of the Byway.

In contrast to other nearby byways that primarily serve as auto touring routes (such as Mount Evans Scenic and Historic Byway), Guanella Pass Scenic and Historic Byway primarily serves as a recreational access road. That is, many visitors use the Byway to take advantage of the numerous recreational activities that are available throughout the Byway corridor. Because of this, many management strategies outlined in this CMS are tailored to preserve and enhance those qualities that attract large numbers of visitors to leave their vehicles and experience what the Byway corridor has to offer first hand.



Management actions in the CMS should protect natural resources.



This CMS is intended to define a unified vision for the future management of the Byway. Management actions are designed to protect the natural resources, reflect the desires of the public, and guide land managers and community leaders. Within the CMS, some of the key issues identified by the SBC include (not in order of significance):

- A dramatic increase in recreation demand during the last decade.
- A need for resource protection for sensitive plants, animals, and ecosystems.
- Inadequate interpretive and educational materials.
- Inadequate and outdated restrooms and camping facilities.
- Water quality impacts from heavy metals associated with natural leaching, sedimentation, and historical mining.
- Sediment impacts to stream health and aquatic habitats.
- Social capacity concerns associates with overuse of Mt. Evans Wilderness.
- Recreation impacts to wetlands, riparian areas, and delicate ecosystems.
- Proposed changes to roadway design and surface type.
- Insufficient funding to manage the area effectively.
- Insufficient facilities that meet Americans with Disability Act (ADA) accessibility standards.
- Providing appropriate recreational experiences for visitors.

## **2. INTRODUCTION**

### **Location**

The Byway is located 40 miles southwest of Denver and is accessed by Interstate 70 at Georgetown and US Highway 285 at Grant (Figure 1). The Byway runs north/south and traverses about 24 miles of forest, shrubland, and alpine tundra of the Rocky Mountains in north central Colorado. The northern portion of the Byway leading to Guanella Pass lies in Clear Creek County and within the Arapaho National Forest. The portion of the Byway south of the pass lies in Park County and within the Pike National Forest. Mount Evans Wilderness is situated just east of Guanella Pass Road, and Square Top Mountain Inventoried Roadless Area can be found just west of the Guanella Pass Road summit.

### **Byway Designation**

The Byway is known as Colorado Forest Highway 80; Guanella Pass Road, Clear Creek County Road 381; Park County Road 62; and Forest Developed Road 118. In October 1990, the Colorado Transportation Commission designated Guanella Pass a State Scenic and Historic Byway. In February 1991, the Chief of the Forest Service designated Guanella Pass a National Forest Scenic Byway. Both state and federal nominations were submitted jointly by Park County, Clear Creek County, South Platte Ranger District of the Pike National Forest, and Clear Creek Ranger District of the Arapaho National Forest. (A detailed description highlighting the historical background of Guanella Pass Road appears in Appendix B).

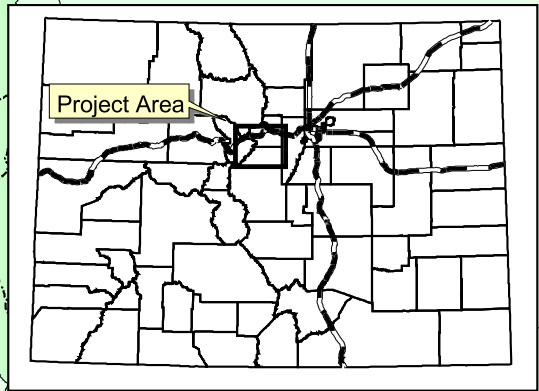
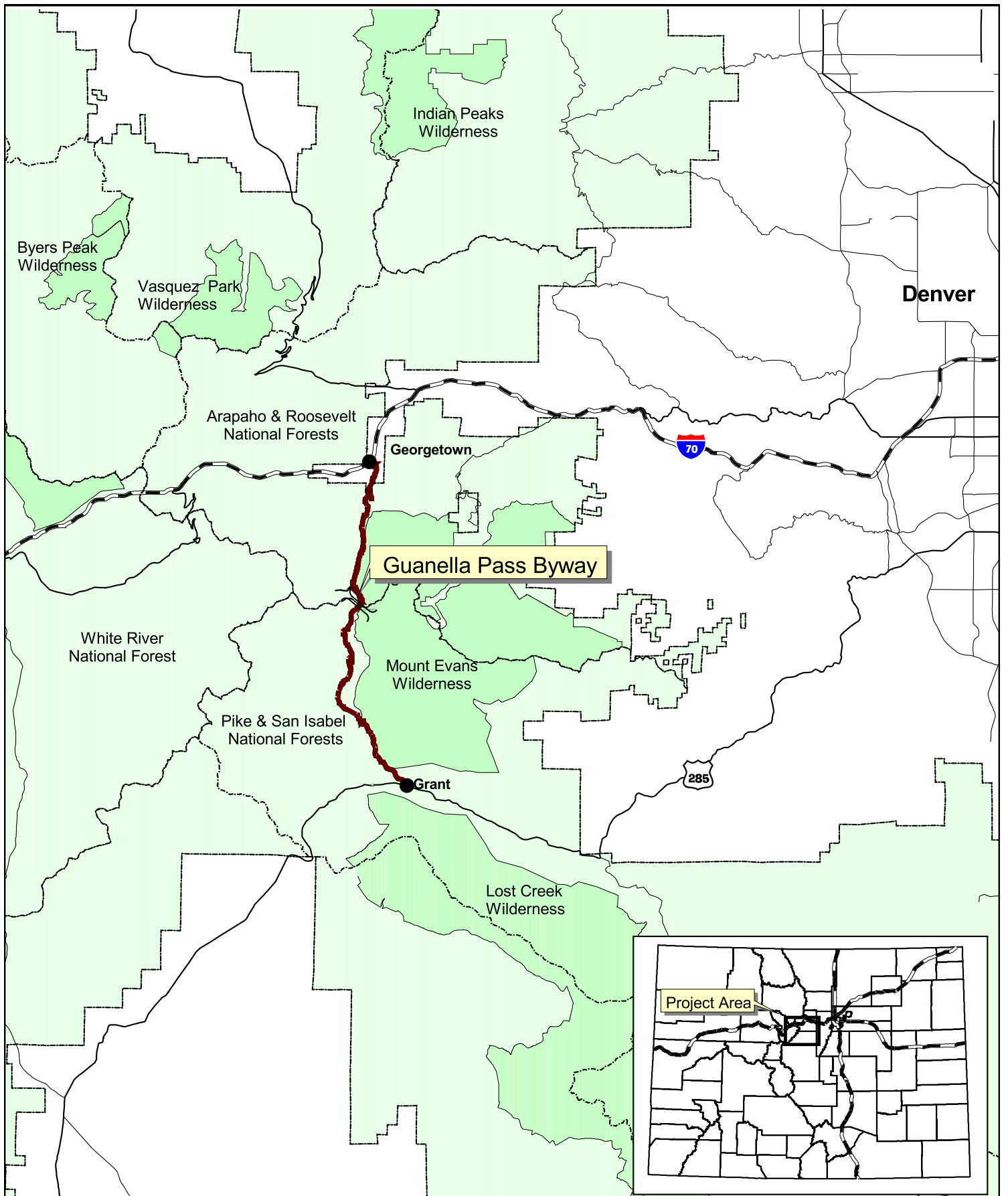
### **Setting**






The Byway is a high mountain treasure nestled among the majestic peaks of Colorado. The Byway features breathtaking scenery of the Rocky Mountains. Grand works of geologic uplift, recent glaciation, and diverse ecosystems have created an awe-inspiring landscape that calls visitors to explore and discover its many wonders. The history of the area dates back millennia to when Mountain Utes and their predecessors harvested the abundant wildlife of the region. Later, Europeans came to the area for trapping and for precious metal extraction. Today's visitors enjoy exploring the rustic mining history, spectacular alpine scenery, challenging outdoor recreation opportunities, and the peace of wilderness.

The Byway corridor provides access to trailheads, wilderness, campgrounds, picnic areas, and also a wide variety of recreation opportunities along its winding mountain path between historic Georgetown and Grant. As the road crests the summit of Guanella Pass, the elevation reaches 11,569 feet above sea level. This 24-mile route draws thousands of visitors every year, with the majority of use occurring in summer and fall<sup>1</sup>.

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<sup>1</sup> A detailed summary of visitor origin and destination, as well as purposes of visitor travel can be found in the 1995 Origin/Destination Study (Guanella Pass Road Traffic Study – Technical Memorandum No. 1).



-  Guanella Pass Byway
-  Wilderness Area
-  National Forest
-  Interstate Highway
-  State Highway

0 5 10 Miles



Figure 1  
Location Map

### **3. PLANNING PROCESS**

Development of a CMS for the Byway has been a challenging process. The Byway straddles two National Forests, two counties, and includes the Georgetown-Silver Plume National Historic Landmark District at the northern gateway.

The first attempts at developing a Corridor Management Plan (CMP) date back to 1995, when the Forest Service developed a draft document using citizen-based working groups. In 1997, the Clear Creek County Tourism Board (CCCTB) continued on this effort by forming the Guanella Pass Scenic and Historic Byway Coalition to complete the CMP. This coalition consisted of many of the same individuals, local and federal government agencies, and nonprofit organizations involved in development of this CMS. In March 1999, upon the recommendation of the coalition, CCCTB adopted the plan for the Byway segments in Clear Creek County. This plan did not include interpretive, signage, or marketing elements, as these were to be finalized following the FHWA's Road Improvement Project for Guanella Pass. After additional work on the 1997 plan, a revised CMP also was adopted by CCCTB in December 2000. Unfortunately, this document did not meet the management requirements of all concerned agencies, organizations, and the public.

This CMS has been developed to complement the Land and Resource Management Plans for both the Pike and Arapaho National Forests by providing overall direction for resource management of National Forest lands within the Byway corridor. The CMS provides recommendations for the corridor through: specific descriptions of the Byway's desired future condition; project identification; and sets the stage for developing priorities for potential projects for each management element of the Byway.

#### **Developing the Draft CMS**

In February 2001, a consortium of Forest Service employees and community leaders gathered to develop a Draft CMS for the Byway. One of the primary goals of the Draft CMS was to develop a range of management strategies to restore, conserve, and protect the intrinsic qualities of the Byway. The Draft CMS highlighted three general management strategies:

- Strategy 1 – Highly Defined Park-Like Experience
- Strategy 2 – Intermediate Development
- Strategy 3 – Recreation Emphasis at Lower Elevations

The strategies were designed to provide a full spectrum of management recommendations for the Byway, and provide a frame of reference for development of the final strategy. Strategy 1 portrayed a developed park-like experience by utilizing entrance booths, designated parking and camping, paved road surfacing, and extensive interpretation and educational opportunities. Strategy 3 provided the highest level of resource protection

through closure of Guanella Pass between Duck Lake and Naylor Lake, with an emphasis on recreational use along the lower portions of the Byway. Strategy 2 provided increased resource protection and recreation management compared to current conditions with provisions for limited enforcement, and recommended rehabilitating gravel portions of the road with macadam.<sup>2</sup>

Following completion of the Draft CMS in June 2001, the Forest Service hosted several open house meetings to distribute the plan, invite the public to participate in the development of the Final CMS, and gather comments and ideas for management strategies along the Byway. Also, copies of the document were mailed to over 150 individuals and posted on a website specifically devoted to the Guanella Pass Scenic and Historic Byway Corridor Management Strategy.

### Scenic Byway Committee

In July 2001, a committed group of local individuals and stakeholders joined to form the Guanella Pass SBC. Individuals that participated on the SBC represented the following organizations:

- Clear Creek County Commissioners
- Clear Creek County Tourism Board
- Clear Creek County Open Space Commission
- Clear Creek County Economic Development Corporation
- Town of Empire
- Town of Georgetown
- Colorado Mountain Club
- Scenic Colorado
- Tumbling River Ranch

Additional SBC members included Town of Georgetown residents and a business owner, Park County residents and landowners, Clear Creek County residents, and a citizen-at-large from the Town of Dillon. Representatives of the Park County government attended three SBC meetings and a representative of the Park County Office of Tourism and Development provided input over email on portions of the plan that were relevant to Park County. Each SBC meeting was open to the public and frequently attended by representatives of non-profit organizations such as the Sierra Club. Over the course of four months, each SBC member spent over 70 hours in 17 meetings, as well as additional time reviewing meeting materials.

One or more Forest Service personnel also attended each SBC meeting to provide insight and recommendations on general strategy development and resource management issues. Technical assistance related to resource interpretation and road surface issues were provided by the Colorado Division of Wildlife and the Colorado Local Transportation Assistance Program, respectively.

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<sup>2</sup> Macadam is a bituminous material that binds the road surface together with a mixture of crushed rock, ground glass, and other additives (often comprised of odd-sized rock).

## 4. VISION AND GOALS

The vision statement for a CMS is intended to describe the value, purpose, and future of the Byway. The vision statement also provides a foundation from which to establish goals and management strategies that will protect the Byway's intrinsic qualities.

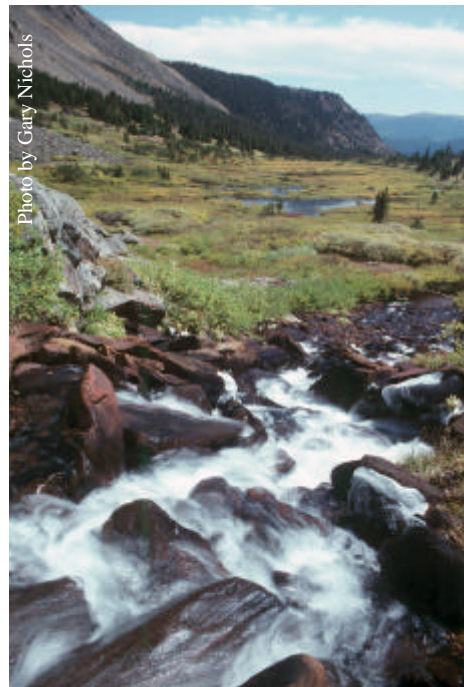
### Vision

*“Recognizing the unique scenic qualities, fragile ecosystems, and historic significance of the Guanella Pass Scenic and Historic Byway, the Corridor Management Strategy is cooperatively developed to ensure the proper management, preservation, and interpretation of the natural, cultural, historical, archeological, and recreational resources for visitors, residents, and future generations.”*

### Goals

Goals are developed to translate the vision into reality. They focus the vision in a way that can be articulated in the planning process. Goals identified by the SBC for Guanella Pass (not listed in order of priority) included the following:

- Manage the natural resources and human use in a sustainable manner that restores, conserves, and protects the diverse plants, animals, and ecosystems along the corridor.
- Maintain and improve water quality to satisfy federal, state, and local requirements and to satisfy Forest Service standards on federal lands.
- Maintain and improve air quality to satisfy federal, state, and local requirements and to satisfy Forest Service standards on federal lands.
- Protect, conserve, and enhance the scenic, cultural, archeological, historical and paleontological resources of the corridor.
- Provide environmental education opportunities to develop a user ethic regarding resource protection where users understand, support, and follow the rules, regulations and guidelines along the corridor.



Water quality improvement is one of the goals identified by the SBC.

- Manage recreation opportunities in locations to enhance visitor experience, provide for user safety, and protect the ecosystem.
- Develop multi-jurisdictional, cooperative management of resources and recreation along the Byway.
- Maintain appropriate access to support the various uses along the corridor.
- Provide interpretive and educational opportunities related to the natural and historic features so visitors may develop an appreciation for the unique qualities of the corridor.
- Consider the reciprocal relationship between the CMS and its impact on local communities, citizens, businesses, and private property owners.
- Develop monitoring and evaluation strategies to ensure the long-term protection of the Byway's intrinsic qualities.
- Manage the corridor in a way that considers existing uses and respects designations of adjacent lands, including the Georgetown-Silver Plume National Historic Landmark District.

## 5. INTRINSIC QUALITIES

Intrinsic qualities are defined as inherent, essential, unique, or irreplaceable features that are considered representative or distinctly characteristic of an area. These may occur as natural features or remnants of prior tenants of the land. Intrinsic qualities create a sense of place unique to an area. The six intrinsic qualities recognized by the National Scenic Byway Program are: scenic, recreational, historic, cultural, natural, and archaeological. The Byway corridor possesses all six of these qualities.

### Scenic Qualities

The Byway offers visitors a rich diversity of scenic views, from dense montane forests to high alpine tundra. The narrow, winding mountain road provides a rustic, low-speed experience that includes a variety of vegetation patterns and landforms, with canyon walls and long site distances that create a visual sequence unique to this corridor. Such scenic qualities elicit a range of sensations from confinement to being on top of the world. At night, far from city lights, the skies are brilliant with constellations.



Photo by Tim Sullivan  
Guanella Pass offers spectacular views of Mt. Evans Wilderness.

Much of the Byway parallels the western boundary of the Mount Evans Wilderness and provides outstanding views and photographic opportunities of wide-open mountain valleys, the Sawtooth Ridge, alpine wetlands, and numerous wildlife. From the summit of Guanella Pass, visitors experience majestic Mount Bierstadt (14,060 feet), one of Colorado's more popular fourteeners. During the spring and summer, high alpine meadows come alive with a diverse array of blooming wildflowers. In the fall, the Byway provides one of the premier vantage points from which to view the aspen leaves turn golden-yellow before the onset of winter.

Additional scenic opportunities for visitors can be found where cascading waterfalls have helped to form Geneva Creek Canyon, south of the Guanella Pass summit overlooking Duck Lake, and along the many hiking trails that are accessed from the road. One of the most scenic treks accessible from the road is the Waldorf cutoff, which follows the



Argentine Central roadbed to the top of Mount McClellan. From there, 176 mountain peaks are visible, including Pikes Peak, Ouray Peak, Mount of the Holy Cross, Longs Peak, Mount Evans, and Mount Rosalie.

## Recreational Opportunities

The Byway corridor provides a variety of recreational opportunities including backpacking, bicycling, wildlife watching, hiking, camping, fishing, four-wheeling, horseback riding, hunting, mountaineering, orienteering, picnicking, photography, rock hounding, sightseeing, nordic skiing, snowshoeing, snowmobiling, ATV riding, and auto touring. Also found along the Byway are sub-alpine lakes, a private dude ranch, a historic community, and several winter recreation staging areas. Developed recreation sites along Guanella Pass are depicted in Table 1.

**Table 1. Developed Recreation Sites along Guanella Pass.**

CAMPGROUNDS	NUMBER OF SITES
Clear Lake	8
Guanella Pass	17
Geneva Park	26
Burning Bear	13
Whiteside	7
PICNIC AREAS	NUMBER OF SITES
Clear Lake	4
Duck Creek	5
Geneva Creek	5
TRAILHEADS WITH PARKING LOTS	
Silver Dollar Lake	
Guanella Pass	
Silverdale	
Abyss Lake	

The Byway corridor includes the Continental Divide Trail (a National Scenic Trail), and a segment of American Discovery Trail, the nation’s first coast-to-coast non-motorized trail. The 73,000-acre Mount Evans Wilderness is located just to the east of Guanella Pass Road between Cabin Creek Reservoir and US Highway 285. Square Top Mountain Roadless Area is located to the west. Both areas are popular for non-motorized activities ranging from mountain hiking to wildflower viewing. Visitors may try their luck at fishing from several of the high lakes in the area. Abyss and Frozen lakes (in the Mount Evans Wilderness) and the neighboring Square Top Lakes (in the Square Top Mountain Roadless Area) all have cutthroat trout. All of these lakes are above 12,000 feet and often ice-covered until mid-June. The Square Top Lakes are a two-mile hike from the top of Guanella Pass and Abyss and Frozen Lakes are accessed from the Scott Gomer Trailhead. Roadside lake fishing opportunities also are provided at Clear Lake Fisherman’s Access and Picnic Area, four miles from Georgetown. This area is managed cooperatively by the Forest Service and Xcel Energy (formerly Public Service Company).

Other opportunities to recreate are available in the Towns of Georgetown and Grant. Georgetown, a National Historic Landmark District, offers dining, shopping, strolling, and exploring the history of the area. Grant, the Byway's southern gateway, offers opportunities to dine and pick up last minute sundries.

## Historic and Cultural Resources

Guanella Pass originated from a network of wagon roads that connected mines, timber mills, communities and railroads located south of Georgetown and north of Grant. Formal development of the route started in 1915. In the late 1940s and early 1950s, Clear Creek County Commissioner and Road Supervisor, Byron Guanella, after whom the pass is named, continued improvements on the existing road. By 1951, Guanella completed construction to the summit and created the connection from Naylor Lake to Duck Lake and the road to Grant.

### *Town of Georgetown*

Georgetown was named after one of two bothers that discovered gold in the valley where the town now stands. In 1864, George and David Griffith were prospecting the creek above Idaho Springs when they discovered gold at the confluence of the two streams in the approximate area of current day Eleventh Street. They promptly staked their claim and established the Griffith Mining District. The news started a boom and the town, referred to as George's Town, began to grow. However, only \$2,500 worth of gold was found, so in 1864 the focus of mining shifted to the rich silver veins contained in the mountains to the south and west of George's Town.

In 1868 the citizens of George's Town and Elizabeth's Town gathered at the south end of the valley under the shadow of Leavenworth Mountain and decided to unite under one name, Georgetown. Silver production reached its peak in the late 1860s, and Georgetown became known as the "Silver Queen of the Rockies." By the end of the 1860s, silver production in the Georgetown/Silver Plume area was among the highest in the world.

By 1877, there were some 5,000 people living in the valley and the Colorado and Southern Railroad was completed through Clear Creek Canyon from Denver to Georgetown. In 1884 the unique Georgetown Loop was completed, connecting Georgetown to Silver Plume. The original plan was to construct tracks from Georgetown over the divide at Loveland Pass and into the Blue River Valley leading to Leadville. The Loop proved to be an extraordinary engineering feat, for the elevation of the stretch from a series of loops and trestles culminates in the famous "High Bridge" spanning 300 feet in length and standing 96 feet



Georgetown was known as the "Silver Queen of the Rockies" in the late 1800s.

above Clear Creek at the “Devil’s Gate.” Around 1893, mining started on a downward spiral and the Georgetown Loop became more of a tourist attraction, drawing visitors from all over the world.

In the 1930s the “High Bridge” was dismantled. This structure has now been reconstructed by the Colorado Historical Society as a mining-transportation interpretive site with the financial assistance of the Boettcher Foundation. The State Historical Society offers a tour of the 600-foot deep Lebanon Silver Mine. From Memorial Day weekend through September, a private concessionaire offers rides along the Loop on a historic narrow gauge train as well.

As silver, lead, and zinc production tapered off at the turn of the 20th century, the famous narrow gauge Colorado & Southern Georgetown Loop train, which continues to attract many tourists, gained economic importance. A spur line, the Argentine Central, was constructed in 1906 from Silver Plume, around Pendleton Mountain, to Waldorf and up Mount McCellan. The brief rebirth of mining prior to World War I spurred the development of a major mill in Silverdale, necessitated the construction of the present day “Georgetown switchbacks” on Guanella Pass Road, and altered the configuration of the route between Silverdale and Green Lake.



Georgetown’s 6th Street circa 1940.

In 1976 the U.S. Department of Interior recognized the historic significance of the Town of Georgetown by designating the Georgetown Silver Plume Mining District as a National Historic Landmark District. Today, there are over 200 Victorian structures built during the silver mining boom days of the late 19th century, many of which are on the National Register of Historic Places.

### *Town of Grant*

The Town of Grant was named for Ulysses S. Grant in the summer of 1868 by the Schyler Colfax party as they passed through the area. In 1873, former Governor John Evans organized the Denver, South Park and Pacific Railroad, which reached Platte Canyon in 1878 on its westward push to Fairplay and Leadville mining areas. By 1879, the Town of Grant served as a railroad station and shipping facility along this route. With the establishment of the railroad, the Town of Grant supported large-scale logging and became a shipping point for lumber, railroad ties, and pulpwood. It also served as a stopping point for the famous “Fish Train,” which accessed summer resorts such as Geneva Lodge during the early 1900s. As mining and timbering declined, the Denver, South Park and Pacific Railroad provided transportation to summer resorts and changed Park County’s economic

base to tourism. After the closing of the railroad in the 1930s, US Highway 285 was built following much of the old railway from Bailey to Grant.

### *Adjacent National Forests*

Today, the Arapaho National Forest encompasses much of the adjacent lands to the north of Guanella Pass summit and the land south of the summit lies within the Pike National Forest. There were many separate Public Laws and Presidential Proclamations that created the Pike and Arapaho National Forests. In 1892 the President created the South Platte Forest Reserve. On May 12, 1905, by consolidation of land from the South Platte Forest Reserve, Plum Creek Timber Land and Pikes Peak Timber Land, the Pikes Peak Timber Land Reserve was established. Then on July 7, 1908, some of this land was transferred to the Arapaho and Leadville National Forests and the name of the reserve was changed to the Pike National Forest.

The 73,400-acre Mount Evans Wilderness, which was congressionally designated as wilderness in 1980, is located within both National Forests and lies just east of Guanella Pass road, spanning from Clear Lake south to the Town of Grant. Square Top Mountain Roadless Area lies to the west of Guanella Pass with 6,444 acres recognized within the Arapaho National Forest Plan and 6,240-acres identified within the Pike National Forest Plan. Under the 1979 Roadless Area Review and Evaluation II (RARE II) process, this area is also classified as a “non-wilderness” Roadless area.

National Forest lands are managed to meet legal mandates for providing multiple uses. Nationally designated wilderness lands are administered for the use and enjoyment of the American public in such manner as will leave them unimpaired for future use and enjoyment as wilderness. Roadless areas placed in the non-wilderness category will, consistent with current laws, regulations, and national policy, and within constraints of existing management plans, be available for resource utilization such as logging, intensive grazing, recreation site development, dispersed motorized recreation use, etc. Roadless areas made for non-wilderness uses are managed in accordance with existing multiple use or land management plans until such time as plans are revised in accordance with Section 6 of the National Forest Management Act.

### *Heritage Areas*

In 1997, Governor Roy Romer formally recognized the historic significance of two silver mining areas that are connected by Guanella Pass: the Silver Heritage Area of the Upper Clear Creek and the South Park Heritage Area. The Silver Heritage Area includes the drainage of the main and south Branches of Clear Creek extending along



Geneva City is one of many significant historical sites found in the Byway corridor.

the ridgelines north of Georgetown and Silver Plume to the Continental Divide just north of Loveland Pass and following the Divide across the summit of Guanella Pass to the ridgelines south of Georgetown. The Silver Heritage Area has outstanding wildlife and scenic assets and recreational opportunities. It also encompasses the history and cultural artifacts of Colorado's premier 19th century silver mining district. With the Georgetown Silver Plume National Historic Landmark District at its core, the Silver Heritage Area expands to include the former mining camps of Silverdale, Waldorf and Stevens Creek and timbering valleys of Guanella Pass, Kearney and Brown Gulches. The Heritage Area designation encourages a balanced interpretation, protection and enjoyment of all resources.

The South Park Heritage Resource Area was established to identify the most valuable natural and cultural resources in South Park, while monitoring the occurrence of growth and change. Conservation strategies are now being developed for over 60 sites that have high heritage value, are unique or are threatened. Among other things, this program provides owners with a variety of land use and resource management alternatives for their property, both now and in the future.

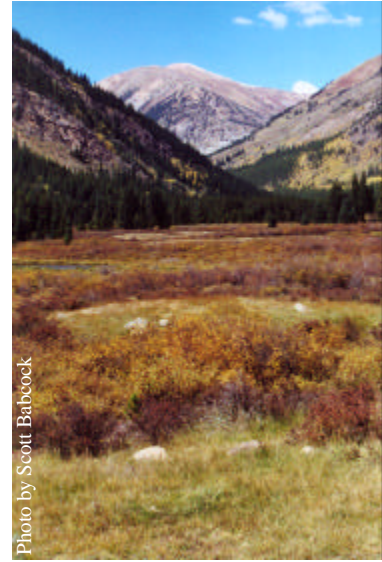
### *Modern Day History*

Guanella Pass continues to draw visitors for its historic value. Historic or inactive mines, mill buildings, cabins, mine structures, aqueducts, wagon roads, and scattered artifacts dot the landscape and act as reminders of the historic relationship of humans and the land. A contemporary symbol of that connection is the Cabin Creek Hydroelectric Facility, which mirrors the water-powered turbines at the historic Marshall Mill Site dating to the late 1870s. The Cabin Creek Hydroelectric Facility has a unique system of pumping water into storage lakes for release into the turbines when power demand is high. Robert's Tunnel, which is located less than one mile west of the Town of Grant, is another modern day engineering marvel. The 23.3 mile-long tunnel, which was completed in 1962, is used to convey water stored in Dillon Reservoir under the Continental Divide into the North Fork of the South Platte River at a rate of 1,020 cubic feet per second.

## Natural Resources

### Geology

The uplift that formed the Rocky Mountains occurred during the Mesozoic and Early Cenozoic eras. The latter uplift was followed by a series of glacial events, the latest ending just 10,000 years ago. Recent glaciation is responsible for the varied topography in the area, from the U-shaped valley on the Grant side of the corridor to the hanging valleys along the Georgetown section. Scouring and erosion exposed underlying Precambrian rock, revealing the mineral riches that brought about the area's early mining development. The uplift and subsequent glaciation created dramatic topographic relief leading to the development of the Byway's distinctive biological diversity.



Dramatic topographic relief as seen in the Geneva Creek valley.

### Native Vegetation and Wildlife

The rich diversity of flora and fauna along the corridor is created through a blend of changes in elevation, temperature gradients, and precipitation patterns. These factors play a role in the development of three distinct life zones along the Byway corridor: the upper montane zone, the subalpine zone, and the alpine zone.

The upper montane zone ranges from the flanks of the pass up to 9,500 feet in elevation and supports black bear, mountain lion, pine marten, bobcat, mule deer, elk, coyote, raccoon, trout, beaver, Stellar's jay, and Abert's squirrel. Ponderosa pine and Douglas-fir are the predominant tree species, with patches of aspens interspersed. Broad willow flats with sedges and riparian grasses dominate the moist meadows, while mountain mahogany shrublands can be found on drier slopes. Thousands of years of beaver pond construction in the wide valleys have facilitated the development of complex aquatic ecosystems, broad wetland and riparian areas, and meandering channels.

Rising to 11,500 feet is the transition to the subalpine zone where Engelmann spruce and subalpine fir become the dominant species, retaining some mixture of aspens at lower elevations. Other species of trees scattered throughout this zone include limber pine and bristlecone pine, which have a lifespan that commonly exceeds 1,500 years. Disturbance, predominantly from fires, has created large areas within the upper montane and subalpine zones that are dominated by lodgepole pine. Clark's nutcracker, golden eagle, red-tailed hawk, blue grouse, mountain chickadee, and gray jay find habitat in this life zone, as well as cottontail rabbit, boreal toad, snowshoe hare, and Fremont squirrel. Potential habitat exists for lynx and wolverine in this zone, although it is not known if these two species currently inhabit the area.<sup>3</sup>

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<sup>3</sup> One introduced lynx was found dead during the winter of 1999-2000 in the area. The Colorado



Wildflowers such as columbine blanket the alpine meadows at higher elevations.

Higher still is the alpine zone, a tundra community extending from timberline to the top of Mount Bierstadt at 14,060 feet, with a harsh environment and a short growing season. This life zone is characterized by the dominance of elk sedge, low willow, hairgrass meadow, and small fens and ponds. Strong winds, low temperatures, and shallow soils make this area especially vulnerable to the impacts of overuse. Supporting one of the largest alpine willow carrs in Colorado, this landscape is home to pika, bighorn sheep, mountain goat, and

marmot. The extensive willow carr provides critical winter habitat and nesting grounds for white-tailed ptarmigan and nesting opportunities for rosey finch, water pipit, and white-crowned sparrow.

Both Arapaho and Pike National Forests have land and resource management plans that identify and provide guidance for monitoring Management Indicator Species including: snowshoe hare, golden eagle, ptarmigan, mountain goat, beaver, and elk (ARNF 1997 and PSNF 1984). The Byway corridor also provides habitat for Canada lynx,<sup>4</sup> a federally threatened species, and several sensitive species including the boreal toad, northern goshawk, and wolverine. Sensitive plant species in the corridor include Porter's feathergrass, Weber's monkeyflower, and northern blackberry. (Appendix D provides a more complete listing of Management Indicator Species, listed species, and sensitive species).

### *Fisheries*

Streams and Lakes in the Guanella Pass area were once home to native greenback cutthroat trout, now listed as threatened under the Endangered Species Act. Currently, there are fewer than 20 populations in Arapaho Pike National Forests; natural populations are not known anywhere else in the world. Recovery efforts for this fish include reintroduction into streams and lakes throughout its original range. The Greenback Cutthroat Trout Recovery Plan reports reintroduction of greenbacks into Bruno Gulch between 1986 and 1990. Further reintroduction efforts within the Byway corridor may occur in the future. In addition, incidental sightings of greenback cutthroat trout in other area streams indicate that individual fish move between stream systems.

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Division of Wildlife determined that the lynx had been killed by a bobcat (Schenk 2001).

<sup>4</sup> The Canadian Lynx Conservation Assessment and Strategy provides management recommendations for restoring native lynx populations in Colorado.

Brook trout and rainbow trout also can be found in many of the lakes and streams along the Byway corridor. Geneva Creek, from the confluence with Scott Gomer Creek upstream to the headwaters, presently does not support fish. This stretch of Geneva Creek is characterized both by extensive abandoned mine workings, iron-sulfide-rich rock mantles, and significant bog-iron deposits (Streufert 1993). Geneva Creek, from the Scott Gomer Creek confluence down to the North Fork of the South Platte River is on the state 303d list for zinc, which identifies impaired water bodies within Colorado (Colorado Department of Health and Environment 1998).



Photo by Scott Babcock

Brook trout flourish in ponds created by beaver dams along the Byway corridor.

## Archeological Resources

Previously uncovered archeological sites and historic accounts indicate that American Indian groups frequently used portions of the Byway corridor between Grant and Guanella Pass summit. Their campsites are found along the main south side stream courses including Geneva Creek, Scott Gomer Creek and Duck Creek. Their distribution suggests that the uplands area south of the pass were a summer home for Indian families; the local environments evidently furnished plentiful game and wild plant foodstuffs. Prehistoric sites also are found near Guanella Pass that suggest the Indians were harvesting alpine resources and perhaps using the pass as a travel route. The materials noted on the surface of the campsites suggest occupations in the Archaic Period (3000 B.C. to 500 A.D.) and the Ceramic Period (500 A.D. to 1880 A.D.). The Kakata and Tanana Mountains, located a few miles east of the Byway near Scott Gomer Creek were named for the Kiowa and Ute tribes.





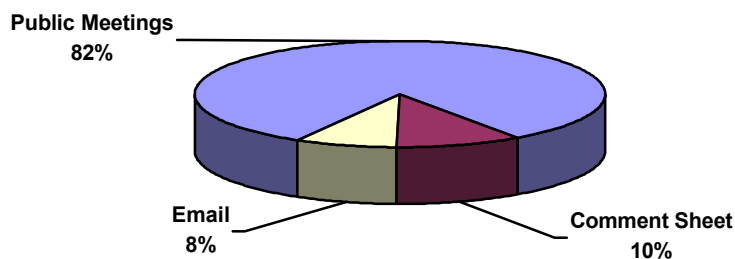
## 6. PUBLIC PARTICIPATION

### Public Comment on the Draft CMS

Members of the public were invited to comment on the Draft CMS, and list any issues and concerns they may have in relation to the Byway corridor. In total, 510 substantive comments were coded and categorized from 60 individual poster pages consisting of comments from public meetings, 15 email letters, and 14 individual hand-written letters.<sup>5</sup> These comments provided insight on what to include or address in the final CMS, and ideas for potential management strategies.

Each SBC member was provided a comment summary report that highlighted the major categories of comments, and a table that documented the total number of comments received under various subject headings (Appendix C). The majority of the comments (82 percent) were received from a series of public meetings held in Georgetown, Golden, and Bailey. Seventy people attended these public meetings—45 in Georgetown, 15 in Golden, and 10 in Bailey (Figure 2). Ten percent of the remaining comments were from written CMS comment sheets and 8 percent from email. All of the comments were from the public at large. Businesses, private organizations, local, state, and federal government agencies did not comment on the CMS.

**Figure 2. Source of Comments.**



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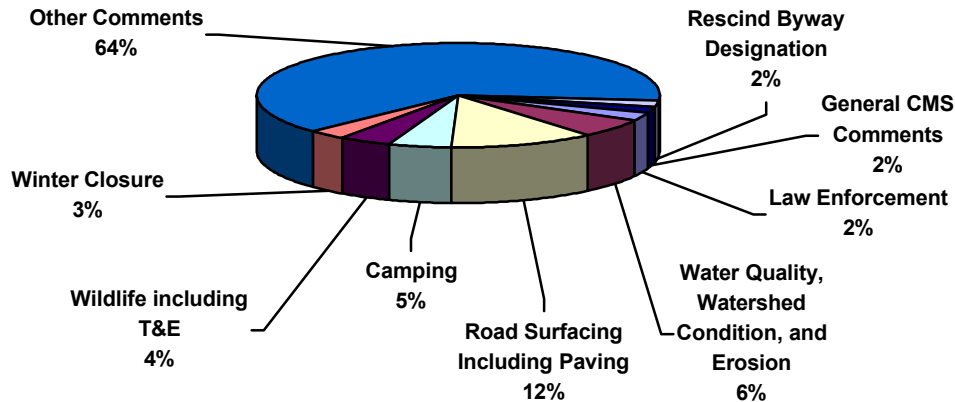
<sup>5</sup> The total number of comments is separate from the total number of commentors. For instance, one individual commentor could make as many as 20 substantive comments.

Of the 510 comments received, 28 (5.5 percent) stated that Guanella Pass should be closed for one reason or another, or in a particular location (for example, “at the top” or “at Grant”). Comments were related to keeping Guanella Pass open or “the same” totaled 24 (4.7 percent), and 16 comments (3.1 percent) indicated either a preference for or against a strategy in the CMS. Other significant comment categories included:

- Road surface types
- Water quality, erosion, and watershed condition
- Camping
- Rescind Scenic Byway designation
- Wildlife, including threatened and endangered species
- Winter closure
- Law enforcement

Percentages of the comments related these comment categories are provided below in Figure 3. For a complete listing of comment categories and substantive comments, refer to Appendix C.

**Figure 3. Significant Comment Categories.**



### *Results Specific to Written and Email Comments*

Overall, email and written comments accounted for 143 of the 510 total comments. An additional analysis was conducted of written and email comments to highlight the major concerns of those individuals that submitted the 29 individual written and email letters. Of these 29 individual email and written letters, 9 (31 percent) commentors favored rescinding the Scenic and Historic Byway designation. Five commentors (17 percent) favored closing the Byway at the summit and expressed the desire to leave the road unpaved.

## Previous Public Involvement

Development of the Draft Environmental Impact Statement for the Federal Highway Administration's (FHWA) Guanella Pass Road Improvement Project generated a large volume of public comment to date. While many of the responses were focused on the FHWA project itself, some of the remarks addressed general concerns for the Byway (FHWA 1999). Issues related to this CMS include:

- Loss or change in character of the area, desire to retain rustic, unmanaged characteristics, and back country sense of adventure.
- Overuse of Guanella Pass and its impacts on wildlife, soil erosion, water quality, quality of experience, wilderness, traffic, and noise.
- Effects on the quality of life for local residents.
- Impacts on listed, sensitive, and Management Indicator Species.
- Economic impacts to Georgetown and Tumbling River Ranch resulting from construction.
- Paving the entire length of road is inappropriate.
- Dust, runoff, and wetland impact concerns.
- Safety concerns with increased speeds caused by surface and road design changes.

Additionally, about 5,400 people signed petitions expressing overwhelming support for maintaining the rural and rustic road character along with preserving the environment by eliminating all full reconstruction, keeping the current footprint, leaving the unpaved surfaces unpaved and retaining the roadway slopes. To preserve the environment, these petitions also recommended the following: 1) the neighboring slopes along the road should be retained; 2) the native vegetation should be left undisturbed; 3) focus efforts on repairing the existing surface type and fixing the drainage; and 4) limit construction impacts on the communities and the Byway corridor. If these limited changes could not be made, the petition stated preferences for limited maintenance improvements or the "Do Nothing" FHWA alternative.

Six hundred or more letters also were written to FHWA supporting the ideas of the petition to save the rural and rustic character of the Guanella Pass corridor. Consistent with these ideas are the public comments generated during the five "town meetings" held by the Clear Creek County Commissioners throughout the County.

In addition, the last three Georgetown mayors, along with their Board of Selectmen, have concerns relating to the proposed construction and post-construction impacts on Georgetown due to the Guanella Pass improvements. The potential impacts associated with five to seven years of construction on the residents and business communities are major issues. The potential 224 percent increase in traffic would cause major problems to

the infrastructure and narrow streets of the town<sup>6</sup>. The potential noise, air, visual, and water quality impacts would need to be addressed as well. These are but a few items of great concern that have been stated to previous and present Board of Selectmen during the EIS public involvement process.

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<sup>6</sup> The potential 224 percent increase in traffic is consistent with projected traffic increases associated with alternatives 2, 4, and 5 included in the Guanella Pass Road Draft Environmental Impact Statement. In response public concern related to the potential 224 percent increase in traffic, the Federal Highway Administration developed Alternative 6, which is highlighted in the Guanella Pass Road Supplemental Draft Environmental Impact Statement.

## **7. HIGHWAY SAFETY AND VISITOR USE TRENDS**

### **Highway Safety**

Guanella Pass Road was constructed in 1952 without the aid of modern engineering standards. The existing road footprint is narrow, and inconsistent in width and alignment. Reported accident rates for the Byway for 1991 through 1997 were 3.9 per year with one fatality during the period (FHWA 1999). In the last 50 years, only two fatalities have been confirmed. The Draft EIS noted the following safety concerns:

- The existing roadway was not built to a consistent standard and there are many abrupt, sharp horizontal curves with limited sight distance.
- The existing roadway closely follows the irregularities of the surrounding terrain, which restricts sight distance and creates operational or maintenance problems.
- The roadway width is inconsistent, varying between 5.5 and 7.2 meters (18 and 24 feet).
- Switchbacks are very sharp and narrow. Large vehicles use the entire roadway to negotiate turns, often blocking the path of oncoming traffic.
- The narrow roadway width often requires vehicles of all sizes to encroach on the oncoming lane.
- Unexpected sharp turns and steep grades do not meet driver expectancy. Three short sections of the existing road provide guardrail protection; additional guardrails are warranted to protect vehicles from steep drop-offs and other roadside hazards.

Minimal shoulders, steep grades, and sharp turns combined with heavy weekend traffic make bicycle travel hazardous. Pedestrians, equestrians, and joggers are at risk when using the narrow roadway.

### **Maintaining Existing Levels of Visitor Use**

The Forest Service would like to maintain current levels of recreation use within the Byway corridor. There is a need to redistribute recreation so that areas impacted by overuse can be rehabilitated and recreation can be encouraged in areas that can better accommodate the use. Traffic volume projections could increase by 80 percent over the existing levels by the year 2015 if the 'no-action' alternative is selected and road is not improved, and 117 percent under Alternative 6 (FHWA 2000). With recreational use along the corridor in areas such as Wilderness steadily increasing, Forest Service land managers are struggling to manage the numbers of users. Now, Forest Service land managers and community planners are confronted with difficult choices. What is the best way to address increasing use? Should management objectives be oriented toward limiting the number of visitors using the area?

Should existing facilities be designed to accommodate the increasing demand? Or is there some combination of strategies that will allow both objectives to simultaneously occur in various areas? To answer these questions, several factors were considered in the CMS:

- There are limited large, flat areas outside of wetlands to construct new campgrounds and picnic areas.
- While some existing facilities could be expanded, it would be unlikely that any expansion could increase capacity by more than 10 to 15 percent.
- The Forest Plans establish standards and guidelines for wilderness use that limit the number of visitor social encounters to retain a sense of solitude.
- Some existing dispersed recreation and camping sites are in environmentally sensitive areas and should be relocated to restore riparian and wetland communities.
- The use of alternative transportation modes could allow for increased use in appropriate areas without increasing traffic through Georgetown and Grant or the need for increased parking along the corridor.
- There is a need to manage the number of visitors along the Byway and in Wilderness.

Based on these factors, this CMS focuses on maintaining recreation and visitor use at levels similar to today. Opportunities to limit the number of users within the corridor in the future (possibly through user fees or the Forest Service fee demo program) will be explored and facilities will be designed to accommodate acceptable levels of recreation and visitor use while protecting the Byway's resources.

Increased visitation to Guanella Pass has raised visitor capacity issues in the Mount Evans Wilderness and throughout the Byway corridor. A 1995 Recreation Capacity Study prepared by the Pike National Forest showed that use on several of the trails that access the Mount Evans Wilderness exceeded the estimated social capacity by as much as 68 percent<sup>7</sup> (Forest Service 1995). Over the last three years, fences and a boardwalk have been installed to define the Bierstadt Trail and promote restoration of braided social trails through the important alpine willow carr. A desired goal for the Forest Service is to develop a similar social capacity analysis for the entire Byway corridor and manage the area to meet the desired capacity, as well as develop a wilderness-use management strategy.

## Parking Capacity

Increased levels of visitor use also have placed a strain on parking. Existing parking areas at the summit of Guanella Pass currently accommodate 50 vehicles. Frequently the demand for parking exceeds this capacity and as many as 200 vehicles have been observed parking

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<sup>7</sup> Estimated social capacity is defined as people at one time, and encounters between groups and is based on Forest Plan Standards and Guidelines.

along the road near the summit. Parking shortages also are a problem in the Town of Georgetown, particularly on busy summer weekends and during the fall season.

Parking capacity in developed sites, undeveloped sites, or sites accessible from the Byway are estimated at 907 vehicles. Table 2 identifies the type of parking, number of spaces, and projects the total number of people that could be recreating in the corridor at one time (using an average of 2.2 people per car).

**Table 2. Parking Capacity Table**

TYPE OF SITE	NUMBER OF FACILITIES	NUMBER OF POSSIBLE PARKING SPACES	AVERAGE NUMBER OF PEOPLE PER CAR	TOTAL POSSIBLE PEOPLE
DEVELOPED CAMPGROUNDS	5	72	2.2	158
PICNIC AREAS	4	39	2.2	86
TRAILHEADS	5	86	2.2	189
VISTA POINTS	6	26	2.2	57
UNDEFINED PARKING	NA	65 north of summit, 47 south of summit	2.2	246
UNDEFINED PARKING <sup>3</sup> / <sub>4</sub> GUANELLA PASS	NA	250	2.2	550
- GENEVA CREEK, BRUNO	NA	70	2.2	154
- WALDORF	NA	30	2.2	66
UNDEVELOPED CAMP AREAS	3 north of summit, 3 south of summit	60 north of summit, 30 south of summit	2.2	92
BUSINESS/RESIDENTS	12 north of summit, 7 south of summit	50 north of summit, 82 south of summit	2.2	290
<b>TOTAL</b>	<b>NA</b>	<b>907</b>	<b>2.2</b>	<b>1,995</b>

Source: MK Centennial 1995b.

\*Georgetown parking not included in these numbers.

### Average Daily Traffic

Several vehicle counts have been conducted over the last decade to assess the number of users and use patterns along Guanella Pass. Average daily traffic counts vary based on location because many visitors stop to recreate along the corridor rather than drive the entire length of the road. According to traffic volume studies conducted by MK Centennial in 1995, the annual average daily traffic (AADT) recorded just north of Grant was 218 vehicles, and just south of Georgetown the AADT was 327 vehicles. In the fall, when visitor numbers reach their maximum, the AADT reaches 1,671 vehicles south of Georgetown and 969 north of Grant. Traffic levels also fluctuate by day of the week. Over 50 percent of weekly traffic occurs on Saturday and Sunday (MK Centennial 1995a and MK Centennial 1995c).



## **8. MANAGEMENT STRATEGIES**

### **Background**

Developing management strategies for Guanella Pass was a complex process. In developing strategies, the SBC assimilated a wide range of information including advice from expert speakers related to Byway resources, public comments and recommendations, as well as information in the Draft CMS and other related planning documents. As the primary land manager along the Byway, the Forest Service played an integral role in assisting the SBC with regard to strategy development. Forest Service personnel provided insight related to impacts on existing resources associated with current and projected future use levels, management issues, and potential solutions for preserving and enhancing the Byway's intrinsic qualities.

### **Corridor Boundary and Management Zones**

The boundary for the CMS includes all the recreation opportunities and use areas accessed via Guanella Pass Road. To protect natural resources and scenic qualities of the Byway corridor, the corridor boundary incorporates much of the viewscape, important watershed boundaries, biologically significant areas, as well as the fingers of Waldorf and Geneva Creek basins. This delineation promotes restoration and protection of the intrinsic qualities of the corridor and addresses the full range of recreation management along the Byway.

The Byway provides access to a wide variety of settings and visitor uses from residential areas and employee facilities, to the solitude of Mount Evans Wilderness. For planning purposes, the Byway has been divided into management zones to highlight the settings and typical uses, and their location along the Byway corridor. Management zones were established based on distinctive physical, biological, geographic, recreation, and scenic characteristics. These zones are listed below and highlighted in Figure 4.

- Management Zone A – Georgetown
- Management Zone B – Georgetown to Cabin Creek
- Management Zone C – Waldorf Basin
- Management Zone D – Cabin Creek to Naylor Lake Road
- Management Zone E – Naylor Lake Road to Duck Lake
- Management Zone F – Duck Lake to Falls Hill
- Management Zone G – Geneva Basin and Bruno Gulch
- Management Zone H – Falls Hill to Grant
- Management Zone I – Mount Evans Wilderness

Each management zone is defined by desired conditions and recommended action items, which are depicted in Table 3.

## General Recommendations for the Entire Byway

Before site-specific strategies were developed for particular management zones along the Byway, the SBC agreed upon sixteen general recommendations for the entire Byway. These general recommendations helped to broadly define an overall strategy for the entire Byway, and are designed to protect Byway resources and maintain a quality visitor experience.

- 1) A fee system and/or fee demo system should be explored and used to help manage visitor use.
- 2) Parking and camping would be allowed only in designated areas with adequate facilities or within Forest Service guidelines. The Byway would be designed to clearly mark areas intended for recreation and discourage use in areas to be restored and revegetated.
- 3) Resource protection would be most effective by restricting access to especially sensitive areas and providing for interpretation of the natural environment, resource protection, land stewardship, unique features and cultural resources through any combination of methods.
- 4) Interpretation would stress the importance of “user ethics” on preserving all resources. Resources to identify, preserve, and interpret include but are not limited to:
  - a) Archeological and historical resources, such as logging/sawmill sites; wagon road routes, including abandoned portions of the Guanella Pass Road; mining-related sites; and human uses.
  - b) Natural resources, such as wildlife habitat, management indicator species and threatened or endangered species, common and rare plant species, and geologic features.
  - c) Role of water on shaping the land, ecosystems, and human use, such as types of streams, water quality, geologic effects, plant/wildlife needs, and mining/water use facilities.
- 5) The purpose of roadway work is to protect natural resources, provide safe travel, protect water and air quality, and provide access to corridor visitors. Through use of the design exception process, the roadway of the vehicular corridor should be maintained within the parameters of context sensitive design recommendations (FHWA 1995 and Myerson 2000). The goals in doing so include:
  - a) Limit speed to 20 mph through design.
  - b) Incorporate techniques to manage off-road access – especially to sensitive areas.
  - c) Improve and enhance existing visual quality and protect the scenic environment.
  - d) Enhance visitor experience.

- e) Retain existing road footprint not to exceed 22 feet including horizontal and vertical curves, slopes, and vegetation to the road edge.
- 6) Through a carrying capacity study, determine visitor carrying capacity and manage appropriately.
- 7) Studies should be completed as soon as possible to ascertain if use along the Byway should be restricted seasonally or throughout the year.
- 8) Manage off-road access, vehicle and non-motorized use (including horseback riding, hiking, etc.).
- 9) Encourage conservation tools including scenic easements, conservation easements, land exchanges and open space acquisitions while respecting private property rights.
- 10) Drainage and cut slope problems should be corrected regardless of degree of roadwork. Minimize impacts on vegetation with respect to construction.
  - a) Revegetate cut and fill slopes and restore native vegetation and eradicate noxious weeds.
  - b) Use techniques that do not include laying back slopes to revegetate.
- 11) All retaining structures should maintain a natural appearance (i.e., dry stack native rock, wood, etc.).
- 12) Where necessary, the Forest Service should focus resources on identifying critical areas throughout the Byway corridor to improve environmental quality.
- 13) Encourage cooperative efforts on marketing, interpretive signage and promotional materials on the Byway.
- 14) Restrict motorized recreation opportunities to designated routes.
- 15) Use road surface types that are consistent with desired conditions outlined for each management zone.
- 16) Close and rehabilitate all Forest Service non-system roads and trails except historic roadbeds.

### *Other Recommendations*

In addition to the 16 recommendations provided above, the SBC attempted to develop management recommendations related to road surface type and winter closure. However, the SBC was unable to reach consensus on management recommendations related to these issues. Despite this lack of consensus, the SBC agreed to include the proposed wording that was developed for management recommendations related to road closure and winter use, as well as the break down of SBC member votes on these issues.

In reference to road surface types, the SBC developed the following two recommendations for the entire Byway. The proposed wording for these two recommendations and the associated break down of SBC member votes is provided below.

**Proposal 1.** To preserve the rustic and rural character of the road, the road surface should be a combination of stabilized and unhardened road surfaces that do not contribute to the damage of the Byway's resources. [*9 votes for, 7 votes against*]

**Or**

**Proposal 2.** To preserve the rural and rustic character of the road, the road surface should be a combination of stabilized and unhardened road surfaces that do not contribute to the damage of the Byway resources and the road surface shall not be asphalt based for the entire length of the Byway. Asphalt surfaces will not be extended beyond their present use. [*7 votes for, 9 votes against*]

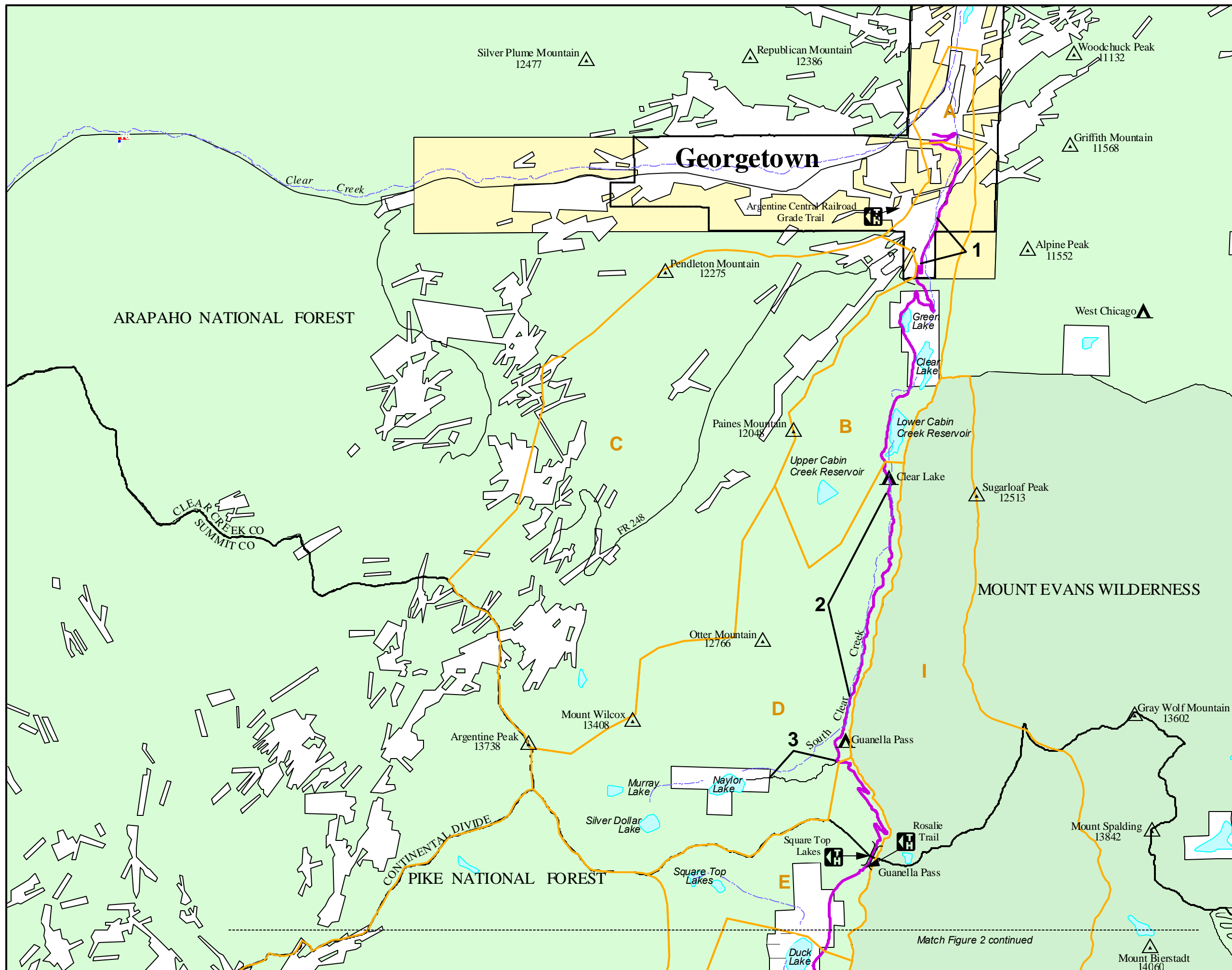
The SBC also developed the following recommendation for winter closure:

**Proposal 1.** The summit should be protected by seasonal, gated closure from Naylor Lake to Geneva Creek Road except for administrative access to protect winter wildlife habitat, encourage non-motorized winter recreation, and prevent road degradation during the shoulder season.<sup>8</sup> It is acknowledged that the various local governments, in consultation with the Forest Service, may close the road during shoulder seasons to protect the Byway and its natural resources. [*9 votes for, 7 votes against*]

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<sup>8</sup> Administrative access refers to County, Forest Service, and private landowner access only.

Figure 4  
Guanella Pass Byway Corridor Map



**LEGEND**

- A** - Georgetown
  - B** - South Edge of Georgetown to Cabin Creek
  - C** - Waldorf Drainage
  - D** - Cabin Creek to Naylor Lake Road
  - E** - Naylor Lake Road to Duck Lake
  - F** - Duck Lake to Falls Hill
  - G** - Geneva Creek and Bund Gulch
  - H** - Falls Hill to Grant
- National Forest Boundary
  - Zone Boundary
  - Guanelle Pass Road -- FH 80
  - Wilderness Area
  - National Forest
  - Historic District, County, & Other
  - Private Property
  - Picnic Area
  - Campground
  - Trail Head

**Proposed Facilities**

- 1** - Entrance Booth Locations
- 2** - Twenty-five Designated, Dispersed Campsites
- 3** - Five Designated, Dispersed Campsites

Scale 1:60,000  
1 Inch = 5,000 Feet  
0 0.5 1 Miles



11/12/2001

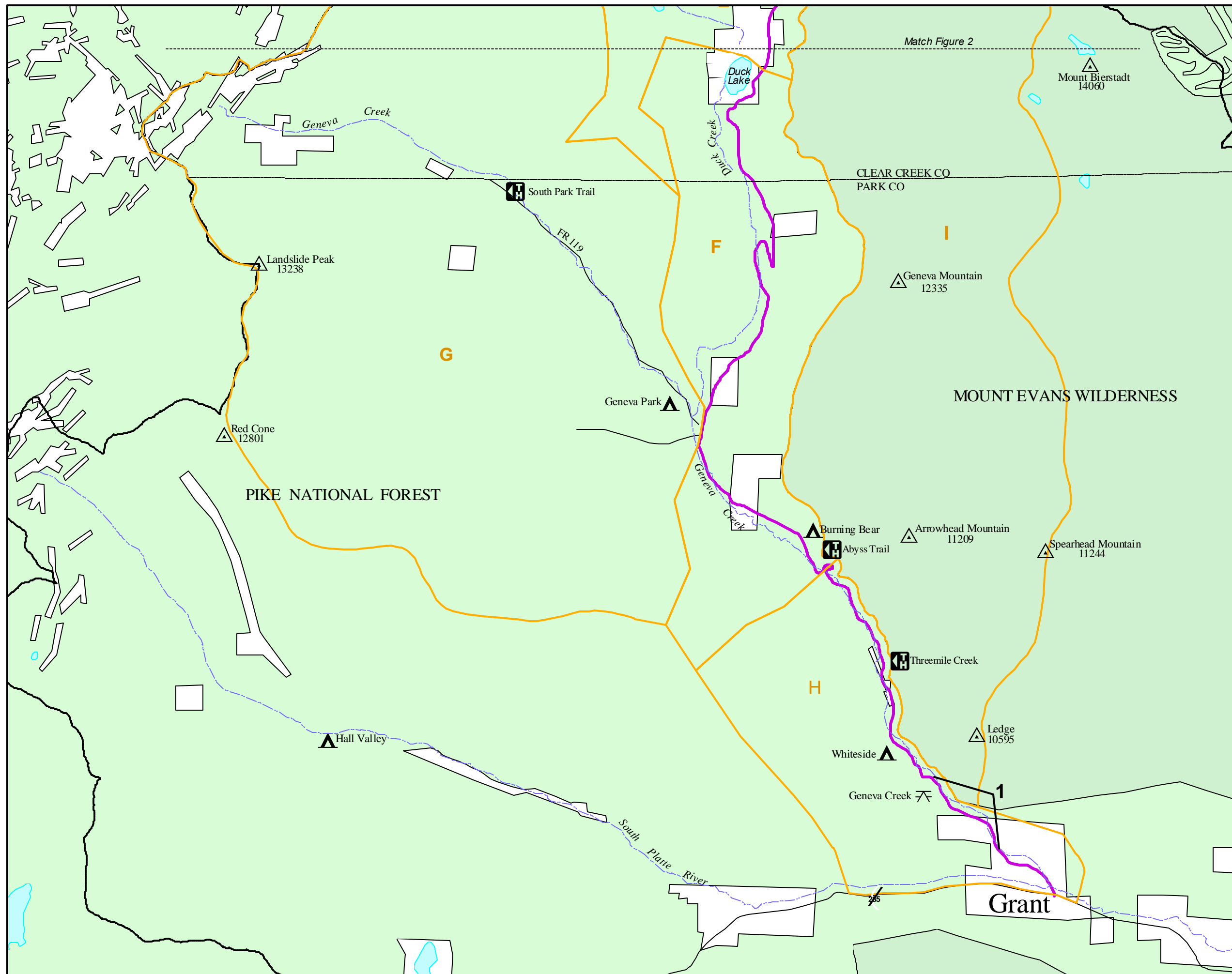
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Match Figure 2 continued

Figure 4 *continued*  
 Guanella Pass Byway Corridor Map



**LEGEND**

- A - Georgetown
- B - South Edge of Georgetown to Cabin Creek
- C - Waldorf Drainage
- D - Cabin Creek to Naylor Lake Road
- E - Naylor Lake Road to Duck Lake
- F - Duck Lake to Falls Hill
- G - Geneva Creek and Bund Gulch
- H - Falls Hill to Grant

- National Forest Boundary
- Zone Boundary
- Guanella Pass Road -- FH 80
- Wilderness Area
- National Forest
- Historic District, County, & Other
- Private Property
- Picnic Area
- Campground
- Trail Head

**Proposed Facilities**

- 1 - Entrance Booth Locations
- 2 - Twenty-five Designated, Dispersed Campsites
- 3 - Five Designated, Dispersed Campsites

Scale 1:60,000  
 1 Inch = 5,000 Feet  
 0 0.5 1 Miles



11/12/2001

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**Table 3. Management Zone Tables**

<b>MANAGEMENT ZONE A <math>\frac{3}{4}</math> GEORGETOWN</b>	
<b>DESIRED CONDITION</b>	<ol style="list-style-type: none"> <li>1. Retain Georgetown’s Victorian appeal and vibrant community as part of the Georgetown – Silver Plume National Historic Landmark District.</li> <li>2. Recognize that the Byway consists of very narrow streets thru the Historic District. These streets cannot be widened without removal of historic structures.</li> <li>3. Emphasize that Georgetown is a residential community and respect the existing environment and quality of life in the Town.</li> <li>4. Acknowledge that stability of historic structures is imperative.</li> <li>5. Offer Byway information at a new visitor center at the entrance to the Town of Georgetown and at Visitor Centers throughout Clear Creek County.</li> <li>6. Recognize the drainage difficulties that the Byway creates in Georgetown and along the switchback above Georgetown which require improved storm drainage and flood control.</li> <li>7. Enhance the entry area of the Byway (Town Entrance and along Argentine Street between 15<sup>th</sup> and 6<sup>th</sup> Streets).</li> <li>8. Acknowledge concerns regarding increased traffic on streets within the Town of Georgetown. Traffic levels should not be significantly increased.</li> <li>9. Resources and funding from the cooperative Byway Partners could be used to support the Gateway Visitors Center and Gateway Streetscape Plan and future related projects.</li> <li>10. Recognize the potential for the Town of Georgetown to limit vehicle weight and length and Byway access within this jurisdiction.</li> <li>11. Ensure that future construction and/or maintenance shall not negatively impact the residential, commercial or physical condition of the Town of Georgetown.</li> <li>12. Recognize the fragile economic stability of the Town of Georgetown and ensure a sustainable economic base while retaining the unique historic nature of the community.</li> <li>13. Ensure that Byway visitors are informed, educated, and easily directed to point of interest locations.</li> <li>14. Final decisions regarding changes along the Byway proposed by the CMS and Byway partners are made by the planning and governing entities within the Zone (i.e., defer to Town of Georgetown and Historic District Public Lands Commission plans and regulations).</li> <li>15. Recommend that the road be surfaced with overlay and chip seal.</li> </ol>

<b>MANAGEMENT ZONE A ¾ GEORGETOWN</b>	
<b>ACTION ITEMS</b>	<ol style="list-style-type: none"> <li>1. Partner with the Gateway Visitor Center to introduce people to the Byway through the development of an interior exhibit, and other materials that educate Byway visitors about sharing the Byway with bicyclists, backcountry safety, packing out all trash, recreation opportunities, parking, and size limitations for oversize vehicles (mandatory permit for vehicles over 20 feet in length).</li> <li>2. Provide exterior signage at the Gateway Visitor Center that posts safety, educational and limited interpretive information to inform Byway visitors at entrance to the Byway.</li> <li>3. Directional/informational signs should be installed at key locations, kept to a minimal number, minimal size and meeting the criteria of the Town of Georgetown Sign Code. Directional/Informational signs beyond the scope of Georgetown’s authority are likewise kept to a minimum quantity and size so as not to “litter” the visual resource of the Byway. All signs within the Town limits should be reviewed (even if not required by the Town Ordinance) and approved by the Town of Georgetown and HDPLC.</li> <li>4. Educate visitors on the National Historic Landmark District, history, land stewardship, road and weather conditions.</li> <li>5. Provide designated parking for RVs with tag-along vehicles and encourage carpooling by providing additional parking in Georgetown.</li> <li>6. At some point in the future, the possibility of alternative transportation to manage the number of vehicles on the Byway should be explored.</li> <li>7. Improve storm drainage and flood control.</li> <li>8. Develop Georgetown Overlook with appropriate interpretive signage that meets the criteria of the Town of Georgetown.</li> <li>9. Maintain existing route of Byway through Georgetown.</li> <li>10. Participate in the development of the Georgetown Gateway area (from the Town Entrance to 6th Street) Streetscape Project.</li> <li>11. Limit access of Guanella Pass Road construction vehicles through the Town as well as manage vehicle and roadway pollution to protect the economic, physical, residential and overall quality of life within the Town of Georgetown by securing Town approval relative to designated hours, days and routes of operation.</li> <li>12. Develop marketing/promotion partnerships with the Georgetown business community related to low impact recreational use of the Byway.</li> </ol>



GUANELLA PASS SCENIC AND HISTORIC BYWAY  
CORRIDOR MANAGEMENT STRATEGY

<b>MANAGEMENT ZONE B ¾ GEORGETOWN TO CABIN CREEK</b>	
<b>DESIRED CONDITION</b>	<ol style="list-style-type: none"> <li>1. The Forest Service, Historic District Public Lands Commission (HDPLC), and Xcel should work in conjunction in developing low impact day use recreational activities.</li> <li>2. Develop recreation management actions requiring a minimum of enforcement.</li> <li>3. Silverdale—improve interpretation, access, trail system, and parking through HDPLC.</li> <li>4. Marshall tunnel—improve safety, parking, education, and interpretation through HDPLC.</li> <li>5. Clear Lake—Forest Service and Xcel should improve interpretation and update facilities.</li> <li>6. Hydroelectric station—Forest Service and Xcel should improve aesthetics of the station to reduce visual impacts to the Byway.</li> <li>7. Emphasize high-quality day use and interpretation throughout zone.</li> <li>8. Improve visitor safety with minor changes to existing road footprint.</li> <li>9. Improve water quality.</li> <li>10. Recommend that the road be resurfaced with overlay and chip seal.</li> </ol>
<b>ACTION ITEMS</b>	<ol style="list-style-type: none"> <li>1. Cooperate with Xcel Energy to compliment their Federal Energy Reclamation Commission plan and with HDPLC to compliment their Mountain Basin Project plan.</li> <li>2. Construct entrance fee booth and turn around at Marshall Tunnel Mine dump at Leavenworth Creek.</li> <li>3. Improve scenic quality by moving chain-link fence surrounding hydroelectric station away from Byway; bury low overhead power lines that are located near the road; camouflage large electrical power towers.</li> <li>4. Decrease noise and light pollution from Cabin Creek Hydroelectric station.</li> <li>5. Prevent dispersed camping using signage specifying that the zone is for “day-use” activities only.</li> <li>6. Provide non-motorized trail system in Silverdale including trails to Saxon Mountain and another from Silverdale to Georgetown.</li> <li>7. Encourage protection of lands in private ownership through acquisition or other conservation tools.</li> <li>8. Close and rehabilitate all Forest Service non-system roads and trails except historic roadbeds.</li> <li>9. Plan interpretive signs at Waldorf Junction, Marshall Tunnel in cooperation with HDPLC.</li> <li>10. Construct fencing and signage to improve safety near waterfall ravine and Marshall tunnel entrance at Waldorf Junction.</li> <li>11. Discourage ATV, motorcycle, and snowmobile staging at Waldorf Junction area.</li> <li>12. Improve visual quality of slope stabilization mechanisms—dry stack rock appearance preferred.</li> <li>13. Improve hillside stabilization along road next to Cabin Creek Reservoir and Hydroelectric station.</li> <li>14. Develop interpretive and educational opportunities at hardened pullouts along the roadway.</li> <li>15. Emphasize day use only using signage an informative brochures (overnight camping use with approved permit only).</li> <li>16. Improve visitor safety with consistent “context sensitive design” road standards.</li> <li>17. Install stonewalls and guardrails constructed of natural materials where appropriate for safety, traffic and pullout control.</li> <li>18. Prohibit parking except in designated areas. These parking areas are: Silverdale, Leavenworth Creek crossing, Waldorf road, Swimming hole pond, Waterfall, Highline Area view point, Green Lake Switchback, and Clear Lake Dam Road—as shown on the on the HDPLC Silverdale map.</li> <li>19. Implement snow plowing, sanding, snow storage, and sediment maintenance practices to reduce adverse water quality impacts.</li> </ol>

GUANELLA PASS SCENIC AND HISTORIC BYWAY  
CORRIDOR MANAGEMENT STRATEGY

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<b>MANAGEMENT ZONE C <sup>3</sup>/<sub>4</sub> WALDORF BASIN</b>	
<b>DESIRED CONDITION</b>	<ol style="list-style-type: none"> <li>1. Discourage additional visitor use of this zone and emphasize the fragile nature of the ecosystem in this basin.</li> <li>2. Manage as a semi-primitive motorized recreation experience that controls use in a manner consistent with resource protection.</li> <li>3. Protect historic mining remnants and develop interpretive and educational opportunities.</li> <li>4. Recommend that roads remain as existing or native surface.</li> </ol>
<b>ACTION ITEMS</b>	<ol style="list-style-type: none"> <li>1. Use the Policy Framework and Implementation Guide developed by the HDPLC in the Silver Heritage Area Mountain Basin Project as a part of the Silver Heritage Area planning.</li> <li>2. Place sufficient and appropriate signage at entrance and throughout zone to inform users of Waldorf Basin regulations.</li> <li>3. Encourage the Forest Service to conduct a carrying capacity study to determine appropriate numbers of visitor users, monitor uses and visitor numbers, and take management action if resource impacts become adverse.</li> <li>4. Designate classified motorized routes with appropriate signage (Refer to Silver Heritage Area Mountain Basin Plan).</li> <li>5. Rehabilitate non-classified roads and trails, particularly in sensitive areas.</li> <li>6. Limit motorized use to 4-wheel drive or high clearance on road vehicles using designated roads only.</li> <li>7. Cooperate with the land acquisition programs of the Forest Service and HDPLC—Encourage protection of lands in private ownership through acquisition or other conservation tools.</li> <li>8. Close and rehabilitate all Forest Service non-system roads and trails except historic roadbeds.</li> <li>9. Promote nonmotorized recreation throughout this zone.</li> <li>10. Support Forest Service and HDPLC efforts to create designated dispersed campgrounds in the upper Silverdale area (also known as lower Waldorf road area).</li> <li>11. Provide interpretation at the Waldorf Millsite and Santiago Mill.</li> <li>12. Support Forest Service and HDPLC efforts to close roads and trails that may be damaging to the environment.</li> <li>13. Support Forest Service and HDPLC in eliminating ATVs and motorcycles in Waldorf Basin, unless strictly managed by the Forest Service.</li> <li>14. Increase enforcement presence in the area.</li> <li>15. Support Forest Service and HDPLC to eliminate snowmobile use in the area.</li> <li>16. Protect historic trails, roadways, and structures.</li> <li>17. Allow dispersed camping while protecting sensitive areas.</li> <li>18. Encourage use of designated camping areas through signage at Upper Silverdale area and Upper Waldorf Basin.</li> <li>19. Provide restroom facilities at Upper Silverdale area and Waldorf Millsite [Note: these are high use areas].</li> <li>20. Designate parking areas at Waldorf Millsite for Continental Divide Trail access via Argentine Pass.</li> </ol>

GUANELLA PASS SCENIC AND HISTORIC BYWAY  
CORRIDOR MANAGEMENT STRATEGY

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<b>MANAGEMENT ZONE D ¾ CABIN CREEK TO NAYLOR LAKE ROAD</b>	
<b>DESIRED CONDITION</b>	<ol style="list-style-type: none"> <li>1. Increase designated dispersed camping capacity where possible while closing existing dispersed sites located in sensitive areas.</li> <li>2. Create a parking area and turnaround between Guanella Pass Campground and Naylor Lake Road that would accommodate winter/summer activities.</li> <li>3. Provide education and interpretation related to safety and backcountry user ethics, especially in winter.</li> <li>4. Use a combination of native surfaces, stabilized surfaces and hardened surfaces to improve safety but maintain the rural driving experience. [Note: no consensus was reached by the SBC on specific hardened surface type for Zone D].</li> </ol>
<b>ACTION ITEMS</b>	<ol style="list-style-type: none"> <li>1. Clear Lake Campground—Reconstruct, and explore a limited expansion, design for pick-up and tent camping only, add 5 walk-in tent campsites.</li> <li>2. Guanella Pass Campground—Add five walk-in tent campsites with nearby water pumps (23 sites total).</li> <li>3. New Campground—Develop new ten-unit walk-in campground with three-unit picnic area.</li> <li>4. Explore options for creating additional limited parking near Guanella Pass campground.</li> <li>5. Naylor Lake Road—five designated dispersed group campsites with tent pads, fire rings and restrooms in the vicinity of the Silver Dollar Parking Lot.</li> <li>6. Develop currently identified 25 designated dispersed campsites in two to three clusters along the road with tent pads, fire rings, and restrooms.</li> <li>7. Restrict camping within 500 feet of the road to designated sites only.</li> <li>8. Rehabilitate pullouts in riparian and wetland areas along road.</li> <li>9. Obtain easement/prescriptive right for Silver Dollar Lake Trail.</li> <li>10. Prohibit parking except in designated areas.</li> <li>11. Add an emergency phone system that is accessible year round at Guanella Pass Campground.</li> <li>12. Add a trail from Guanella Pass Road to Mount Evans beginning at the Naylor Lake Parking Area.</li> </ol>

[NOTE: The following is an alternative opinion related to *Action Items* and *Desired Conditions* developed for Zone E. This alternative opinion was shared by 9 of 16 SBC members:

"Nine members of the SBC strongly endorse seasonal gated closure of the Guanella Pass Road from the Naylor Lake Junction to Geneva Creek Road except for administrative access. In the Zone E subalpine and alpine environment, the primary goal of the CMP is to manage human use in a manner that restores, conserves and protects the plants, animals and ecosystems, and this zone is best served through closure and very limited development. Existing tundra should remain undisturbed and degradation halted, wildlife breeding grounds should be protected and current vehicle use reduced. Parking should be controlled and limited and principally provided off the summit at closure areas. The road surface should remain of natural, non-asphalt based materials and be improved only to the level required to control and limit vehicle use and not to provide increased ease of use. This plan would also assist the Forest Service goal of "maintaining and redistributing the current level of recreation use in the Byway corridor." The development plan for Zone E outlined in action items below has a vehicular not environmental focus. It constitutes an overdevelopment of the summit, particularly in terms of the extensive parking plans, encourages overuse of the zone, potentially increases vehicular traffic and is not supported by 9 members of the SBC."

GUANELLA PASS SCENIC AND HISTORIC BYWAY  
CORRIDOR MANAGEMENT STRATEGY

<b>MANAGEMENT ZONE E ¾ NAYLOR LAKE ROAD TO DUCK LAKE</b>	
<b>DESIRED CONDITION</b>	<ol style="list-style-type: none"> <li>1. Emphasize a summit experience that emphasizes the value of wilderness and the sensitivity of subalpine and alpine ecosystems.</li> <li>2. Scale and design facilities to surroundings.</li> <li>3. Steer recreational use away from Wilderness and sensitive tundra areas onto designated interpretive trails through design characteristics.</li> <li>4. Protect the environmental resources as the primary management goal.</li> <li>5. Manage number of users at Guanella Pass summit not to exceed carrying capacities.</li> <li>6. Design future parking to provide a net long-term benefit to the environment.</li> <li>7. Emphasize short-term parking and minimize long-term parking at the summit.</li> <li>8. Allow parking in designated areas and avoid having a single large parking lot.</li> <li>9. Design road so that vehicles cannot drive or park off the defined roadway.</li> <li>10. Reduce current levels of parking at the summit (including in designated parking spaces and along the road).</li> <li>11. Maintain rustic, non-asphalt or non-asphalt-based road surface for parking lot.</li> <li>12. Use a combination of native surfaces, stabilized surfaces and hardened surfaces to improve safety but maintain the rural driving experience [Note: no consensus was reached by the SBC on specific hardened surface type for Zone E].</li> </ol>
<b>ACTION ITEMS</b>	<ol style="list-style-type: none"> <li>1. Develop defined summit parking area west of the summit to accommodate both long-term non-wilderness and short-term users. Initial development shall not exceed thirty parking spaces with future development to add thirty additional spaces.</li> <li>2. Throughout the zone develop accessible restrooms, interpretive opportunities, and designated interpretive trails.</li> <li>3. Develop long-term wilderness parking area to the east of the summit with clearly defined parking and identified parking space number corresponding to permit.</li> <li>4. Design road so that vehicles cannot drive or park off the defined roadway.</li> <li>5. Enforce parking restrictions at summit.</li> <li>6. Retain historic granite monument at the summit.</li> <li>7. Educate and instill land stewardship values.</li> <li>8. Provide a scenic overlook at west parking area with accessible hardened trail and interpretive opportunities.</li> <li>9. Monitor use of Square Top area, mitigating impacts and implement management strategies as necessary.</li> <li>10. Dispersed camping should be prohibited within one-quarter of a mile from the roadway.</li> <li>11. Restore any disturbed wetland, alpine willow carr, and ptarmigan habitat.</li> <li>12. Consider adding a parking lot to the north of the summit with an interpretive trail about one-quarter to a mile long that leads to the summit.</li> <li>13. Develop interpretive materials that emphasize wilderness user ethics, fragile tundra, land stewardship, and backcountry safety.</li> <li>14. Consider adding an emergency phone at one of the summit parking lots.</li> <li>15. Disperse the long-term parking for Wilderness entry to other than the summit trailheads.</li> <li>16. Develop parking near Naylor Lake road junction for approximately 30 vehicles.</li> <li>17. Develop trail from Naylor Lake road junction into Wilderness for Mount Evans and Mount Bierstadt.</li> <li>18. Develop Duck Creek Parking area for approximately 30 vehicles.</li> </ol>

GUANELLA PASS SCENIC AND HISTORIC BYWAY  
CORRIDOR MANAGEMENT STRATEGY

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<b>MANAGEMENT ZONE F ¾ DUCK LAKE TO FALLS HILL</b>	
<b>DESIRED CONDITION</b>	<ol style="list-style-type: none"> <li>1. Combine Burning Bear and Abyss Trailhead to improve facilities, provide interpretation and education opportunities, and reduce hazards associated with road traffic at the existing parking area for Burning Bear Trailhead.</li> <li>2. Emphasize day use except in developed campgrounds.</li> <li>3. Consider alternative surfaces that would return surface to a more natural look and feel (something other than black asphalt) throughout the zone.</li> </ol>
<b>ACTION ITEMS</b>	<ol style="list-style-type: none"> <li>1. Fix drainage problems on Shelf Road and build up road with an alternative improved surface.</li> <li>2. Place natural barriers on fill side instead of guardrails (e.g., rock wall or curb, etc.).</li> <li>3. Prohibit dispersed camping.</li> <li>4. Provide emergency phone line at Burning Bear Campground.</li> <li>5. Combine trailheads at Burning Bear and Abyss Campground with new overlook trail. Provide restroom, parking lot with defined parking spaces (35 cars and 5 horse trailers). Consider a small buffer zone between parking and roadway.</li> <li>6. Clean and rehabilitate top of Falls Hill removing debris from former road construction.</li> <li>7. Falls Hill pullout—define area (five parking spaces).</li> <li>8. Define pullouts in appropriate areas.</li> <li>9. Burning Bear Campground—add designated camping sites (20 sites total).</li> <li>10. Limit speed through engineered design.</li> <li>11. Add pullout at old Geneva Basin Ski area.</li> <li>12. Add day-use parking at the former roadbed and cross-country ski area south of shelf road.</li> <li>13. Enforce regulations that prohibit motorized vehicle use off designated roads.</li> <li>14. Implement ways to eliminate ATV and motorcycle use.</li> <li>15. Reevaluate grazing capacity and open range permits.</li> <li>16. Support Forest Service in eliminating ATVs and motorcycles, unless strictly managed by the Forest Service.</li> </ol>

GUANELLA PASS SCENIC AND HISTORIC BYWAY  
CORRIDOR MANAGEMENT STRATEGY

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<b>MANAGEMENT ZONE G ¾ GENEVA BASIN AND BRUNO GULCH</b>	
<b>DESIRED CONDITION</b>	<ol style="list-style-type: none"> <li>1. Manage as a semi-primitive motorized recreation experience that controls use in a manner consistent with resource protection.</li> <li>2. Upgrade facilities, interpretative and educational materials and protection of cultural and historic remnants.</li> <li>3. Improve water quality in Upper Geneva Creek.</li> <li>4. Recommend that roads remain as existing or native surface.</li> </ol>
<b>ACTION ITEMS</b>	<ol style="list-style-type: none"> <li>1. Restrict motorized recreation opportunities to designated routes and develop appropriate signage and associated map.</li> <li>2. Stabilize mine tailings to reduce water contamination in Geneva Creek.</li> <li>3. Limit vehicles to defined roadway with natural barriers and appropriate enforcement.</li> <li>4. Close and rehabilitate all Forest Service non-system roads and trails except historic roadbeds.</li> <li>5. Duck Creek Picnic Area—upgrade facilities and replace restroom; develop approximately five parking sites.</li> <li>6. Geneva Campground—rehabilitate and upgrade facilities.</li> <li>7. Resolve right-of-way issues along old Geneva City road.</li> <li>8. Designate levels of dispersed camping that reflect the carrying capacity with approximately three restrooms and 50 sites throughout Bruno Gulch and Geneva City Road area.</li> <li>9. Identify and restore all impact areas damaged from overuse (e.g., motorized, campsites, social trails, etc.).</li> <li>10. Apply to Colorado Division of Mines for 319 grant funds to selectively stabilize mine tailings and reduce sediment/metals concentrations in Geneva Creek. Explore alternative funding sources such as Reclaimed Abandoned Mines and the United States Army Corps of Engineers Sacramento District.</li> <li>11. Provide interpretation of and education about ecosystems and historic and cultural sites.</li> <li>12. Design Bruno Gulch roadway through Cowboy Flats with natural barriers and provide limited, day use in the meadow area.</li> <li>13. Move towards elimination of ATV and motorcycle use unless strictly managed by the Forest Service.</li> <li>14. Review existing options for winter parking at Bruno Gulch and Geneva City roads to provide winter recreation.</li> <li>15. Evaluate benefits for wildlife habitats by limiting or eliminating off-road, motorized winter and shoulder season usage in Bruno Gulch and Geneva City road areas.</li> <li>16. Encourage protection of lands in private ownership through acquisition or other conservation tools.</li> <li>17. Consider additional management of cross-country ski area in Bruno Gulch.</li> </ol>

GUANELLA PASS SCENIC AND HISTORIC BYWAY  
CORRIDOR MANAGEMENT STRATEGY

<b>MANAGEMENT ZONE H ¾ FALLS HILL TO GRANT</b>	
<b>DESIRED CONDITION</b>	<ol style="list-style-type: none"> <li>1. Move toward an emphasis on day use in the area and eliminate or rehabilitate existing facilities in poor condition.</li> <li>2. Maintain or improve water quality in Geneva Creek to enhance aquatic life and fishing opportunities.</li> <li>3. As the southern gateway, this zone will provide visitors with a rustic, rural experience, which highlights the natural surroundings, including: mountains, trees, and babbling stream.</li> <li>4. Replace asphalt sections with a more natural looking material.</li> </ol>
<b>ACTION ITEMS</b>	<ol style="list-style-type: none"> <li>1. Construct a kiosk and restrooms at the entrance for orientation to the Byway. Place Byways entrance location approximately one-quarter mile past Geneva Picnic area with parking (approximately 15 spaces) and consider picnic area and fee booth if fee area established. Leave tree buffer between parking area and roadway.</li> <li>2. Provide education for Byway visitors about user ethics, backcountry safety, recreation opportunities, history, land stewardship, road and weather conditions and size limitations for vehicles (permit required for vehicles over 20 feet in length).</li> <li>3. Add sign at or near entrance indicating that this is an area with high equestrian and non-motorized use.</li> <li>4. Return Falls Hill to a more natural look by replacing any non-natural barriers with natural-looking retaining walls on cut and fill sides of the road in this zone. Leave cut slopes that are naturally revegetated.</li> <li>5. Fix drainage and erosion problems through methods other than road surface type.</li> <li>6. Create natural barriers along roadway to prohibit the ability of vehicles to leave the roadway except in designated areas.</li> <li>7. Close Geneva Creek Picnic Area and trail. Provide for limited scenic access (refer to Interpretive Plan Site 17 for details).</li> <li>8. Prohibit dispersed camping.</li> <li>9. Rock overhang site at mile station 5 + 182 block access to rock overhang, eliminate parking, remove graffiti.</li> <li>10. Three-mile trailhead—define parking (no more than seven parking spaces – one of which would accommodate horse trailer parking), provide interpretive and educational information.</li> <li>11. Convert most of Whiteside Campground to day-use area—reconstruct and convert to picnic area (ten parking spaces). Add environmentally safe, low maintenance restroom facilities. Reconstruct bridge to be Americans with Disability Act (ADA) accessible. Evaluate feasibility of maintaining no more than three campsites.</li> <li>12. Evaluate established pullout areas for short-term day use.</li> <li>13. Utilize engineered road design for speed control in areas of multiple uses to increase safety of non-motorized activities (i.e., horseback riders, hikers, pedestrians, etc.).</li> <li>14. In road areas currently wider than 22 feet, use established footprint and move roadway away from the stream.</li> <li>15. Expand the parking at Falls Hill to accommodate five vehicles. Accommodate equestrian trail through the vicinity and consider ADA accessibility.</li> <li>16. Work with Park County to develop environmentally responsible solutions to maintain or improve water and air quality associated with maintaining road surface.</li> <li>17. Maintain and enhance vegetation up to road edge.</li> <li>18. Maintain existing native road surfaces (excluding asphalt sections) to accommodate historic uses (e.g., horseback riding, hiking and biking).</li> </ol>



<b>MANAGEMENT ZONE I – MOUNT EVANS WILDERNESS</b>	
<b>DESIRED CONDITION</b>	1. The Arapaho and Roosevelt and Pike and San Isabel Resource Management Plans provide overall management direction for portions of the Byway that overlap with Mt. Evans Wilderness. The desired condition for this zone is consistent with the management direction described within these two management plans.
<b>ACTION ITEMS</b>	1. Implement Wilderness user management tools such as permits, restricted parking, education and interpretive materials.

## 9. SIGNAGE

Currently, signage along the Byway is limited so as not to detract from the overall visitor experience. While additional interpretive signage is needed to facilitate traveler safety, environmental awareness, and education regarding Byway resources, care should be taken to avoid excess signage.

### Purpose of a Signage Plan

The purpose of the signage plan is to guide the placement of signs along the Byway and ensure that signs provide adequate information while preserving the scenic views. Signs along the Byway shall be designed to:

- Orient visitors to the Byway.
- Safely route arriving visitors to any of the Byway's designated parking, camping, or pullout areas.
- Guide visitors to areas that will provide basic orientation and interpretive information about the Byway's intrinsic resources.
- Inform and educate the visitor to ensure their visit is as safe and enjoyable as possible.



Example of directional signage near the Town of Georgetown.

### Existing Signage

Currently, the Byway corridor has a combination of State Byway, directional and safety, interpretive, and trail signage. Park County, Clear Creek County, and the Town of Georgetown provide much of the directional and safety signage. The Arapaho and Pike National Forests and the Historic District Public Lands Commission (HDPLC) provide much of the existing interpretive signage along the Byway.

**State Byway Signage.** These signs inform the visitor that they have entered the Byway. At present, the State Byway signs are located at the Georgetown and Grant entrances. These attractive signs combine a logo-graphic of a columbine (the logo for Colorado Scenic Byways and Colorado's state flower) with the name of the Byway—Guanella Pass.

**Directional and Safety Signage.** This signage provides information related to speed limit, road hazards, and traffic flow.

**Interpretive Signage.** All signs in this group inform the visitor of facilities and areas open to them, or interpret the Byway's features. Interpretive signs also provide information related to the natural, cultural, and historic resources. Much of the existing cultural and historical site signage can be found on HDPLC lands. Cultural and historic interpretive signage on HDPLC lands typically identifies private property and warns against disturbing cultural or historic resources.

**Trail Signage.** Trail signage provides trail names and is often located at the beginning and end of trails on Forest Service and HDPLC lands.

### Signage Standards

Byway signage along the roadway should be consistent among signatory agencies with sign types in use in the Arapaho and Pike National Forests, Clear Creek County, Park County, and the Town of Georgetown. Consideration also should be given to current signage standards along other scenic byways in the area.

The Byway committee responsible implementing the CMS will continue to work closely with Clear Creek County, Park County, and the Town of Georgetown to ensure that any



Signage should not detract from the scenic resources along the Byway.

future signage falling in the county and town road right-of-way complies with all relevant signage standards. All signs along Guanella Pass that fall within Park County should follow Article 6, Division 3 of the Park County Land Use Regulations. In Clear Creek County, signage should follow Section 10 of the Clear Creek Zoning Code. For the Town of Georgetown, signage should follow Title 18 of the Town of Georgetown Municipal Code.

Additional signage recommendations for the Byway include:

- Develop signage design specific to the Byway.
- Concentrate Byway signage near entrances so as not to detract from the scenic resources.
- Where possible, space signage a minimum of 400 feet apart.

- Interpretive signage located on Forest Service and HDPLC lands should be consistent with interpretive signage standards outlined in the Interpretive Plan included in Appendix A.

### **Proposed Signage**

Currently, interpretive signage along the Byway is minimal. Proposed interpretive signage along the Byway is described in Appendix A. Additional signage needs identified by the SBC are highlighted below:

1. Road safety signage that informs drivers to share the road and be courteous to bicyclists, equestrian users and pedestrians, should be posted at the bottom of the pass (both in the Town of Grant and the Town of Georgetown), with intermediate signage placed along the length of the Byway.
2. Vehicle size limit signage should be provided near both Byway entrances.
3. Additional signage at trailheads and parking lots that encourages Byway visitors to tread lightly and pack out trash.

### **Outdoor Advertising Controls**

The Colorado Outdoor Advertising Act specifies that scenic byways shall have no new advertising devices erected that would be visible from the road. On-premise business signage along the Byway is exempt from this rule.

## 10. INTERPRETIVE PLAN

Interpretive plans help facilitate the interpretation of Byway resources and guide implementation of specific projects. The overall objectives of this interpretative plan are to:

- Facilitate and enhance the visitor's experience.
- Help accomplish management goals by preserving, maintaining or improving ecosystem health and encouraging thoughtful land use and minimal human impact.
- Assist in the preservation, maintenance and enhancement of the scenic and cultural attributes of the corridor.
- Encourage understanding and partnering of land management goals and objectives.
- Include multi-sensory interpretive information throughout the Byway corridor.

### Planning Assumptions Related to Interpretation

- All Visitors Centers in the area will have information on all the byways in the area.
- The greatest need for interpretation relates to minimizing human impacts to the ecosystem.
- Wildlife and botanical resources are key issues of concern because the Byway provides important habitat for many management indicator species as well as several threatened, endangered, and sensitive species.
- Private lands located along the Byway will require coordinated planning and cooperation for interpretive endeavors.
- The FHWA's proposed road improvement project may impact the number of users and affect the landscape character of the corridor.
- The proposed project would provide resource protection, rehabilitation, and new facilities for the Byway.
- An Introduction Site for Byway will be incorporated within the Georgetown Visitor Information Center.
- The existing interpretive information displayed at Cabin Creek and Clear Lake, provided by the Xcel Energy, may be revised to match the interpretive design developed for the Byway.
- The CMS will be cooperatively amended as needed and will be the sole management plan for the Byway.
- The Interpretive Plan will be implemented cooperatively across jurisdictions.

- Park County, Clear Creek County, and the Town of Georgetown will maintain Byway. Park County currently does not plow the Byway in the winter and both counties may consider winter-gated closure in the future.
- All signing will follow a design theme consistent in layout, materials and appearance.

## Interpretive Planning

Interpretive planning uses themes to provide focus, continuity, and meaning to resources along the Byway. These themes capture the essence and importance of the ideas, concepts and features of the natural and cultural resources along the Byway.

### *Byway Interpretive Theme Statement*

“Guanella Pass Byway traverses wild vistas and delicate ecosystems, demonstrates human reliance on the land, and provides an escape to intimate Colorado mountain settings and experiences for its visitors. Protection of the natural and cultural resources is a necessity.”

## Interpretive Goals

The vision for this Byway is to foster conservation values and develop appreciation and support for land resource management that protects and enhances natural resources. The following goals were established for the Byway.

- Provide visitor orientation to the landscape and information on safety awareness and user ethics.
- Assist users in developing and understanding an appreciation for the natural and cultural resources along the Byway and form a personal commitment to appropriate management and protection of the resources.
- Emphasize the significance of the National Historic Landmark District and other historical and cultural qualities.
- Promote understanding of the natural environment as an ecosystem and recognize the role humans had in shaping the physical environment and how they can contribute in the future.
- Provide different depths of information so visitors can learn about a variety of subjects to their desired level of detail.
- Provide interpretive and educational facilities that are consistent in themes and design, visually blend with the surrounding landscape, and have minimal impacts on the ecosystem.
- Include multi-sensory interpretive information and recognize users with specialized access needs throughout the Byway corridor.
- Develop interpretive messages to reflect changes in management goals, objectives, and day-to-day management based upon on-going monitoring and evaluation.

### *Statements of Significance*

Statements of significance identify the unique and important resources found along the Byway. These statements serve as guidelines for interpretive planning and provide a framework that all media decisions are built upon. The following statements of significance reflect the intrinsic qualities found throughout the Byway corridor.

#### **Diverse Ecosystems**

The Byway ascends 3,200 vertical feet and traverses wetlands, montane, sub-alpine and alpine ecosystems that contain threatened, endangered, sensitive, and rare plant species, wetland communities, and unique alpine willow carrs.

#### **Wildlife**

The region is home to Rocky Mountain bighorn sheep and a diversity of animals, birds, fish, reptiles, amphibians and insects, including threatened, endangered, and sensitive wildlife species.

#### **Botany**

The Byway provides an excellent opportunity to experience diverse plant species and communities while climbing the environmental gradient from the montane to the alpine. Few roads in Colorado provide access to the alpine environment, where short-lived but spectacular wildflower viewing may occur.

#### **Scenic Beauty**

The Byway corridor and surrounding peaks offer breathtaking vistas of mountains and valleys shaped by glaciers and streams, thick spruce and fir forest, abundant wildflowers, and spectacular fall colors.

#### **Recreation**

Easy access to abundant and diverse recreational opportunities along the Byway provides Front Range residents their own outdoor adventure and wilderness experience.

#### **Human Activity and the Natural Environment**

The Byway traverses a diverse landscape shaped by natural forces and human use of native vegetation, animals, minerals and water, over the centuries and continuing today.

#### **Education of Safety Issues and User Ethics**

With over 300,000 annual visitors enjoying the Byway and traveling in remote areas over elevation changes and adverse conditions, education on outdoor safety and user ethics is essential.

## Historic Resources

Numerous structures, mine tailings and other evidence of past human activities exist with in the Byway corridor. These resources both public and privately owned are a record of past and present hopes and dreams.

## Existing Interpretation

Information on the Byway is available at Park County Tourism Office, Georgetown Visitor Information Center, Historic Georgetown, Inc., Georgetown Loop Railroad, South Platte Ranger District, and Clear Creek Ranger District. Available interpretive materials include:

- *Destination Clear Creek County* brochure highlights the Byway and is distributed throughout the county at local businesses and visitor centers. Clear Creek County created a new brochure entitled *Clear Creek County – Adventure in Every Direction in July 2001* which highlights the Byway as a scenic drive.
- *Tracks Thru Time II - Guanella Pass Scenic and Historic Byway* is a book for children distributed throughout the county and Colorado Welcome Centers. The book provides entertainment and education with a significant emphasis on the environment.
- *Guanella Pass Scenic and Historic Byway (auto) Tour Guide* provides information on history, wildlife, ecosystems and points of interest along the Byway.
- Tear-off maps highlighting recreational resources along the Byway corridor including camping, hiking, fishing, biking, and cross-country skiing areas.
- Interactive computer kiosks at the Idaho Springs Heritage Museum and Heritage Center and the Georgetown Gateway Center. User-friendly, state-of-the art technology provides extensive information regarding the Byway, its resources and adjacent amenities. Guanella Pass is also featured on the Clear Creek County Tourism Boards (CCCTB) website, along with recreational maps of the Byway corridor that can be downloaded and printed.
- Twenty-minute narrated *Video of Guanella Pass Scenic and Historic Byway* focuses on the resources and ecology of the Byway.
- An eight-card postcard packet of key spots along the Byway including a brief description on the back is available free to the public at Clear Creek County and Park County Visitor Centers.
- Xcel Energy's interpretive display provides a detailed explanation of the history and function of the hydroelectric facility.
- Wilderness Trailhead interpretative signs explain rules, regulations and user ethics in Mount Evans Wilderness.





## Site Inventory

Table 4 summarizes locations along the Byway that have been identified as potential interpretive sites. Also summarized are the topics or goals that should be highlighted at each location. For detailed information on these interpretive sites refer to Appendix A. Other sites may be chosen later based on changing goals and conditions.

**Table 4. Site Location and Exhibits**

	SITE	EXHIBIT TOPIC OR GOAL
1	Georgetown Overlook	Cultural and historic overview of original town site.
2	Silverdale: Georgetown Byway Entrance	Welcome, introduction and orientation, as well as cultural and history use of Silverdale and modern day low-impact, non-vehicular use.
3	Waldorf Cut-off at Marshall Tunnel	Abandoned mine safety, mining techniques and overview of the watershed.
4	Cabin Creek Hydroelectric	Hydroelectric power generation and use.
5	Clear Creek Winter Closure Site	Diverse ecosystems, wildlife, user ethics, transition from man's use to nature.
6	Guanella Pass	Tundra environments, botanical and biological alpine adaptation, wilderness etiquette, and watchable wildlife.
7	One-quarter mile above Duck Lake	Avalanche chutes, glacial remnants, talus ecosystems, and historic recreation.
8	Overlook	Ecosystem transition, wildlife and geology.
9	Duck Creek Picnic Ground/Winter Closure	Water quality, mining, historic transportation, user ethics and winter recreation safety.
10	Abyss Trailhead	Geology and land morphology related to the formation of grasslands and recreation.
11	Scott Gomer Waterfall	Glacial moraines, geologic landforms and their life zones.
12	Whiteside Campground (Convert to Picnic Ground)	Wildlife, stream quality, riparian habitat, history of mining, logging and fire.
13	Grant Byway Entrance	Welcome, introduction and orientation.
14	Geneva Creek Picnic Ground	Sign describing changes of management at the site including riparian restoration.

## Plan Implementation and Site Prioritization

The Byway *Interpretive Plan* will be implemented in phases depending on time, staffing and available finances. The next step in completing this interpretive plan will be to develop an implementation schedule that provides the following:

- Inventory of current media uses.
- Evaluation of potential media options.
- Prioritization and selection of media options.
- Exhibit and media planning.
- Fabrication and production of media.

The SBC agreed to form a committee that will be responsible for implementing the CMS, and carrying out these next steps. This committee is described in detail in the *Implementation* section of the CMS.

## **11. MARKETING**

The Byway is an asset to the local and Front Range community, recreationists, and visitors. The close proximity of the Byway to the Front Range, abundant recreation opportunities, and natural and scenic beauty of the area attract tens of thousands of visitors to Byway each year. In certain areas along the Byway corridor, this popularity has led to substantial overuse and resource impacts. Accordingly, marketing should center on providing basic educational and interpretive materials.

Because the corridor is a state and nationally designated Forest Service Scenic and Historic Byway and one of the primary destinations for visitors within Park and Clear Creek Counties, limiting the marketing of the area is difficult. Also, most marketing is currently conducted by agencies outside Park and Clear Creek Counties including the Denver newspapers (especially during the summer and fall) and numerous independently owned group tour operators. While marketing cannot solely be limited by the actions of the community, it is possible to limit the amount of information such as brochures, promotions, etc., and redirect users in an effort to de-emphasize sensitive areas along the Byway.

### **Past Efforts**

Despite the fact that the Byway sells itself as one of the more popular Front Range recreation destinations, both the Clear Creek County Tourism Board (CCCTB) and the Park County Tourism and Community Development Office (PCTCDO) have undertaken limited marketing efforts in the past. For the CCCTB, marketing efforts have centered on providing basic educational and interpretive materials such as maps and informational brochures on areas to recreate in Clear Creek County, including Guanella Pass. Examples of some of these materials are listed in the *Interpretive Plan*.

The CCCTB also has a Byway “link” on its website that provides additional information on the history of the road and some of the many recreation opportunities in the Byway corridor. The PCTCDO also has been involved with Clear Creek County and the Forest Service in developing a *Guanella Pass Scenic and Historic Byway Guide*. Information in this guide is designed to foster a greater appreciation of the natural and cultural resources along the Byway.

### **Present Efforts**

Currently, the Town of Georgetown, Historic Georgetown, Inc., and the Colorado Department of Transportation are collaboratively developing plans for a new \$1.5 million Georgetown-Silver Plume National Historic Landmark District Visitor Center scheduled to be completed in summer 2002. It is anticipated that this facility will provide interpretive and educational materials on the Byway, retail shopping opportunities for visitors, information

on shopping, dining, lodging and attractions in the Georgetown area and necessary services for visitors (e.g., restrooms, drinking fountains, payphones, etc.).

## Future Efforts

While CCCTB and PCTCD will continue to oversee and manage marketing efforts specifically related to their respective counties, it is important that both organizations cooperate with regard to marketing efforts related to the Byway. In instances where joint funding is available, and marketing materials may be equally beneficial to both counties, CCCTB and PCTCD may partner with each other to accomplish shared goals. It also is important that CCCTB and PCTCD pursue marketing efforts that are consistent with goals contained in the CMS, as well as resource management objectives delineated by the Forest Service. Marketing efforts that may potentially lead to increased levels of visitor use or promote uses that could harm or threaten the Byway's intrinsic resources should be avoided.

## Potential Marketing Themes

As long as the Byway maintains its reputation as one of the Front Range's more popular recreation destinations, marketing themes for future efforts will continue to focus on including interpretive and educational themes that encourage protection and conservation of the Byway's many resources. For example, potential marketing strategies could focus on the environmental sensitivity of the area. Some specific avenues for environmentally sensitive marketing could include:

- Encouraging recreation in areas that are designed and endorsed by the Forest Service to accommodate recreational use.
- Promoting non-motorized recreational activities in designated areas along the Byway.
- Encouraging use by groups during weekdays when other recreational traffic is traditionally lower than other portions of the Byway.
- Teaching "Leave No Trace" land ethics and stewardship in outdoor recreation.
- Encouraging visitors to pack out trash.
- Encouraging visitors to car pool or use alternative forms of transportation (e.g., mountain biking) to enjoy the corridor.
- Using education and interpretation about environmental issues as an important resource management tool. This issue is explored further in the *Interpretive Plan*.

Other worthwhile marketing themes include developing informational brochures or other media that educate Byway travelers about the need to maintain safe travel speeds and share the road with pedestrians, horseback riders, and bicyclists. Also, informational brochures should provide Byway travelers with information on permit requirements for oversize

vehicles. It is anticipated that vehicles greater than 20 feet in length will require a permit to use Guanella Pass Road.

## 12. COMMERCE AND ACCESS TO AREA BUSINESSES

### Commerce

Classified as a rural local road, the Byway provides access to adjacent public and private lands while providing for travel over relatively short distances. Other than Xcel Energy, Forest Service and County vehicles, little commercial traffic and oversize vehicles are found on the Byway.

Future commercial use of the road should be limited. It is recommended that commercial vehicles greater than 20 feet in length will require a permit to utilize the Byway. Access by large vehicles also may be restricted through user fee system, whereby permits to oversize vehicles could be obtained at an entrance booth.

### Access to Area Businesses

Local business establishments along the Byway are concentrated in the northernmost segment of road as it enters the Town of Georgetown. Other private businesses along the Byway include a mountain guest ranch, as well as several additional locally owned businesses in the Town of Grant.

### Georgetown Businesses

Georgetown businesses benefit from the many visitors that access or exit the Byway. These visitors are attracted by the historic, slow-paced appeal of the Town of

Georgetown, and they often shop or dine at the numerous historical commercial businesses and dining establishments in the area. However, on busy summer weekends and in the fall season, traffic and parking congestion can be a problem. This congestion detracts from the character of the area and may deter some visitors from stopping in the Town of Georgetown. Maintaining adequate access and parking along this portion of the road is in the long-term best interest of local area businesses. Providing solutions to traffic and parking congestion are beyond the scope of this CMS, but they are important issues that the Town of Georgetown plans to address in the future.



Local businesses are concentrated near the Towns of Georgetown and Grant.

### *Private Guest Ranches*

Tumbling River Ranch is a private guest ranch located just south of the confluence of Geneva Creek and Scott Gomer Creek and is located about four miles north of the Town of Grant. While access to Tumbling River Ranch from the Byway is not a problem, high levels of traffic on summer weekends and the fall can create a nuisance for horseback riding tours accessing trails via the Byway. In addition, vehicle travel speeds commonly exceed the posted speed limit and endanger the safety of individuals on such tours. To address these problems the SBC recommends stepping up the enforcement of speed limits, developing strategies to manage visitor use, and designing the road so that it is safe to maintain historical uses such as horseback riding along the Byway corridor.

### *Grant Businesses*

In the Town of Grant, maintaining access to local businesses is not an issue, as primary access is provided via US Highway 285.

### **13. BYWAY PRESERVATION PLAN**

National Forest lands comprise about 93 percent of the adjacent lands along the Byway. These lands are protected as directed by the Arapaho and Pike National Forest Plans. Consequently, future development is not an issue along the vast majority of the road. Also, there are numerous planning mechanisms already in place to ensure that any future development on private lands does not harm important resources like those found along the Byway (e.g., county and town zoning, design and development review, and transfer of development rights). Other opportunities to preserve some of the Byway's intrinsic qualities may include developing overlay zones for areas with significant environmental or historical resources along the Byway, transferring development rights, downzoning property to accommodate less intensive land uses, establishing conservation easements to protect private lands from future development, negotiating land exchanges, and outright purchase of property through fee simple acquisition. The following is a more detailed description of methods that can be used to protect and preserve the intrinsic qualities associated with private lands located along the Byway.

#### **Current County and Town Planning Requirements**

Zoning is the primary mechanism whereby counties and towns identify acceptable uses that may occur in a given district or zone. Zoning also enables a county or town the ability to regulate the height, placement, and density of land and structures.

Members of the SBC that assist with implementation of the this CMS will work with Clear Creek County, Park County, and the Town of Georgetown to review existing zoning and ensure that adequate land protection tools and methods are in place. This implementation committee also will provide support to Clear Creek County, Park County, and the Town of Georgetown in their efforts to administer zoning regulations that serve to enhance and protect the intrinsic qualities located along the Byway corridor. The following is a brief description of the zoning for counties and towns along the Byway corridor.

#### ***Clear Creek County***

Private land along the Byway corridor that lies within Clear Creek County is zoned for Mining (M-1 and M-2) and Commercial (C-1) land uses. Historic District Public Lands Commission (HDPLC) member agencies, Clear Creek County Open Space Commission, and Forest Service lands are zoned as Natural Resource Preservation and Conservation (NR-PC). For a list of permitted uses in these districts refer to the 1998 Clear Creek County Zoning Regulations.

One county statute that is of particular significance to the Byway is Ordinance 4, which is an ordinance "For the Use and Control of Land Open for Recreational Uses." Ordinance 4 outlines the permitted uses and regulations for the Historic District Public Lands. Many of



these lands are located within Management Zone B and are between the southernmost municipal boundary of Georgetown and National Forest lands situated along the Byway.

### *Park County*

In the Town of Grant, much of the land is zoned for Commercial (C) use. Other scattered lands along Guanella pass are zoned Residential (R), Agricultural (Ag), or Conservation Recreation (CR). For a list of permitted uses in these districts, refer to the 1996 Park County Land Use Regulations.

### *Town of Georgetown*

The Byway lies within three zoning districts located in the Town of Georgetown. These districts include the Town Entrance (TE), Historic Commercial (HC), and Historic Residential (HR) zoning districts. Throughout each of these zoning districts, existing historic structures establish precedents through which all other new or improved structures must comply. For a list of permitted uses in these zoning districts, refer to the Title 17 of the Georgetown Municipal code.

### *Design or Development Review*

Design or development review can be used to regulate design and construction of structures. That is, a county or town may require design review or development review to ensure that all new development or changes to existing development are responsive to both the surrounding mountain environment and the changing needs of the community as a whole. Often design or development review requires that development meet specifications related to building form, elements, and materials to encourage less obtrusive, context-sensitive types of development. In the future, the SBC will work with Clear Creek County, Park County, and the Town of Georgetown to ensure that existing design and development review standards sufficiently protect the Byway's unique intrinsic resources.

## **Future County and Town Planning Tools**

Other planning tools local governments often use to regulate use include establishment of land protection tools and methods such as overlay zoning and downzoning. The SBC recommends that local governments consider these tools for conserving the Byway's rural and rustic character and unique intrinsic qualities.

### *Overlay Zoning*

Overlay zones are a common and legally proven means of regulating land uses within areas of special concern such as transportation corridors, floodplains, and wildlife habitat. Overlay zoning involves placing additional requirements for environmental or other purposes on portions of existing zoning districts. The standards for the overlay zone are then added to the standards of the original zone.

Currently, the Historic District Public Lands Commission (HDPLC) recommends creating an overlay zone for the mountain basins of the Silver Heritage Area of the Upper Clear

Creek, which includes the South Clear Creek drainage. This overlay zone would extend over a significant portion of lands lying within Management Zones B and C and would require that residential use or property in this area be subject to special use review by Clear Creek County as a condition of development approval. In addition, no further subdivision of property would be permitted in this zone. It is recommended that the Friends of Guanella (discussed in the *Implementation* section) work with the HDPLC to implement this overlay zone to further discourage residential development in the Byway corridor. The SBC recommends that Park and Clear Creek Counties consider creating and establishing overlay zones for other portions of the Byway in Clear Creek County and Park County where they may prove useful in preserving the Byway's intrinsic qualities.

### ***Transfer of Development Rights***

Transfer of Development Rights (TDRs) is an incentive-based tool used by some communities to help achieve land use goals related to historic preservation, environmental protection, scenic vista preservation, and/or growth management—generally at little or no public expense. TDRs suggest that the right to develop property can be transferred from one property owner to another owner to achieve community land use goals. For example, one individual may purchase the development rights of a property located in a designated no-growth zone and transfer the development rights to a designated receiving zone for credits such as an increase in allowable density, increase in height, or special use not ordinarily allowed. Recently, Clear Creek County passed a resolution to consider transferring development rights on a case-by-case basis from lands zoned Mineral Claim (M1), Mining (M2), and Mountain Residential (MR1), to other properties that would be more advantageously located for development. Park County also uses TDRs to transfer development rights, but this planning tool is not commonly used for preservation of historically or environmentally significant lands.

### ***Downzoning***

Downzoning generally refers to the practice of amending zoning ordinances so that density or types of development previously allowed on property are changed to limit the size and type of development that is permitted. Downzoning often results from changing an allowed high intensity use to a low intensity use. For example, a property zoned for business or residential land uses may be downzoned to accommodate agricultural land uses. The SBC encourages property owners to consider voluntarily downzoning their property to accommodate low intensity land uses that are more consistent with the rural and rustic character of the road.

### **Conservation and Scenic Easements**

A conservation easement permanently protects the natural and scenic resources while retaining landowner ownership and control. An easement is a legal agreement between a landowner and a conservancy (such as a land trust), tailored to fit a landowner's property and conservation needs. An easement legally binds all present and future owners. No public access is required, and ownership is retained with the right to control and manage the

property within the guidelines of the conservation easement. Easements also may provide landowners with significant tax savings.



Conservation easements can permanently protect natural and scenic resources.

Conservation easements differ from scenic easements by the types of restrictions or stipulations that are included in the easement. That is, conservation easements protect undeveloped land by placing restrictions on future development and land uses. In contrast, scenic easements protect scenic resources by placing restrictions on activities or types of development that may detract from an area's scenic quality (e.g., tree removal, advertising and signage, and building sizes and height).

Usually a land trust is the recipient of a conservation easement.<sup>9</sup> Most land trusts are private, non-profit corporations. In many cases, the members of the board of directors of the land trusts are members of the community in which the land trust operates. A government entity may also be the recipient of the conservation easement.

## Land Exchanges

Land exchanges are another means by which private lands can be transferred into public ownership. Public lands may be exchanged by a public land agency for lands owned by corporations, individuals, states or local governments. Exchanges are only pursued with willing landowners and the lands to be exchanged must be of equal monetary value and located within the same state. Through such exchanges, non-federal parties acquire lands with development or economic potential — commercial, industrial, residential, or agricultural. In turn, the Federal Government acquires lands offering public recreation, wildlife, and resource values. The SBC recommends land exchanges increase publicly-owned land in the Byway corridor discourages land exchanges that would put Forest Service lands in private ownership.

Land exchanges may require extensive negotiation among various public land management agencies, as well as potential buyers and sellers. Special land exchange negotiators are often

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<sup>9</sup> Conservations easements may be received by local organizations and municipalities including the Clear Creek County Open Space Commission and Historic Georgetown Inc.

used to help facilitate the exchange process.<sup>10</sup> These negotiators not only help identify public lands that may be available for exchange, but also assist with devising creative exchange strategies between multiple parties.

### **Fee Simple Acquisition**

Another means of land protection is the outright acquisition of property that occurs through a willing seller-willing buyer process. Many public and private entities and open space and natural area programs in Colorado acquire land for resource protection. One such organization is the Great Outdoors Colorado Program (GOCO), which allocates state lottery proceeds to counties and municipalities to fund fee simple acquisitions of significant open space areas. In certain instances, public agencies like the Forest Service also may be willing to purchase lands outright, particularly if acquisition of the lands helps meet existing Forest Service management objectives for neighboring areas. Accordingly, The Clear Creek County Open Space Commission has established the acquisition of property in the Waldorf Basin to be a priority for Clear Creek County.

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<sup>10</sup> Organizations that commonly assist with land exchanges in Colorado include the Western Land Group and the Conservation Resource Center.

## **14. IMPLEMENTATION**

### **Next Steps**

Making visions and goals become a reality will require continued effort and collaboration between various individuals, organizations, and agencies that agree to assist with implementing the CMS. Members of the SBC agreed to form a separate implementation committee that will be responsible for carrying out these efforts. It was suggested that this group be called the “Friends of Guanella.” This core group could consist of up to 12 members that have a vested interest in implementing strategies highlighted in the CMS. Members will likely consist of some of the following organizations and groups:

- United States Forest Service
- Clear Creek County Tourism Board
- Park County Office of Tourism and Community Development
- Park County
- Clear Creek County
- Town of Georgetown
- Historic District Public Lands Commission
- Historic Georgetown Inc.
- Clear Creek County Open Space Commission
- Xcel Energy
- Two members of the public (one from each county).

### *Second-Tier Organizations*

The SBC also recommended that there be a second tier of committee members that represent organizations that may offer valuable input and offer expertise on various subjects, but wish to participate on a more limited basis. Some of these organizations may include the Colorado Division of Wildlife, Colorado Mountain Club, Sierra Club, Forest Service resource specialists and other interested individuals.

### *Forest Service Leadership*

SBC members agreed that the Forest Service should provide the leadership role in implementing the CMS because the agency manages much of the land along the byway corridor in both Clear Creek and Park Counties, and its role as a key decision maker. Also, the Forest Service has the capability of providing significant technical assistance on matters

related to resource management, road design, visitor use, and recreation in the byway corridor.

### ***Responsibility Schedule***

The first charter of the core group will be to develop an operation plan. This plan will define roles and responsibilities and provide accountability and common understanding between groups or committees. Prior to implementing action items, the implementation team also will develop a schedule and work plan that will:

- Prioritize and develop timelines for implementation of various action items identified for each management zone.
- Highlight strategies for monitoring and evaluating action items once they are implemented.

### **Operating Agreement and Memorandum of Understanding**

An operating agreement and memorandum of understanding (MOU) may be used as a tool for providing accountability and common understanding between groups or committees consisting of numerous local, county, state, and federal partners.

### **Funding and Financing**

Adequate funding and financing is necessary before many action items and management recommendations can be implemented in the Byway corridor. Additionally, the high costs of recreation management and continuing budget shortfalls may require a combination of efforts to properly fund the management of lands along the Byway corridor.

Three main sources of funding opportunities exist for scenic corridors—federal, state, and private. The majority of funding will be found at the federal and state levels through government grants, trusts, and assistance programs. Additional funding may be found in other public agencies or from private groups.

Each funding program has different requirements for eligible applicants and stipulations on how the monies can be used. Most often, these determinations are made on a case-by-case basis dependent on the applicants' needs. Refer to Appendix E for a comprehensive list of potential federal, state, and other sources of Byway funding options.

## 15. PARTNER DIRECTORY

The following list includes twenty-five of the organizations and agencies that currently provide services along the Byway corridor or are actively involved in preservation, enhancement, and interpretation of specific Byway resources. Many of these groups are concerned with the interaction of visitor use and its relationship to natural and cultural resources along the Byway.

The partner directory list is not intended to exclude other possible participants or groups who wish to play a larger role on the Byway in the future. It is recommended that Friends of Guanella update the partner directory as necessary to reflect current and potential partners who may assist in implementing the CMS.

### Partner Directory

ORGANIZATION	CONTACT NAME	PHONE NUMBER
Alpine Search and Rescue	Terry Burke	(303) 526-2417
Cabin Creek Hydroelectric Facility	Not available	(303) 569-3238
Clear Creek County	JoAnn Sorenson	(303) 679-2312
Clear Creek County Tourism Board	Stephanie Donoho	(303) 567-4660
Clear Creek County Economic Development Corp.	Peggy Stokstad	(303) 569-2133
Clear Creek County Open Space Commission	Frank Young	(303) 569-3172
CDOT and Colorado Scenic and Historic Byways	Sally Pearce	(303) 757-9786
Colorado Division of Wildlife	Janet George or Karen Hardesty	(303) 297-1192
Colorado Fourteeners Initiative	Bruce Morrow	(303) 278-7525, x115
Colorado Mountain Club	Phil Kummer	(303) 756-1763
Colorado Historical Society	Brian Shaw	(303) 866-2038
Continental Divide Trail Alliance	Bruce Ward	(303) 838-3839
Denver Botanic Gardens	Jim Henrich	(303) 331-4000
Historic District Public Lands Commission	Cindy Neely	(303) 569-2530
Historic Georgetown Inc.	Ron Neely	(303) 569-2840
National Audubon Society	Kent Simon	(303) 674-3017
Park County Historic Preservation Advisory Comm.	Kathy Moore	(719) 836-9174
Park County	Jerry Solberg	(719) 836-4210, x210
Park County Office of Tourism and Development	Gary Nichols	(719) 836-4279
Scenic Colorado	Barbara Boyer	(303) 947-0898
Sierra Club	Lynn Yarroll and Todd Bacigalupi	(303) 838-8117
Town of Georgetown	Paul McKenna	(303) 569-2555
Tumbling River Ranch	Scott Dugan	(303) 838-5981
United States Forest Service	Donna Mickley	(303) 275-5166
Volunteers for Outdoor Colorado	Heath McKay	(303) 715-1010

## **APPENDIX A – INTERPRETIVE SITE INVENTORY**

On June 6, 2000 a Guanella Pass Interpretive Planning session was held at the Forest Service Regional Office that included representatives from federal and state agencies and local municipalities. Based on the following criteria developed by the group, the interpretive sites were assigned a level of priority for site completion as depicted in Table A1.

- Is it an existing site?
- Is more than one agency or entity involved with the site development?
- How important is the site for the purpose of promoting management objectives?
- Will implementation correct resource damage?
- Will implementation correct health safety problems?
- What is the status of funding for development of a site?
- After high priority sites are completed, will a visitor have a good interpretive/educational opportunity even though some sites will not have been completed?

**Table A1. Priority Interpretive Sites**

PRIORITY	SITE
Medium	Georgetown Overlook
Low	Silverdale (off-Byway)
Low	Waldorf Cut-off at Marshall Tunnel
Relatively low	Cabin Creek Hydroelectric
High to medium	Clear Creek Winter Closure Site
Very high	Guanella Pass
Low	One-quarter mile above Duck Lake
Medium to low	Overlook
High to medium	Duck Creek Ground/Winter Closure
Medium	Abyss Trailhead
Low	Scott Gomer Waterfall
Low	Whiteside Campground
High	Kiosk Grant Entrance
High	Geneva Creek Picnic Ground



## Site Inventory Data

*Site 1: Georgetown Overlook*

**Survey Station:** 38+100

**Note:** Requires coordination with Town of Georgetown.

**Topic:** Cultural and historical use of Georgetown and overview of original town site.

**Themes:** The landscape and natural features of this area were an ideal attraction for prehistoric, historic and modern settlers.

**Objectives - As a result of this exhibit, visitors will:**

- Realize the history of Georgetown dates back to the mid 1800s.
- Recognize local landmarks (such as wagon roads and the Georgetown loop).
- Appreciate and understand the attraction to this area and changes from mining to historical resources and recreation.

**Existing Condition:** Existing pullout.

**Desired Condition:** Enhance overlook with interpretive information.

**List of Graphic Needs:** Historical photos of Georgetown, historical map of area, peak finder.

**Notes/Design Instructions:** Requires site location for signage that best illustrates topic prior to exhibit design work.

**Signage Recommendations:** One 24”x 36” low profile sign.

**Estimated Cost:**

Sign frame	\$500.00
Sign panel design	\$2,100.00
Fabrication	\$500.00

**Site 2: Silverdale: Georgetown Byway Entrance**

**Survey Station:** 34+120

**Note:** Requires coordination with Historic District Public Lands Commission and Town of Georgetown Interpretive site will not be visible from the road.

**Topic:** Cultural and historical use of Silverdale and modern day low-impact, non-vehicular recreation opportunities.

**Themes:** Historic mining and milling area now managed as low impact recreation.

**Objectives: As a result of this exhibit visitor's will:**

- Understand and appreciate past mining activities.
- Be educated in current use of this portion of the valley for pleasant low key summer and winter recreation.
- Be aware of loop trail systems providing for hiking, snow shoeing and cross country skiing.

**Existing Condition:** No signage or development currently exists

**Desired Condition:** To be determined as part of the exhibit plan process

**Graphic Needs:** Early photos of Silverdale

**Notes/Design Instructions:** To be determined as part of the exhibit plan process

**Signage Recommendations:** One - three 24"x 36"

**Estimated Cost:**

Sign frame @ \$500.00/ea	\$1,500.00
Sign panel design @ \$2100.00/ea	\$3,000.00
Fabrication @ \$500.00/ea	\$1,500.00

**Site 3: Waldorf Cut-off at Marshall Tunnel**

**Survey Station:** 35+000 Safety

**Note:** Requires coordination with Historic Georgetown, Inc. and Historic District Public Lands Commission.

**Topic:** Abandoned mine safety, mining development techniques, and overview of the watershed.

**Themes:**

**Objectives:** As a result of this exhibit, visitors will:

- Understand that a large watershed drains into Leavenworth Creek, which is diverted around the Marshall tunnel.
- Recognize that extensive underground mining occurred beneath the hillslope.
- Gain greater appreciation of the influence of water on areas of human development.
- Understand the cause and effect of mine drainage on fish and aquatic resources.
- Understand why special rules of use are needed.

**Existing Condition:** Safety hazard at entrance to Marshall Tunnel; current drainage is causing erosion of mine tailings into Leavenworth Creek.

**Desired Condition:** Improve drainage, safety, and provide historical site interpretation.

**List of Graphic Needs:** To be determined as part of the exhibit plan process.

**Notes/Design Instructions:** To be determined.

**Signage Recommendations:** Two 24”x 36”; one on mining; one on water

**Estimated Cost:**

Sign frame @ \$500.00/ea	\$1,000.00
Sign panel design @ \$2,100.00/ea	\$4,200.00
Fabrication @ \$500.00/ea	\$1,000.00

**Site 4: Cabin Creek Hydroelectric**

**Survey Station:** 30+800

**Note:** Requires coordination with Xcel Energy of Colorado.

**Topic:** Hydroelectric plant operations and water use.

**Themes:** Serving the needs of urban society, hydroelectric power generation has developed as a low pollution solution to modern energy needs.

**Objectives: As a result of this exhibit, visitors will:**

- Have a better understanding of where and how the electricity they use is generated.
- Realize that hydroelectric facilities have effects on fish and aquatic resources.

**Existing Condition:** Existing interpretation is weathered, poor visual quality and is due for replacement. Interpretation topics include water use, how the hydroelectric pump works and operates. A one paneled kiosk sits at the site, along with 3-4 other panels.

**Desired Condition:** Replace and update signs to meet architectural theme and design of Scenic and Historic Byway. This site must be developed, improved and coordinated with Public Service Company of Colorado, the owners of the site.

**List of Graphic Needs:** To be determined.

**Notes/Design Instructions:** Replacement of the current panels and kiosk structure.

**Signage Recommendations:** Replacement of current signage with the following:

- One 24 x 26 vertical panels
- Three low profile panels
- Framework and kiosk structures

**Estimated Cost:**

Sign frame @ \$500.00/ea	\$1,500.00
Kiosk replacement	\$1,500.00
Sign panel design @ \$2,100.00/ea for 4 panels	\$8,400.00
Fabrication @ \$500.00/ea	\$3,000.00

**Site 5: Clear Creek Winter Closure Site**

**Survey Station:** 29+270

**Topic:** Wetlands and the surrounding forest provide habitat for threatened species including the boreal toad and lynx.

**Themes:** A sensitive mountain landscape where human passing threatens to disrupt the fragile balance of native flora and fauna.

**Objectives:** As a result of this exhibit, visitors will:

- Observe the transition from humans’ influence of the land to natural attributes.
- Recognize the ecosystems that are home to the boreal toad and the lynx.
- Receive orientation on low impact camping practices and ways to “tread lightly on the land.”
- Obtain information on road conditions and understand that the weather can change rapidly and vary drastically from the campground to the top of Guanella Pass. Be prepared.
- Respect wildlife by not feeding, keeping dogs on a leash, and viewing from a distance.
- Be aware of avalanche hazards along roadway.
- Learn tips for wildlife photography.
- Understand changes in land management policies over time.

**Existing Condition:** Undeveloped site.

**Desired Condition:** Develop parking facility and interpretation site. Install pay telephone for emergency wither use. Install toilet.

**List of Graphic Needs:** Photos of the boreal toad and lynx, list of user ethics.

**Notes/Design Instructions:** To be determined as part of the exhibit plan process.

**Signage Recommendations:** One to three signs, or kiosk

**Estimated Cost:**

Kiosk construction	\$6,000.00
Sign panel design for three signs	\$6,300.00
Fabrication @ \$500.00/ea	\$1,500.00

**Site 6: Guanella Pass**

**Survey Station:** 22+300

**Topic:** Tundra environments, botanical and biological alpine adaptation, wilderness etiquette, watchable wildlife and winter closure.

**Themes:** Challenges and opportunities invite visitors to tread lightly in this fragile area where sensitive plants and wildlife withstand the adverse conditions of the high alpine environment.

**Objectives:** As a result of this exhibit visitor's will:

- Recognize tundra adaptation by plants and animals.
- Realize the significance of the area for ptarmigan.
- Learn to identify unique flora.
- Learn that fens are a unique type of wetland community.
- Identify peaks, landforms, and evidence of glaciation.
- Understand impact of human activity on fragile tundra.
- Understand the rationale for winter closure.
- Realize that human use in the wilderness is on the threshold of causing irreversible damage.

**Existing Condition:** Two existing parking areas that can accommodate a total of 50 vehicles; shoulders of the road can accommodate an additional 100 to 150 vehicles. Braided social trails lead from the parking areas into Mount Evans Wilderness.

**Desired Condition:** Expand the two existing parking lots and designate the north parking lot for long-term parking for Mount Bierstadt hikers (50-car capacity). Designate the south parking lot for short-term parking and summit viewing (58-car capacity and two vehicle with trailer sites). Both parking areas would include restrooms and benches or tables. Develop an interpretive boardwalk that encourages walking along the perimeter of the parking area and eliminates easy access to the subalpine and alpine tundra.

**List of Graphic Needs:** Photos of tundra, flora and fauna, illustration of landscape, photo of lynx, peak finder.

**Notes/Design Instructions:** Possible site location for ecoart sculpture. The proposal for ecoart was initially developed in the early 1990s by district staff to enhance visitor experiences, understanding of resources and heightened awareness of the environment of Guanella Pass. Part of the rationale for using the ecoart was to soften human structures necessary for travel and recreation in the environment (e.g., incorporating a casting of a beaver dam onto a retaining wall or incorporating a waterfall alongside a drainpipe). Conceptual ideas will be a portion of the exhibit plan, but additional funding options should be explored and the ecoart identified as a separate project from other interpretive signing.

**Signage Recommendations:** Five signs 24” x 12”; using low-profile horizontal design.

**Estimated Cost:**

Sign frames @ \$300.00/each	\$1,500.00
Sign panel design @ \$1,200.00 each	\$6,000.00
Fabrication @ \$200.00/ea	\$1,000.00
Eco sculpture	\$45,000.00

**Site 7: 1/4 Mile above Duck Lake**

**Topic:** Historical recreation, geology and life zones.

**Theme:** The movement of glaciers and the downcutting of streams have carved a breathtaking landscape with opportunities to explore and partake in high country outdoor recreation adventures.

**Objectives:** As a result of this exhibit, visitors will:

- Realize they are in the alpine life zone.
- Understand how glaciers and erosion created the landforms.

**Existing Condition:** To be determined as part of the exhibit plan process

**Desired Condition:** To be determined as part of the exhibit plan process

**List of Graphic Needs:** Illustration of life zones and glacier-related landforms.

**Notes/Design Instructions:** To be determined as part of the exhibit plan process

**Signage Recommendations:** Two low profile signs, 24” x 36”

**Estimated Cost:**

Sign frames @ \$500.00	\$1,000.00
Sign panel design @ \$1,000.00	\$2,000.00
Fabrication @ \$2,000.00/ea	\$4,000.00



**Site 8: Overlook**

**Survey Station:** 16+200

**Topic:** Wildlife, life zones, and successive glaciation episodes.

**Themes:** The plants and animals that flourish here today adapted and evolved over thousands of years to this unique environment and climate.

**Objectives:**

- Be able to identify various wildlife specimens.
- Realize the changes in life zones.
- Recognize changes in vegetation.
- Understand the relationship between geology and landforms.

**Existing Condition:** Parking for three to four vehicles on outside of switchback.

**Desired Condition:** Maintain parking and install rock safety wall and interpretation.

**List of Graphic Needs:** Photos illustrating localized plants and animals, and illustrations depicting landforms and life zones.

**Notes/Design Instructions:** Possible site location for ecoart sculpture. The proposal for ecoart was initially developed in the early 1990s by district staff to enhance visitor experiences, understanding of resources and heightened awareness of the environment of Guanella Pass. Part of the rationale for using the ecoart was to soften human structures necessary for travel and recreation in the environment (e.g., incorporating a casting of a beaver dam onto a retaining wall or incorporating a waterfall alongside a drainpipe). Conceptual ideas will be a portion of the exhibit plan, but additional funding options should be explored and the ecoart identified as a separate project from other interpretive signing.

**Signage Recommendations:** Two to three low profile signs 24" x 36"

**Estimated Cost:**

Sign frames @ \$500.00	\$1,500.00
Sign panel design @ \$2,100.00	\$6,300.00
Fabrication @ \$500.00/ea	\$1,500.00
Eco sculpture	\$15,000.00

*Site 9: Duck Creek Picnic Ground/Winter Closure*

**Survey Station:** 12+030

**Note:** Entrance needs to be reconstructed to improve access from the north.

**Topic:** Water quality, mining, and historical transportation (wagon roads, Ute trails, railroad).

**Theme:** The legacy of 19th century mining influences recreation along the corridor today; roadways inherited from wagon trails, ghost towns that were once boom towns, and streams tainted with heavy metals from mining serve as lessons in the relationship between people and the land.

**Objectives:**

- Recognize that the wagon road up to Geneva City leads to historical mining and smelters.
- Understand that Duck Creek is a live creek in relation to Geneva Creek, which has been affected by heavy metals associated with the natural bedrock and historical mining in the headwaters of Geneva Creek.
- Recognize the various recreational uses available at this site.

**Existing Condition:** Eight-site picnic area with vault toilet, water well and information board. Picnic area is located in a dense stand of lodgepole pine. Minimal use.

**Desired Condition:** Develop winter closure parking area for approximately 20 spaces including three spaces dedicated to vehicles with trailers. Include telephone for emergency use and replace toilet facility.

**List of Graphic Needs:** Historical photos of Geneva City; illustration that depicts live versus dead streams; photos of various recreation users.

**Notes/Design Instructions**

**Signage Recommendations:** Two to three low profile signs 24” x 36”

**Estimated Cost:**

Sign frames @ \$500.00	\$1,500.00
Sign panel design @ \$2,100.00	\$6,300.00
Fabrication @ \$500.00/ea	\$1,500.00

**Site 10: Abyss Trailhead**

**Survey Station:** 9+340

**Topic:** How geology and land morphology relates to the formation of grasslands for ranching and influences the location of recreation sites.

**Themes:** Diverse landscapes shaped by geologic uplift and climate changes invited people into the high mountain valleys to explore for minerals and establish an intimate relationship with the land through ranching and recreation.

**Objectives:**

- Identify local flora and fauna.
- Identify mountain peaks in vista.
- Recognize human uses dependent upon local resources.
- Understand how geology affects landforms and human uses of the land.

**Existing Condition:** Existing parking accommodates 35 to 40 parking spaces.

**Desired Condition:** Combine Abyss and Burning Bear parking areas and design to accommodate 45 vehicles. Develop Nature Walk Overlook Trailhead and interpretation, and provide benches at the trailhead.

**List of Graphic Needs:** Life zone image, photos of ranching, illustration of stream profile and gradient as it relates to geology.

**Notes/Design Instructions:** Possible site location for ecoart sculpture. The proposal for eco-art was initially developed in the early 1990’s by district staff to enhance visitor experiences, understanding of resources and heightened awareness of the environment of Guanella Pass. Part of the rationale for using the eco-art was to soften human structures necessary for travel and recreation in the environment...such as incorporating a casting of a beaver dam onto a retaining wall, or incorporating a waterfall alongside a drainpipe. Conceptual ideas will be a portion of the exhibit plan, but additional funding options should be explored and the ecoart identified as a separate project from other interpretive signing.

**Signage Recommendations:** Eight low profile signs, 18” x 24”

**Estimated Cost:**

8 signs @ \$200.00	\$1,600.00
Design @ \$ 1,200.00	\$9,600.00
Frames 8 @ \$300.00	\$2,400.00
Eco sculpture	\$10,000.00

**Site 11: Scott Gomer Waterfall**

**Survey Station:** 8+470

**Topic:** Glacial moraines, geologic landforms and life zones.

**Themes:** Guanella Pass has been the setting to great geologic uplifts, the erosive forces of massive glaciers, and the down cutting of snow-fed streams resulting in scenic vistas that continue to change under the forces of nature.

**Objectives:**

- Recognize changes brought about by glaciers and other natural processes and human activities.
- Recognize that slope, aspect, soil moisture, and symbiotic relationships determine why some vegetative species are always found together.
- Learn about Scott Gomer’s significance to the region.
- Recognize changes in life zones and the associated indicator species.
- Be able to identify tree types and native plant species.

**Existing Condition:** Parking for two vehicles on outside edge of sharp turn. There are safety concerns with this parking area.

**Desired Condition:** Upgrade parking to accommodate five to ten vehicles just below the sharp curve and develop walking path to the falls. Accommodate equestrian trail through the vicinity.

**List of Graphic Needs:** Illustration of life zones with associated plants, trees, mammals and relationship to geologic landforms. Also need photos of human activity.

**Notes/Design Instructions:** Low profile

**Signage Recommendations:** One low profile sign 24” x 36”

**Estimated Cost:**

Sign frames @ \$500.00	\$500.00
Sign panel design @ \$1,000.00	\$1,000.00
Fabrication @ \$2,000.00/ea	\$2,000.00

**Site 12: Whiteside Campground**

**Survey Station:** 4+806

**Topic:** Watchable wildlife, stream quality, riparian habitat, water supply and the history and effects of mining, logging and fire.

**Themes:** As in much of the West, the influence of water, the presence of minerals, and the demand for timber play an important role today as it did a century ago. Natural resources continue to shape the way people relate with the land.

**Objectives:**

- Recognize the connection between human use of the valley and water quality.
- Realize the importance of this region to Denver water supply.
- Learn fire safety awareness and recognize the dangers of wildfire.
- Learn about bighorn sheep.
- Be able to observe the substrate of the creek and recognize the absence of aquatic life.
- Recognize that these forests were denuded for charcoal in the 1800s, which was the impetus for designation of the National Forest.

**Existing Condition:** Offers seven campsites with parking for ten vehicles and one vault toilet. Four of the campsites are located in the riparian area and are causing soil erosion and deposition into Geneva Creek. A bridge across the stream provides access to these campsites and an unmarked trail system. Concrete remnants of an abandoned well are next to the parking area.

**Desired Condition:** Convert campground to day-use area with picnic tables and parking to accommodate eight to ten vehicles. Close the four developed areas located in the riparian area, and construct new picnic sites in suitable locations. Reconstruct bridge to provide Americans ADA accessibility and remove old concrete well pad.

**List of Graphic Needs:** Photos of area prior to fire, historical photos of denuding in the 1800s, illustration of creek substrate or lacking fish/aquatic life.

**Notes/Design Instructions:** Possible interpretive trail, Reader Rail type signs

**Signage Recommendations:** Two to three low profile signs 24" x 36"

**Estimated Cost:**

Sign frames @ \$500.00	\$1,500.00
Sign panel design @ \$2,100.00	\$6,300.00
Fabrication @ \$2,000.00/ea	\$6,000.00

**Site 13: Kiosk Grant Entrance**

**Survey Station:** 3+940

**Topics:** Orientation and information with a focus on the Park County side of Guanella Pass. Display elevation profile depicting geologic landforms and associated life zones.

**Themes:** Welcome to the Guanella Pass Historic and Scenic Byway, gateway to intimate mountain experiences, and Colorado-style recreation opportunities!

**Objectives:**

- Recognize the many recreation activities occur along the Byway and be able to determine the location of these recreation opportunities.
- Be introduced to the major theme of the Byway.
- Recognize changes in vegetation, wildlife habitat, and terrain as related to elevation and geologic landforms.
- Be educated in Byway user etiquette.
- Obtain information on road conditions, vehicle length limits, regulatory speed and designated parking area policy.
- Receive orientation to low impact camping practices and ways to “tread lightly on the land.”
- Understand that weather conditions can change rapidly and vary drastically from the Byway entrance to the top of Guanella Pass and that it is necessary to be prepared.

**Existing Condition:** Undeveloped site

**Desired Condition:** Install Interpretive Kiosk to establish entrance to the Byway. Construct parking for approximate 15 vehicles with one to three spaces dedicated to vehicles with trailers. Install toilets and approach signs.

**List of Graphic Needs:** Regional map, photos of people recreating, recreation sites and people practicing good ethics and safety.

**Notes/Design Instructions:** Kiosk; use native stone. Possible site location for ecoart sculpture. The proposal for ecoart was initially developed in the early 1990s by district staff to enhance visitor experiences, understanding of resources and heightened awareness of the environment of Guanella Pass. Part of the rationale for using the ecoart was to soften human structures necessary for travel and recreation in the environment (e.g., incorporating a casting of a beaver dam onto a retaining wall, or incorporating a waterfall alongside a drainpipe). Conceptual ideas will be a portion of the exhibit plan, but additional funding options should be explored and the ecoart identified as a separate project from other interpretive signing.

**Signage Recommendations:** Three paneled kiosk with roof and rock base.

**Estimated Cost:**

Kiosk construction:	\$6,000.00
Sign panel design @ \$2,100.0/ea	\$6,300.00
Fabrication @ \$500.00/ea:	\$1,500.00
Eco sculpture	\$5,000.00

*Site 14: Geneva Creek Picnic Ground*

**Survey Station:** 3+735

**Existing Condition:** The site has a bridge that provides access across Geneva Creek and currently has five picnic sites with day-use parking for up to five vehicles. The picnic sites are located directly along the creek and erosion of soil from parking area and picnic sites is evident. There is also a vault toilet that is located within 50 feet of the stream.

**Desired Condition:** There is no interpretation planned for this location because the site is located prior to the formal entrance to Guanella Pass Scenic and Historic Byway. The future desired condition is to remove all facilities, which include the vault toilet and picnic sites, and limit parking to three to five parking spaces by the placement of boulders. Need to develop a plan to utilize the bridge by building a trail from the main entrance that leads back to Geneva Creek.

**List of Graphic Needs:** To be determined

**Notes/Design Instructions:** Possible site location for ecoart sculpture. The proposal for ecoart was initially developed in the early 1990s by district staff to enhance visitor experiences, understanding of resources and heightened awareness of the environment of Guanella Pass. Part of the rationale for using the ecoart was to soften human structures necessary for travel and recreation in the environment (e.g., incorporating a casting of a beaver dam onto a retaining wall, or incorporating a waterfall alongside a drainpipe). Conceptual ideas will be a portion of the exhibit plan, but additional funding options should be explored and the ecoart identified as a separate project from other interpretive signing.

**Signage Recommendations:** To be determined

**Estimated Cost:**

Eco-sculpture	\$8,000.00
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## Interpretive Site Evaluation Strategies and Techniques

While evaluation of any program is critical to ongoing success, it is often the most overlooked component. Evaluation of exhibits, programs, or any interpretive or educational endeavor provides a venue for restructuring programs, and opportunities for growth. The methods outlined below provide several alternatives for evaluation and can be adapted for use with diverse projects and programs.

The assessment of behavior, mood, or response to environmental conditions should be as unobtrusive as possible. The following are common methods employed by environmental psychologists to study and record visitor responses to stimuli.

### Unobtrusive Methods

Unobtrusive methods apply measurement techniques that address the questions being asked. Such methods are designed to minimize any disturbance to the setting and study real people in real environments. One disadvantage of using this technique is that it may entail an invasion of privacy and a lack of informed consent on the visitors' part.

**Observational Techniques** - Watch others and report their behavior and interactions in the setting. Use recorded narratives, video cameras, photography, or written notes. Recorded results can be reviewed when more time is available to log the data. Spreadsheets can be developed to log the number of occurrences of certain behaviors and what provoked them (whether positive or negative).

**Behavior Mapping** - Accurately record visitor actions in a particular place and time using a form that outlines occurrences based on location, time of day, age groups observed, backgrounds of visitors, and utilization of equipment and facilities. This technique may be used to predict the success or failure of new facilities.

**Accretion** - Measure the physical evidence removed or left behind at a specific location. For example, data collection methods may include mapping trails formed by visitors when no trails are present (for future planning of trail locations), monitoring recycling at recycle drop-off stations (or brochure recycling), quantifying the amount of trash or litter left behind, or numerous other physical remnants of visitors.

### Obtrusive Methods

Obtrusive methods commonly measure visitor moods, thoughts, attitudes and behavior by directly asking what they are thinking, how they feel, and what they would like to see or feel at a specific location.

**Self-report measures** – The following are some common examples of self-report measures:

**Questionnaires** – Upon leaving a site, questionnaires are distributed to visitors that may be mailed back anonymously, or filled out at the end of the visit and dropped in a collection spot. Questionnaires can be given to a large group at one time, with little skill needed to perform the data collection. Interpretation of responses are based on the judgement of the interviewer.

**Interviews** – Interviews are conducted individually. Skill is required to interpret a visitor's response and answer their questions.

**Cognitive Mapping** – Visitors may be asked to draw a map for up to five minutes showing the site they just visited. After each minute, the visitor is required to use a different color pencil. The final map shows the importance of certain areas to each visitor in order of value.

## Wayside Exhibit Evaluation Checklist

A checklist similar to the following could be used to measure the relative effectiveness of wayside exhibits in communicating a particular message to Byway visitors.\* Such checklists could be distributed individually to Byway visitors at each particular wayside exhibit. For each checklist, blanks would be provided to answer questions "yes" or "no."

### *Content*

1. Is the topic interesting, significant and appropriate?
2. Is this a logical location for this subject?
3. Is the exhibit content accurate?
4. Are sentences and paragraphs clear, concise and correct?
5. Are the graphics effective?
6. Does the panel contain the right amount of information?
7. Does the exhibit accomplish the purpose stated in the exhibit plan?

### *Exhibit Design*

1. Is there a good balance of text and graphics?
2. Are the panel colors pleasing and easy on the eyes?
3. Does the arrangement of text and graphics aid comprehension?
4. Is the type legible and readable?
5. Are captions complete and properly placed?
6. Is the panel size and shape appropriate for the subject?
7. Are panel and base materials appropriate for the site?

### *Installation/maintenance*

1. Was the exhibit installed so as to be unobtrusive to natural resources?
2. Is there a level, hard-surfaced exhibit pad of adequate size?
3. Is the site accessible to visitors, including the mobility - impaired?
4. Is the exhibit plumb, level, and solidly anchored?
5. Is the exhibit clean and in good condition?
6. Has the vista from the exhibit site been properly maintained?

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\*(Adapted from the Wayside Exhibit Evaluation Checklist of Guidelines for Planning, Designing and Producing Wayside Exhibits, National Park Service, Harpers Ferry Center, Division of Wayside Exhibits, 1992.).



## **APPENDIX B – GUANELLA PASS BYWAY HISTORICAL BACKGROUND**

The following chronological list reflects activities related to the development of Guanella Pass Road as a Scenic and Historic Byway and the initiation of the Federal Highway Administration (FHWA) road improvement project.

**1987** Clear Creek County and Park County officials began seeking funding assistance for Guanella Road improvements through the Forest Highway Program.

**1989** Guanella Pass was designated Forest Highway 80, making it eligible for the Forest Highway Program. Park County, Clear Creek County and the Forest Service jointly prepared a nomination to obtain Colorado Scenic & Historic Byway status for Guanella Pass.

**April 1990** Guanella Pass was designated a Colorado Scenic and Historic Byway.

**February 1991** Guanella Pass was designated a National Forest Scenic Byway.

**Spring 1992** Park County secured funding for and published 25,000 copies of the Guanella Pass Scenic and Historic Byway (interpretive) Tour Guide in cooperation with Clear Creek County, the Forest Service and the Guanella Pass Scenic and Historic Byway Committee. Tour Guide corresponded to nine "points of interest" (blue columbine) signs that were placed at key interpretive sites between Grant and Georgetown.

**December 1992** Park County prepared and submitted a corridor management planning proposal to the Forest Service and Intermodal Surface Transportation Efficiency Act (ISTEA) grant program on behalf of the Guanella Pass Scenic & Historic Byway Committee. Funding was not awarded and corridor planning was put on indefinite hold.

**October 1993** The FHWA held the initial Social Economic and Environmental Team meeting. The Forest Service agreed to develop a management plan for the Byway.

**January to March 1995** The FHWA sponsored several open houses and stated that any issues related to management concerns (namely overuse and misuse) should be directed to the Forest Service to be addressed in the Scenic Byway Management Plan.

**May 1995 to March 1997** The Forest Service developed a draft "Guanella Pass Scenic Byway Corridor Management Strategy" using citizen-based working groups, but the draft document was never finalized.

**Spring 1995** Park County secured funding for and printed 100,000 additional copies of the Guanella Pass Scenic and Historic Byway Tour Guide for distribution in Park County, Clear Creek County and Forest Service information outlets.

**June 1995** The Forest Service agreed to be a cooperating agency for the Environmental Impact Statement (EIS) led by the FHWA for the Guanella Pass road improvement project.

**September 1995** Southern Rockies Ecosystem Project and the Colorado Environmental Coalition submitted “A Citizens’ Proposal for Protecting Biodiversity and Ecosystem Health on the Guanella Scenic Byway Corridor.”

**August 1996** The Forest Service developed a draft “Guanella Pass Scenic Byway Interpretive Plan” but the document was not finalized.

**Spring 1997** Clear Creek County Tourism Board received ISTEA funding to complete a corridor management plan to meet the state scenic byways requirements.

**July 1998** Clear Creek County Tourism Board received ISTEA funding for interpretation along the Byway.

**March 1999** Clear Creek County Tourism Board formally adopted the “Guanella Pass Scenic and Historic Byway Corridor Management Plan with Recommendations for the Clear Creek County Segments.” Park County did not participate in developing the Clear Creek County segments.

**June 1999** The FHWA released the “Draft EIS” to the public. It contained five alternatives, including no action.

**February 2000** The FHWA met with stakeholders to review public comments. Based on public response, the FHWA developed a sixth alternative that focused more on rehabilitation.

**June 2000** The Forest Service issued a draft “Guanella Pass Scenic and Historic Byway Interpretive Plan.” A revised version of this document is included in Appendix A.

**July 2000** The FHWA held public hearings to receive comments on the Draft EIS.

**August 2000** The Clear Creek County Tourism Board met with Park County officials and representatives and the Forest Service to develop and finalize the revised corridor management plan for the entire Byway.

**October 2000** The Clear Creek County Tourism Board requested final comments from all participants on the revised corridor management plan before submittal to the State Scenic Byways program.

**November 2000** The FHWA released the “Guanella Pass Road Supplemental Draft EIS”.

**October and November 2000** The Forest Service attended Clear Creek County Tourism Board meetings to discuss Forest Service concerns with the corridor management plan.

**December 2000** The Clear Creek County Tourism Board adopted a revised corridor management plan though no official adoption action was taken by any agencies involved in the development of that plan.

**December 2000** The FHWA held public hearings to receive comment on the Supplemental Draft EIS. The Forest Service stated a desire for additional treatments in Alternative 6, specifically slope and stream bank stabilization work and hardened surfaces for addressing the erosion and sedimentation issue. (Guanella Pass Public Hearing, Bailey Fire station December 4, 2000 transcript pages 17-20).

**January 2001** The Colorado Scenic and Historic Byway Program notifies the Clear Creek County Tourism Board that the corridor management plan did not meet the guidelines for corridor management plans established by the Federal Highway Administration.

**February 2001** The Forest Service and governmental leaders from Park County, Clear Creek County, Town of Georgetown, and the Clear Creek County Tourism Board gathered to develop a new draft Corridor Management Strategy (CMS).

**May 2001** The Forest Service obtained ERO Resources with FHWA funding to help organize a Scenic Byway Committee (SBC), facilitate SBC weekly meetings, and update and revise the draft CMS.

**July to November 2001** ERO Resources held a total of 11 SBC meetings in the Town of Georgetown and the Town of Bailey to facilitate SBC meetings and update and revise the draft CMS. Coyote Consulting and ERO helped facilitate six additional meetings.

**December 2001** The CMS was finalized by the SBC and sent to the Colorado Scenic and History Byway Program for formal approval.

## APPENDIX C – COMMENT SUMMARY REPORT

Table C1 provides a detailed summary of some of the more significant comments broken down by category and subcategory. The subcategories provide a more detailed description of the comments received for some of the significant comment categories.

**Table C1. Individual issue comments and counts within categories.**

COMMENT CATEGORIES (TOTAL COMMENTS)	# OF COMMENTS
<b>Road Surface Types Including Paving (62 comments = 12.2%)</b>	
Support natural looking surface	2
No good road surface to control visitor numbers	1
Pavement source for pollution (e.g., oil and road acid)	2
An alternative surface would be acceptable	3
Support hardening surface	6
Only harden or pave surfaces that create sedimentation/erosion problem	1
Resurface with macadam only areas that are surfaced now	2
Dirt road is easy to maintain	1
Use dust settling materials	1
Pave the road	3
Do not pave the road	16
Some paving on the road is ok	2
Pave in the existing footprint only	9
Paving will cause pass area to be impacted by large groups	2
Paving will encourage heavy motorcycle use	2
Paved road will have a negative impact of Georgetown through more traffic, people, and accidents	2
Paved road would be easier to maintain	2
What is the impact of paving/construction on Georgetown?	2
Pave only sections near streams	1
Paving might create a connector route between I-70 and 285	2

COMMENT CATEGORIES (TOTAL COMMENTS)	# OF COMMENTS
<b>Water Quality, Erosion, and, Watershed Condition (30 comments = 5.9%)</b>	
Incorporate any and all available information related to water quality into the Guanella Pass CMP	1
Mitigation strategies for sedimentation and acid-metal drainage should be addressed as part of the planning process	1
Greater source of inorganic sediments from historic mine workings that line Forest Road 119 between Duck Creek Picnic Ground and the old townsite of Geneva City, in combination with off-road vehicle use in the same area	1
Missing an assessment of the relative contribution of sediments from old mines, versus sedimentation from Guanella Pass road	1
Could be ignoring a large source of sediments (i.e., from old mines) and implementation of recommendations in the plan may have little net effect on improving stream quality	1
Address historical water quality issues	1
Address background levels of sediment that affect water quality	1
Identify real sources causing water quality issues	1
Address/improve water quality	2
Paving will reduce sedimentation, erosion, and water quality	6
Take care of erosion and sediment problems	3
Use all funds on drainage and/or erosion control	1
Improve drainage	3
\$40 million should be spent on drainage, erosion control, and sedimentation	2
Address drainage to keep run off away from streams	1
Build some settling ponds	2
Build some retaining walls	1
Stabilize fill slopes to reduce sedimentation and erosion	1
<b>Camping (25 comments = 4.9%)</b>	
Continue to allow dispersed camping in Waldorf and Geneva Basins	1
Do not charge fees for dispersed camping	1
Enforce no dispersed camping	2
Dispersed camping areas along stream need toilet and garbage cans	2
Designate dispersed camping areas	3
Provide more developed camping	1
Designate campgrounds	8



COMMENT CATEGORIES (TOTAL COMMENTS)	# OF COMMENTS
<b>Camping (continued)</b>	
Do not support more campgrounds	2
Restrict camping within 200 feet of Guanella Pass Road	1
Work more to keep people from camping within 100 feet of stream	1
Camping impacts area	1
Keep camping	1
No more campgrounds on south side	1
<b>Wildlife Threatened and Endangered Species (18 comments = 3.5%)</b>	
Concerned with wildlife-traffic encounters	2
Protect the wildlife	5
<b>Wildlife Threatened and Endangered Species (continued)</b>	
Shouldn't pine marten be included as a Management Indicator Species at least for Pike-San Isabel NF?	1
All the species that inhabit the area should be listed with associated impacts on them due to the road	1
Ptarmigan habitat at top should have special bird protection designation	1
Reduce traffic to protect wildlife	1
Use reflective mirrors for headlight warning for animals crossing at night	1
Concern for wildlife crossing on lower switchbacks above Georgetown	1
Concern about effects of dust on wildlife	1
What about boreal toad habitat and breeding areas?	1
Need document that defines threatened, endangered, sensitive, and MIS with laws that govern each	1
Elk and sheep are not endangered	1
Non T and E species will be endangered due to paving (i.e., due to increased speeds and straighter road)	1
<b>Winter Closure (14 comments =2.7%)</b>	
Close the Road in Winter	2
Keep the Road Open in Winter	5
Do not want groomed trails in winter	1
Winter closure precludes access to potential emergencies	1
Close road in winter to protect wildlife (e.g., lynx and ptarmigan)	1

COMMENT CATEGORIES (TOTAL COMMENTS)	# OF COMMENTS
<b>Winter Closure (continued)</b>	
Keep road from Naylor Lake to Grant closed in winter	1
Close road from 2 miles south of Duck Lake to Grant in winter	1
Support non-motorized access only in winter	1
Winter closure better located downstream from Bund	1
<b>Law Enforcement (11 comments = 2.2%)</b>	
After paving who will provide the law enforcement?	1
Need permit system to help fund Forest Service law enforcement of the area	1
Forest Service needs to provide additional enforcement during peak usage	2
Enforce off-road violations	2
Channel more money into law enforcement	1
No existing law enforcement to control speeding	1
Need more law enforcement	3
<b>Scenic Byway Designation (10 comments = 1.9%)</b>	
Rescind the scenic byway designation	10
<b>General Corridor Management Strategy Comments (10 comments = 1.9%)</b>	2
Plan will help address concerns on the Byway	1
Project is unclear	1
Need for hardened road surface over-emphasized. No other road surfacing options discussed.	1
<b>General Corridor Management Strategy Comments (10 comments = 1.9%)</b>	
CMS fails to mention anticipated increase in traffic volume if entire road has a hardened surface.	1
Impacts of magnesium chloride should be included under hardened road surfaces.	1
CMS fails to discuss impacts to the road by larger vehicles or impacts from increased use at night if surface is hardened.	1
CMS needs to address that Fee Demo program which could be dropped by Congress in a few years	1
CMS needs to discuss commercial/residential development at Duck Lake	1

## APPENDIX D – THREATENED, ENDANGERED, SENSITIVE, AND MANAGEMENT INDICATOR SPECIES

Table D1. Byway corridor Threatened, Endangered and Sensitive species.

COMMON NAME	SCIENTIFIC NAME	STATUS
<b>Animals</b>		
Southwestern willow flycatcher	<i>Empidonax trailii eximius</i>	USE
Bald eagle	<i>Haliaeetus leucocephalus</i>	UST, ST
Greenback cutthroat trout	<i>Oncorhynchus clarki stomais</i>	UST, ST
Canada lynx	<i>Lynx canadensis</i>	UST, SE
Boreal toad	<i>Bufo boreas boreas</i>	C, SE
North American wolverine	<i>Gulo gulo luscus</i>	SE
Dwarf shrew	<i>Sorex nanus</i>	R2
Pygmy shrew	<i>Microsorex boyi montanus</i>	R2
American marten	<i>Martes americana</i>	R2
Northern goshawk	<i>Accipiter gentilis</i>	R2
Boreal owl	<i>Aegolius funereus</i>	R2
Black swift	<i>Cypseloides niger</i>	R2
Northern three-toed woodpecker	<i>Picoides tridactylus</i>	R2
Olive-sided flycatcher	<i>Contopus borealis</i>	R2
Pygmy nuthatch	<i>Sitta pygmaea</i>	R2
Golden-crowned kinglet	<i>Regulus satrapa</i>	R2
Fox sparrow	<i>Passerella iliaca</i>	R2
Tiger salamander	<i>Ambystoma tigrinum</i>	R2
Northern leopard frog	<i>Rana pipiens</i>	R2
<b>Plants</b>		
Penland alpine fen mustard	<i>Eutrema penlandii</i>	USE
Moonworts	<i>Botrychium lineare, Botrychium pallidum</i>	R2
Brownie lady's slipper, Purple lady's slipper	<i>Cypripedium fasciculatum</i>	R2
Weber's monkey-flower	<i>Mimulus gemmiparus</i>	R2
Porter's feathergrass	<i>Ptilagrostis porteri</i>	R2
Sea thrift, Sea pink	<i>Armeria scabra</i>	C, R2
Iowa moonwort	<i>Botrychium campestre</i>	R2
Reflected moonwort	<i>Botrychium echo</i>	R2
Livid sedge	<i>Carex livida</i>	R2
White cottongrass	<i>Eriophorum altaicum</i>	R2
Hall's fescue	<i>Festuca ballii</i>	R2
Greenland primrose	<i>Primula egallkensis</i>	R2
Northern blackberry	<i>Cylactis arctica</i>	R2
Low blueberry willow	<i>Salix myrtillofolia</i>	R2
Autumn willow	<i>Salix serissima</i>	R2
Little bulrush, Rolland's bulrush	<i>Scirpus rollandii</i>	R2

<sup>1</sup>The status of several species has changed since November 1997

Source: MK Centennial 1998a.

SE: State endangered species; USE: USFWS endangered species; ST: State threatened species; UST: USFWS threatened species; C: USFWS Candidate for listing; R2: Forest Service Region 2 Sensitive;

**Table D2. Management Indicator Species Table for the Guanella Pass Corridor**

COMMON NAME	SCIENTIFIC NAME
Golden eagle	<i>Aquila chrysaetos</i>
Mallard duck	<i>Anas platyrhynchos</i>
White-tailed ptarmigan	<i>Lagopus leucurus</i>
American pipit	<i>Anthus rubescens</i>
Green-tailed towhee	<i>Pipilo chlorurus</i>
Warbling vireo	<i>Vireo gilvus</i>
MacGillivray's warbler	<i>Oporornis tolmiei</i>
Wilson's warbler	<i>Wilsonia pusilla</i>
White-crowned sparrow	<i>Zonotrichia leucophrys</i>
Southern red-backed vole	<i>Clethrionomys gapperi</i>
Beaver	<i>Castor canadensis</i>
Snowshoe hare	<i>Lepus americanus</i>
Rocky Mountain bighorn sheep	<i>Ovis canadensis</i>
Elk	<i>Cervus Elaphus</i>
Mule deer	<i>Odocoileus hemionus</i>
Mountain goat	<i>Oreamnos americanus</i>
Rainbow trout	<i>Oncorhynchus mykiss</i>
Brook trout	<i>Salvelinus fontinalis</i>

## APPENDIX E – FUNDING SOURCES

### Federal Funding

**National Scenic Byways Grant** — The federal share typically shall be 80 percent reimbursable with a matching 20 percent coming from state funds. These grant funds include projects associated with the development of corridor management plans involving work activities such as safety improvements to a highway, construction along scenic byway facilities (e.g., rest areas, turnouts, shoulder improvements, overlooks, interpretive facilities, pedestrian and bicycle amenities), protection of historical, archaeological, and cultural resources adjacent to the highway, and development and provision of tourism information to the public, including interpretive information about the Byway.

**Transportation Enhancement Funds** — The Federal share shall not exceed 80 percent with matching 20 percent coming from the State or local funds. Use of these funds must involve projects associated with the development safety improvements, Byway enhancement projects, Byway facilities, or provide access to recreation, resource information, interpretive facilities, and marketing materials.

**Other Federal Funds** — Other Federal funds (e.g., surface transportation programs) may possibly be used for transportation improvements under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and similar subsequent legislation.

*Contact: Sally Pearce  
Colorado Scenic Byways Coordinator  
Colorado Department of Transportation  
4201 East Arkansas, EP 606  
Denver, CO 80222  
Tel: (303)757-9786*

**Land and Water Conservation Fund:** The Land and Water Conservation Fund (LWCF) allows the Forest Service and local governments to purchase lands needed to manage key natural resources or to acquire legal ownership to lands which enhance the management of existing public lands and resources. Funding is Congressionally limited to specific project areas.

*Contact: Tom Easley  
Department of Natural Resources  
Division of Parks and Outdoor Recreation  
1313 Sherman Street, Room 618  
Denver, CO 80203  
Tel: (303) 866-3203 Ext. 318*

**Forest Service Fee Demonstration Funds** —In 1996, Congress authorized the Recreation Fee Demonstration Program (fee demo), for the Forest Service, National Park Service, Bureau of Land Management, and U.S. Fish and Wildlife Service. The SBC recognizes that fee demo funds provide a useful means of generating extra funds for enforcement and maintenance of the Byway.

*Contact: Donna Micklely  
Forest Service Regional Office  
740 Simms  
Golden, CO 80401  
Tel: (303) 275-5166*

**U.S. Department of Agriculture-Forest Service Economic Recovery Program:**

The Forest Service provides technical and financial assistance to rural communities located in or near National Forest lands that have become economically dependent or disadvantaged due to public land management decisions. Funds are used to help National Forest and natural resource dependent rural municipalities, tribes, and counties, with populations of less than 10,000, to organize, plan, and implement rural development efforts at the local level. Matching requirements are 80/20.

**U.S. Department of Agriculture-Forest Service Rural Development Program:**

The Forest Service provides technical and financial assistance to help strengthen, diversify and expand local economies, especially those experiencing long-term or persistent economic problems. Communities need not be dependent on Federal lands to be eligible. Grants provide technical assistance and matching funds for projects designed to stimulate improvements in the economic or social well-being of rural citizens through forest resources. Matching requirements are 50/50.

*Contact: Bob Dettman  
U.S. Department of Agriculture-Forest Service  
Box 25127  
Lakewood, CO 80225  
Tel: (303) 275-5741*

**Restoration of Abandoned Mines Sites:** The Restoration of Abandoned Mines Sites (RAMS) program was initiated by the USACE to assist in restoration/remediation of non-coal abandoned mines sites.

*Contact: Tim Carey  
U.S. Army Corps of Engineers  
Denver Regulatory Office  
9307 South Platte Canyon Road  
Littleton, CO 80128-6901  
Tel: (303) 979-4120*

## State and Private Funding

Important potential sources of State and private funding or technical assistance include—

### Forestry

The Colorado State Forest Service offers a Colorado Tree Coalition Grant for tree planting and management. Private lands along the Byway in need of restoration and may qualify for up to \$3,000 in funding.

*Contact: Ralph Campbell  
Colorado State Forest Service  
203 Forestry Bldg, Colorado State University  
Fort Collins, CO 80523  
Tel: (970) 491-6303*

### Historical

**Colorado Historical Society General Grants:** Provides grants for preservation and restoration of historic resources, and for survey, planning, and education projects involving historic resources. A minimum cash match of 25 percent of the total project cost is required.

**Colorado Historical Society Emergency Grants:** Provides grants for designated historic properties in imminent danger of being lost, demolished, or seriously damaged, when such threat is sudden or unexpected. A minimum cash match of 25 percent of the total project cost is required.

**Colorado Historical Society Historic Structure Assessment Grants:** Provides grants for the preparation of Historic Structures Assessment involving historic resources. A cash match of 25 percent of the total project cost is recommended but not required.

**Colorado Historical Society Preservation Initiative Grants:** Provides funds for projects meeting special initiatives for the preservation and restoration of historic resources, and for survey, planning, and education projects.

*Contact: Mark Wolfe  
Colorado Historical Society  
225 E. 16th Ave., Suite 260  
Denver, CO 80203  
Tel: (303) 866-2825*

**National Preservation Loan Fund:** Provides below market rate loans up to \$150,000 to nonprofit organizations and public agencies to help preserve properties listed in, or eligible for, the National Register of Historic Places.

*Contact: Barbara Pahl  
National Trust for Historic Preservation  
910 16th St., Suite 1100  
Denver, CO 80202  
Tel: (303) 623-1504*

*Contact: Georgetown Silver Plume Historic District Public Lands Commission  
Cindy Neely  
c/o Clear Creek County Administrator  
Box 2000  
Georgetown, CO 80444  
Tel: (303) 569-2530*

## Mining

**Mineral Impact Grants:** The Energy and Mineral Impact Assistance program assists communities affected by the growth and decline of energy and mineral industries in the state. Funds come from the state severance tax on energy and mineral production and from a portion of the state's share of royalties paid to the federal government for mining and drilling of minerals and mineral fuels on federally-owned land. Eligible entities to receive grants and loans include municipalities, counties, school districts, special districts and other political subdivisions and state agencies. The kinds of projects that are funded include but are not limited to—water and sewer improvements, road improvements, construction/improvements to recreation centers, senior centers and other public facilities, fire protection buildings and equipment, and local government planning.

*Contact: Jack Kirtland  
Department of Local Affairs  
1313 Sherman Street, Room 521  
Denver, CO 80203  
Tel: (303) 866-3688*

**Colorado Abandoned Mine Program:** Under this program projects are identified and developed to address non-point pollution from mining activity. Before a project is proposed, in-depth studies are necessary to analyze the impacts from specific sites and sources and to determine the potential for improving water quality. Federal funding accounts for 60 percent of the cost of projects with the remaining paid by local or private sources.

*Contact: Dave Bucknam  
Department of Natural Resources  
Division of Minerals and Geology  
1313 Sherman Street, Room 215  
Denver, CO 80203  
Tel: (303) 866-3567*



## Recreation, Trails, and Open Space

**Colorado State Trails Program:** Colorado State Parks administers funding for The State Trails Grants program funds projects involving construction, improvement, planning or acquisition of trails. State Trails Grants are a partnership between Colorado State Parks, Great Outdoors Colorado, the Colorado Off-Highway Recreation Fund and the Recreational Trails Program.

*Contact: Bob Finch  
Department of Natural Resources  
Division of Parks and Outdoor Recreation  
1313 Sherman Street, Room 618  
Denver, CO 80203  
Tel: (303) 866-3203 Ext. 331*

**Colorado Heritage Planning Grant:** The purpose of this grant program is to assist local governments in anticipating and responsibly addressing the unique public impacts caused by growth. Regional, multi-jurisdictional efforts to manage growth which are innovative, creative and promise replicable results are encouraged.

*Contact: Charlie Unseld  
Department of Local Affairs  
1313 Sherman Street, Room 521  
Denver, CO 80203  
Tel: (303) 866-2353*

**Conservation Trust Fund:** The Colorado Department of Local Affairs distributes Conservation Trust Fund (CTF) monies from net Lottery proceeds to over 400 eligible local governments: counties, cities, towns, and eligible special districts that provide park and recreation services in their service plans. Funding can be used for interests in land and water, park or recreation purposes, for all types of open space, including but not limited to floodplains, green belts, agricultural lands or scenic areas, for any scientific, historic, scenic, recreation, aesthetic or similar purpose.

*Contact: Teri Davis  
Department of Local Affairs  
1313 Sherman St., Room 521  
Denver, CO 80203  
Tel: (303) 866-4462*

**The Nature Conservancy:** The Colorado Field Office of the Nature Conservancy works to protect sensitive lands throughout the state through conservation easements and land acquisition. The Nature Conservancy has identified priority lands for acquisition along portions of the Byway included in Clear Creek County.

*Contact: Nancy Fishbine  
TNC-Colorado Field Office  
1881 9th Street, Ste 200  
Boulder, CO 80302-5148  
Tel: (303) 444-2950*

**Trust for Public Land:** The Trust for Public Land (TPL) works to conserve land for recreation and to improve the health and quality of life of American communities. TPL has been active throughout the state in working with communities and individuals to acquire and protect open space, as well as establish conservation easements on sensitive lands.

*Contact: Doug Robotham  
1410 Grant Street, Suite D-210  
Denver, CO 80203  
Tel: (303) 837-1131*

### *Great Outdoors Colorado (GOCO)*

**Local Government Parks, Outdoor Recreation and Environmental Education Facilities:** Grants and mini-grants to local governments to acquire, establish, expand, and enhance park and outdoor recreation and environmental education facilities. Sources other than GOCO must provide 30 percent of total project cost.

**Planning and Capacity Building Grants:** Provides support and seed money for planning efforts for future projects that further the mission of preservation, protection, enhancement, and/or management of the state's wildlife, park, river, trail, and/or open space heritage. Minimum match that equals 25 percent of total project cost is required.

**Open Space Grants:** Assist with the acquisition of fee title or conservation easements on unique open space and natural areas of statewide significance, which will encourage cooperative investments by other public or private entities for these purposes.

*Contact: Great Outdoors Colorado  
1600 Broadway, Suite 1630  
Denver, CO 80202  
Tel: (303) 863-7522*

### *Water*

**Water Pollution Control Revolving Fund:** Provides financial assistance in the form of low interest loans to governmental agencies for the construction of various projects that improve local water quality. Generally, monies in the clean water revolving fund may be used for the following 1) Making wastewater treatment facility and nonpoint source project loans and 2) constructing, acquiring or improving wastewater treatment facilities or non-point source pollution projects; and 3) Open space acquisition that will help prevent non-point source pollution.

*Contact: Bonnie Pate  
Water Quality Control Division  
Colorado Department of Public Health and Environment  
4300 Cherry Creek Dr. South  
Denver, CO 80246-1530  
Tel: (303) 692-2000*

### *Overall Technical Assistance*

**Community Resource Center:** Since 1981, the Community Resource Center has assisted local organizations and communities in addressing a variety of issues and problems, including: rural health care, low income housing, water diversion, the agricultural crisis, immigration and civil rights issues, resource development and fundraising, economic and job development, and community planning. CRC helped start organizations such as the Colorado Association of Nonprofit Organizations (CANPO), Coalition to Save Rural America, Colorado Cross-Disability Coalition, Hope! Alive (Pueblo), and Community Shares of Colorado.

*Contact: Steve Graham  
Community Resource Center  
655 Broadway Suite 300  
Denver, CO 80203-3426  
Tel: (303) 623-1540*

## **APPENDIX F – LETTERS OF SUPPORT**



United States  
Department of  
Agriculture

Forest  
Service

Arapaho and Roosevelt  
National Forests and  
Pawnee National Grassland

240 West Prospect Road  
Fort Collins, CO 80526  
Voice: (970) 498-1100 TDD: (970) 498-1025  
Web: [www.fs.fed.us/r2/arnf](http://www.fs.fed.us/r2/arnf)  
Fax: (970) 498-1328

File Code: 7740

Date: **DEC 14 2009**

Guanella Pass Scenic Byway Committee  
c/o ERO Resources  
1842 Clarkson Street  
Denver, CO 80218

Dear Committee Members:

The United States Forest Service appreciates your efforts in the recently completed *Guanella Pass Scenic and Historic Byway Corridor Management Strategy*. As participants in this effort, you should be proud of the management strategy for the corridor you provided. The vision, goals and overall strategy recommendations will be a useful tool to all parties as we move forward to implement actions that address resource needs and improve the overall visitor experience within the byway. The *Guanella Pass Scenic and Historic Byway Corridor Management Strategy* provides an excellent source of information which we will consider as we move forward to implement long-term management actions to address high priority resource concerns.

Management of complex natural resource issues, such as those associated with *Guanella Pass Scenic and Historic Byway*, requires the consideration of diverse and often conflicting resource trade-offs. Considering that, it is unfortunate but not surprising that the committee could not reach consensus on some of the key issues. The Forest Service will weigh all the different options and recommendations when making future decisions on National Forest lands.

We would like to personally thank each of the committee members for your individual and collective efforts to develop the *Guanella Pass Scenic and Historic Byway Corridor Management Strategy*. The Forest Service plans to continue to communicate and utilize the resources of the committee during implementation and we look forward to continuing our working relationship in the future.

Sincerely,

JAMES S. BEDWELL  
Forest Supervisor,  
Arapaho and Roosevelt  
National Forests and  
Pawnee National Grassland

WILLIAM A. WOOD  
Deputy Forest Supervisor, Pike  
and San Isabel National Forest  
Cimarron and Comanche  
Grassland





# Clear Creek County

POST OFFICE BOX 2000  
GEORGETOWN, COLORADO 80444

TELEPHONE: (303) 569-3251 • (303) 679-2300

December 14, 2001

Scott Babcock  
ERO Resources Corp.  
1842 Clarkson St.  
Denver, CO 80218

FX: 303-830-1199

Dear Mr. Babcock and ERO Resources:

Thank you for providing us with the Preliminary Final Draft Corridor Management Strategy. We congratulate you, the Forest Service and the members of the Scenic Byway Committee who devoted so many hours to the study of issues and preparation of the document. We appreciate their dedication to this project.

We recognize that there are several issues that are identified in the document for which no consensus was reached. We appreciate that you have provided the language, which was at issue so that all who consult this document will be aware of the challenges the area presents and the possible solutions that were studied.

Guanella Pass is a treasured and important area in Clear Creek County and we intend to refer to this study for guidance as we make decisions on questions presented to Clear Creek County government. We look forward to receiving the final copy of the document.

Sincerely,

CLEAR CREEK BOARD OF COUNTY COMMISSIONERS

Robert J. Poirot, Chairman

Jo Ann Sorensen, Commissioner

Fabyan Watrous, Commissioner

cc: Donna Mickley, U.S. Forest Service

# CLEAR CREEK COUNTY

A Blast from a *Pastime*.

December 7, 2001

Scott Babcock  
ERO Resources Corp.  
1842 Clarkson Street  
Denver, CO 80218

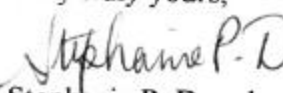
Dear Scott:

On behalf of the Clear Creek County Tourism Board, we would like to thank the members of the Scenic Byways Committee for their dedication in completing the Corridor Management Strategy (CMS) for Guanella Pass. We realize that an enormous amount of work went into the completion of this plan and want to thank you and the staff at ERO Resources for organizing those efforts. Because the Clear Creek County Tourism Board was initially granted the funds to complete this document, and spent the last three years working to do so, we realize the challenges you faced in representing the varying opinions related to the byway. Congratulations on a job well done. We believe the document highlights the numerous reasons that Guanella Pass is an asset to our community, while at the same time giving voice to varying opinions about difficult management issues - from road closure, to paving, to resource protection, surface erosion and water quality.

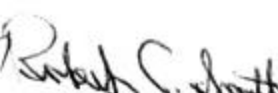
The Tourism Board submitted a letter to the Scenic Byway Committee in September, and we would ask that that letter also be included in the Letters of Support - Section F of the final CMS. We would like to reiterate that we do not believe that Guanella Pass should be closed in any form; that the present condition of the road and a "do nothing option" (regarding paving and repairs) is unacceptable; and that we will not support any programs that jeopardize Guanella Pass' designation as a Scenic and Historic Byway. Our organization's primary responsibility is to promote the use of this byway, the Mt. Evans Scenic and Historic Byway and other assets within our community, to residents and visitors alike. Guanella Pass is important as a scenic, historic and economic resource not only for Georgetown, but for our entire county and we are pleased that the Scenic Byway Committee has created a plan that we believe will help protect and enhance this vital treasure.


We give the Corridor Management Strategy our full support.

Very truly yours,

  
Stephanie P. Donoho  
Executive Director

  
Mary Jane Loevlie  
Chair, CCCTB

  
Bob Smith  
Guanella Pass Chair

  
Bob Bowland  
Mt. Evans Chair

CLEAR CREEK COUNTY TOURISM BOARD & FILM COMMISSION

Box 100 • Idaho Springs, Colorado 80452

(303) 567-4660 • 1-800-88BLAST • FAX (303) 567-0967 • e-mail ccttb@sundownnet.com

# CLEAR CREEK COUNTY

A Blast from a *Pastime*.

September 24, 2001

*Hand Delivered to ERO Resources*

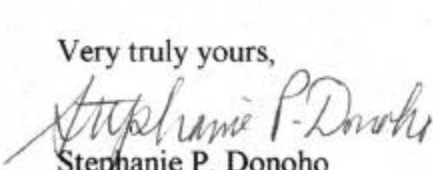
Dear Members of the Scenic Byway Committee:


At its September 20, 2001 meeting, the Clear Creek County Tourism Board discussed a number of the options that have been presented during the Guanella Pass Scenic Byway Committee meetings the past few months. Because we were the lead organization in the grant application process to fund the original Corridor Management Plan and because of the broad implications that any decision made about Guanella Pass could have our entire county's economy, we wanted to address the following:


- We would not support a plan that proposed closure of Guanella Pass in any form (obliteration of the road, closure of the summit, administrative and home / property owner access only during the winter months, limiting access during the shoulder seasons as determined by the Forest Service, etc.);
- We would not support a plan that would maintain the present condition of the road – a “do nothing” option. Whether it is paved, realigned, a hardened surface is applied or another alternative is found, safety issues along Guanella must be addressed for the residents of this community as well as our visitors;
- We would not support a plan that jeopardizes Guanella Pass' designation as a Scenic and Historic Byway;

Our organization's primary responsibility will be to promote use of this byway, in its final form, to residents and visitors alike. While we will not be responsible for maintaining the roadway, the natural resources, or the ecology of the area, we do feel that we have a direct responsibility to the tourism-based business owners of our county who benefit from this wonderful asset. Guanella Pass is important as a scenic, historic and **economic** resource not only for Georgetown, but for our entire county and we urge you to create and adopt a plan that enhances this vital treasure.

Very truly yours,

  
Stephanie P. Donoho  
Executive Director

  
Mary Jane Loevlie  
Chairman

  
Bob Smith  
Guanella Pass Chairman



Colorado Mountain Club Comments on the Guanella Pass Preliminary Draft Corridor  
Management Strategy (CMS)

The following are the official comments of the Colorado Mountain Club (CMC) to the Guanella Pass Preliminary Draft Corridor Management Strategy (CMS) 11-14-01. First, we would like to thank the sponsoring agencies for having invited us and other organizations to participate in formulating this plan. We hope and expect it to have a positive, ongoing and significant impact on the future management of this area. Second, even though there were some issues that did not reach consensus, we expect that the previous record of public comment should also be considered in the decision making process.

CMC's comments will address the General Recommendations for the Entire Byway and also specific Management Zones.

**General Recommendations for the Entire Byway:**

- 1) Fee system-CMC thinks that fees should not result in increased infrastructure unless the agency is capable of adequately funding its maintenance in the long-term with base appropriations. Fee programs should be designed to avoid creation of a commercial atmosphere on public lands and should have defined expiration dates. Fees should be required to be returned to the resource and should not offset federal funding.
- 2) Parking and camping- CMC agrees with designated parking and camping areas
- 3) Restricting access- CMC agrees access to sensitive should be restricted
- 4) User ethics- CMC agrees interpretation should stress user ethics
- 5) Roadwork- CMC agrees that roadwork should protect natural resources, improve safety and improve water quality. We see a danger in stressing road surface and not adequately making improvements to cut and fill slopes, adding culverts, improving drainage ditches and adding sand traps to lessen runoff into streams.
- 6) Carrying capacity study- CMC agrees
- 7) Seasonal use- CMC agrees a study should be done
- 8) Manage off-road access- CMC agrees
- 9) Conservation tools-CMC thinks that conservation easements and open space acquisitions are the best tools
- 10) Drainage and cut slope problems- CMC agrees strongly with all points
- 11) Retaining structures- CMC agrees
- 12) Identify critical areas- CMC agrees
- 13) Marketing, signage & promo materials- CMC thinks signage should be kept small, unobtrusive And not detract form the natural environment
- 14) Restrict motorized recreation- CMC strongly agrees
- 15) Road surface- CMC agrees but thinks that asphalt type surfaces should be used sparingly

16) Close and rehabilitate of non-system roads- CMC strongly agrees

Road Surface Type- CMC strongly agrees with proposal 2

Winter Closure- CMC agrees

**Management Zones**

Zone A - CMC agrees

Zone B - CMC agrees

Zone C - CMC agrees

Zone D - CMC agrees and agrees with gated seasonal closure

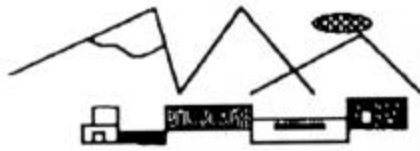
Zone E- CMC agrees and would like to see a native soil road surface

Zone F- CMC agrees

Zone G- CMC agrees

Zone H- CMC agrees

CMC is guardedly optimistic that the federal agencies involved in this management corridor will Make decisions withal input both the current committees but also previous public comments to come up with a creative plan that substantially meets the objectives for the area. Also, CMC would be happy to consider involvement in a "Friends of Guanella" if it is established.



# Clear Creek

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## Economic Development Corporation

December 10, 2001

Donna Mickley  
Special Projects Coordinator  
Arapaho-Roosevelt National Forests  
U.S. Forest Service  
740 Sims  
Golden, CO 80401

Dear Donna,

The Clear Creek Economic Development Corporation Board of Directors has reviewed the major components of the Guanella Pass Corridor Management Strategy and has discussed significant issues regarding this document and the associated process over the last five months. Due to the lengthy process and the amount of compromise over the staggering amount of detail, CCEDC's support for the document remains tentative but unanimous for the goals that the Corporation has consistently supported over the years.

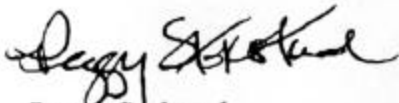
The Corporation's Board of Directors is comprised of mayors and representatives from each of the four communities and County, along with business owners. The Corporation's involvement in Guanella Pass goes back eight years and the opinions and recommendations expressed by CCEDC have been based on the overall economic well-being of the County, support of public lands managed for access to all populations and concern for the uncertain future of the this important byway if improvements and management considerations were not implemented.

CCEDC supports the overall Corridor Management Strategy (by consensus, as was the ground rule) as it relates to improvements of campsites and trail systems, signage, interpretation and education, supports a consistent hardened road surface throughout the byway, no winter closure, improvements for drainage and erosion control with consideration to wildlife habitat and corridor ecosystems. The unique qualities of Guanella Pass Scenic Byway should be preserved and open for the general public and not limited to a few. The byway designation should not be jeopardized by any future decisions made by the Forest Service based on comments from the Corridor Management Strategy.

CCEDC wishes to defer to those experts with the U.S. Forest Service concerning such issues as exact parking configuration and design, remediation efforts addressing the water quality issues and how best to improve the byway in a manner not to harm the delicate ecosystems and habitat communities.

The Clear Creek Economic Development Corporation is very concerned about the economic vitality of Clear Creek County. With the imminent closure of the Henderson Mine (within 10 years) and the potential loss of 40% of the County's tax base, every effort should be made to support improvements that preserve our unique quality of life while providing for a high-level visitor experience to one of our byways. If steps are not taken now to manage this area well, and with thought to decades to come, correcting the damage to the byway will never be within Clear Creek County's fiscal reach.

Sincerely,

A handwritten signature in black ink, appearing to read "Peggy Stokstad". The signature is fluid and cursive, with the first name being the most prominent.

Peggy Stokstad  
President/CEO

**Gary E. Nichols**  
Director

**PARK COUNTY**  
**Office of Tourism &**  
**Community Development**



December 12, 2001

Scott Babcock  
ERO Resources Corp.  
1842 Clarkson Street  
Denver, CO 80218

Dear Scott:

On behalf of the Park County Board of County Commissioners, I would like to reiterate Park County's support and position regarding the Guanella Pass Corridor Management Strategy (CMS). As indicated previously, Park County's authority and responsibility for management of public resources along Guanella Pass are limited to law enforcement and maintenance/improvement of the roadway (proper) in Park County. All other public resource management issues related to Guanella Pass fall under the legal and practical jurisdiction of the US Forest Service. This is not to say that Park County won't participate with other entities in cooperatively managing, improving or promoting various sites, resources and businesses along Guanella Pass Scenic Byway, if asked to do so.

As the Forest Service has repeatedly pointed out, they are not bound by anything the committee, Park County or any other group or individual advocates in the CMS. With this said, we hope the Forest Service will carefully weigh the preferences expressed by various members of the CMS committee during the planning process with Federal, State and local policies and management objectives.

It should be noted that after much debate the CMS committee failed to reach consensus on certain issues related to the roadway. Accordingly, the Park County BOCC decided not to take a board position on such issues during the planning process, as they felt it would be more appropriate to consider and decide those issues in a separate process dedicated to such.

Congratulations on the successful completion of the Guanella Pass Corridor Management Strategy. We look forward to assisting in the implementation of the CMS upon its approval and adoption by the US Forest Service.

For the Park County Board of Commissioners,

A handwritten signature in black ink that reads "Gary E. Nichols".

Gary Nichols, Director  
Park County Tourism & Community Development

# Buckland & Guanella



*Phil, Sally, Mark & Brian*

December 10, 2001

Scott Babcock  
ERO Resources Corporation  
1842 Clarkson Street  
Denver, CO 80218

The Guanella Pass Scenic and Historic Byway

Dear Scott,

My parents and brother, Byron, Eula and Eddie Guanella would be proud of all the time and effort that has been put into The Guanella Pass Scenic and Historic Byway Corridor Management Strategy Document. The Scenic Byway Committee has done a good job of looking at all the information and making recommendations.

Now it is time for the deciding agencies, Clear Creek County, Park County, U. S. Forest Service, Federal Highway Administration and communities to take action on the recommendations and use the available expertise.

By working together and using the Federal Highway Administration money that is available we can address the safety issues related to the pass. For example, the deteriorating roadbed, falling rocks, erosion, stream sediment and slope stabilization along the road. Since the counties have limited resources to maintain the road we feel that a hardened road surface is a good solution. That way the shoulders can be re-vegetated and runoff problems can be reduced.

Please be sure to:

- Keep Guanella Pass Road open and accessible to all who appreciate nature
- Keep Guanella Pass Scenic and Historic Byway designation
- Keep the historic granite and bronze marker on top of the pass

The specialists at the Forest Service and Federal Highway Administration have the tools and knowledge to properly manage The Guanella Pass Scenic and Historic Byway.

On behalf of the Guanella Family we support the Guanella Pass Scenic and Historic Byway Corridor Management Plan.

Sincerely,

*Sally Guanella Buckland*

Sally Guanella Buckland  
Phil, Mark and Brian Buckland  
Glenda Guanella and Mike McClure

P.O. Box 56  
Empire, CO 80438  
303-569-2988



**SMOKY ANDERSON**

P.O. Box 843  
710 Brownell Street  
Georgetown, Colorado 80444  
303-569-2343 • FAX 303-569-3171

December 5, 2001

ERO Resources Corporation  
1842 Clarkson St.  
Denver, CO 80218

Dear Sir or Madam:

I am a member of the Scenic Byway Committee which developed the Guanella Pass Scenic and Historic Byway Corridor Management Strategy. Overall I find this strategy to have a clear vision and a realistic set of goals. I support this strategy and have put a great deal of time and energy in producing a document that will meet the majority of needs for Guanella Pass. However, I would like to express some concerns with areas I can not fully support.

My main concerns are with the type of road surface on sections of the road and the management of parking and traffic at the Summit of Guanella Pass. My concerns were not alleviated with the writing of the Corridor Management Strategy and I felt your corporation was the best place to express my personal concerns with this document.

Sincerely

Smoky Anderson

ERO Resource Corporation  
Scott Babcock  
Natural Resource Planner  
12-6-01

Dear Scott,

I would like to submit my letter regarding my feelings pertaining to the Forrest Service's Corridor Management Plan. But first I would like to thank you for your help in bringing this all to a conclusion. I would also like to thank the Forrest Service for allowing us to participate in this important endeavor. Though it was a more extended process than any of us thought, I am pleased we were able to reach a conclusion on many of the important issues that needed to be addressed.

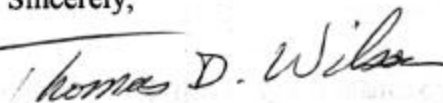
Like many in our group I would have preferred different options to have been adopted regarding various issues the group struggled with. I must say that on the whole it is a document I can live with and support in good conscience. My outstanding concerns relate to providing enough parking at the summit so that there is enough short-term parking people who just want to stay for a while and enjoy the view. I still support two parking areas with the one being placed out of view from the road.

My other concerns are that the summit remain open, maintain our Scenic Byway designation, and a 'do-nothing' option not be considered. I feel doing nothing is a back door approach to ensure closure in the future. This area deserves to be shared by the citizens of the United States and our guests. My hope is that we preserve it **and** maintain full accessibility to this treasure of nature.

I only represented myself, the Georgetown Mountain Inn and business interests in general when I participated in this process. However, I also am the Chairman of the Georgetown Promotion Commission of which the group was aware. At our December 5, 2001 meeting I asked the Commission if they wanted to take a position regarding the Corridor Management Plan or not. **They were unanimous in requesting that I convey their position.** They want to go on record as being in full support of the current Clear Creek County Tourism Board position regarding the future of the Pass. Specifically, that it remains open, safe, and maintain its Scenic Byway designation.

Again, I wish to thank everyone involved in the process. Though each one of us would have desired a more perfect document, it remains a success for us all and a step forward.

Sincerely,



Thomas D. Wilson  
Georgetown Mountain Inn



December 10, 2001

To Whom It May Concern:

Since the inception of the SBC I have had the opportunity to help develop the CMP for Guanella Pass. Throughout the process I have attended nearly every meeting and I feel the committee has worked to find consensus on every issue. Though this was not always possible I was pleased that many compromises were met.

This committee of volunteers deserves recognition for the hard work that they put in and for sacrificing their free time on such an important local issue. It is my hope that the USFS will not get tied up on the road surface type issue and will work more toward better upkeep of the whole area and limit the carrying capacity to a sustainable level.

I must also ask the USFS to recognize that though this document is thorough and well planned out it does not necessarily represent all of the opinions of Tumbling River Ranch. We are, however, grateful for the work of the committee.

Sincerely,

Scott Dugan  
Tumbling River Ranch

## APPENDIX G – REFERENCES

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