



Corridor Management Plan

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Updated May 2017 for the Santa Fe Trail Scenic and Historic Byway- Mountain Branch Organization
Originally prepared in 1997 for Southeast Colorado Enterprise Zone, Inc.
& Mountains and Mesas Enterprise Zone
Funded in part by Colorado Scenic Byway's, America's Byways, CDOT & FHWA.

Introduction



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Purpose of this Corridor Management Plan

This Corridor Management Plan describes the condition, evaluates the resources and guides the future of the Santa Fe Trail Colorado Scenic and Historic Byway. It was created with the participation of persons representing broad interests along the Byway. It incorporates information on the many preservation, development and promotional activities which these agencies and individuals have already implemented and describes future plans for road improvements, management of intrinsic qualities, interpretive development, improvements in tourism facilities and services, sign installation, and marketing.

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Organization and Preparation of the Plan

This document consists of six main sections as specified by the guidelines for corridor management plans published by the Federal Highway Administration, Office of Environment and Planning. These sections are:

1. ***Location and Maps*** covering the Trail location relative to the Byway, corridor boundaries, land use and land ownership;
2. ***Physical Description*** covering a general review of the road, traffic volumes, safety, accidents, maintenance and improvements;

3. ***Intrinsic Qualities*** which includes an assessment of the scenic, cultural, historic, archeological, recreational, and natural resources in the Byway corridor, management strategies for their preservation and enhancement, and an interpretive plan;
4. ***Visitor Needs and Expectations*** including existing services and amenities, visitation estimates and trends, a tourism services/facilities plan, a commerce plan, a sign plan and information on outdoor advertising;
5. ***Marketing and Promotion*** which covers existing marketing programs, a promotion plan, and a multi-lingual information plan; and,
6. ***People's Involvement and Responsibilities*** including descriptions of involved organizations, management, on-going public participation and an action plan with schedule. Protection tools along the Byway are reviewed in each element of the CMP. Sections of the plan are segregated into existing, in-progress and proposed projects to illustrate current protection efforts already implemented along the Byway.

The Corridor Management Plan was prepared by a consulting team with financial assistance provided by the Colorado Department of Transportation through Southeast Colorado Enterprise Development, Inc. and the Mountains and Mesas Enterprise Zone. An initial interpretive plan was completed for the Byway in May 1997; and updated in 2006 and 2016 by the Santa Fe Trail Scenic and Historic Byway- Mountain Branch organization.

Public Participation Process

The Corridor Management Plan (CMP) was created through a participatory process with decisions formed through consensus building techniques. Participants representing federal agencies, regional development organizations, local governments, the Bent's Fort Chapter of the Santa Fe Trail Association and the general public contributed to the plan's development. In 2006 a Scenic Byway assessment was completed after a year of monthly meetings with public officials and land owners throughout the Byway corridor and the neighboring sites of interest near the Santa Fe Trail. Copies of the CMP are made available through the Byway website and CDOT Byways website. This update was completed in May 2017.

During the development of the Interpretive Plan, ten public meetings were held in Trinidad, Las Animas, Lamar and at Bent's Old Fort between July, 1996 and the following May. When work commenced on the remaining portions of the CMP, three additional meetings were held to assess resources, identify opportunities, and develop long-term strategies for enhancement and preservation of the Byway. The revised interpretive plan came from a consensus of the stakeholders at meetings held throughout the corridor during monthly meetings held with stakeholders from 2006-2007.

A mailing to over 140 private and public agencies and landowners interested in the Santa Fe Trail was done ten days prior to the first of the three meetings. The first meeting included the creation of a mission statement for the plan, review of the Byway's physical inventory, and establishment of goals and objectives for the CMP. Strategies for management of intrinsic qualities, meeting visitor needs and expectations, and marketing were developed and analyzed at the second meeting. At the third meeting, strategies were further refined and prioritized to meet agreed upon goals. At each meeting, the purpose for the development of a CMP was discussed.

A handout given to attendees defining a CMP and explaining its benefits as included in the appendices. Since the original CMP was created a new grassroots organization developed with 501 C3 designation for the Santa Fe Trail Scenic and Historic Byway-Mountain Branch in 2003. A Board of Directors was elected, [Bylaws](#) were developed, and [Articles of Incorporation](#) were filled with Secretary of State in Colorado.

Input was also obtained through two surveys conducted during the CMP's development. A questionnaire was mailed with meeting notices asking that persons unable to attend to provide written comments on road conditions, signs, promotional materials, and resource interpretative and management. To learn more about visitor experiences, a survey of persons working in visitor service positions (motel and convenience store clerks, welcome center volunteers, and chamber of commerce representatives) was conducted. Both surveys are included as an appendix to this report. An additional survey was conducted in 2007 to determine the effect Scenic Byway designation has on tourism to the region. Colorado Byways published the results of that survey [here](#).

Additional revisions to the CMP are made from planning meetings throughout each year amongst Board Members and various Byway partners including FHWA, Colorado Byways, National Scenic Byways, National Scenic Byways Foundation, State of Colorado Department of Transportation, National Parks Service, US Forest Service, Colorado State Parks and Wildlife, Santa Fe Trail Association, Colorado Tourism Office, State and local Byway tourism promotional and preservation organizations, Historical Societies, Counties, Cities, Chambers, Museums, historic sites, Land Trusts and our sister Santa Fe Trail States and Byways.



Mission Statement

The mission for the development of this Corridor Management Plan is to produce a document which is:

- comprehensive, addressing all aspects of the Byway including roadway conditions, intrinsic qualities, visitor experiences, and marketing;
- consistent with existing plans, including the National Park Service's Comprehensive Management and Land Use Plan;
- guiding in terms of the direction for the future it will provide through management guidelines;
- creative and visionary;
- coordinated among all participants in the four counties in Colorado through which the Mountain Route passes and the four neighboring counties which have Trail-related resources and may be impacted by this plan's implementation;
- integrated with programs and policies in other Trail states, particularly New Mexico and Kansas;
- dynamic and responsive to changes over time while sensitive to the preservation of intrinsic qualities;
- specific rather than general, containing well-defined strategies;
- long-term with definitive plans for the initial years and general direction for thereafter; and,
- feasible and realistic.

Goals and Objectives

The following goals and objectives were developed through the public participation and consensus building process. They are used to assess resources in the Byway corridor and to guide the development of plans for their preservation and enhancement.

Goal

 Preserve historic sites and resources for future generations.

Objectives:

- to achieve a balance between preservation and development;
- to increase public knowledge about the locations of archeological and historic resources along the route; and,
- to encourage protection of sites on private land through voluntary mechanisms, incentives and certification programs.

Goal

 Increase recognition and appreciation of the multi-cultural heritage in communities within the corridor.

Objectives

- to increase information availability about travel in both directions along the Trail's historic routes and the ties it created among vastly different cultures and races;
- to preserve the pioneer spirit among the region's population;
- to enhance awareness of the Trail's history among persons moving into the region;
- to promote Trail-related activities among all ages and families; and,
- to use connections provided by the Trail to improve inter-community relations.

Goal

 Upgrade and improve maintenance of developed sites and facilities.

Objectives:

- to increase ongoing repair efforts;
- to use low maintenance materials and designs; and,
- to secure adequate budgets for maintenance and development.

Goal

 Develop additional sites which are not now accessible or do not have visitor services.

Objectives:

- to improve the quality of visits; and,
- to increase the number of sites visited.

Goal

 Increase visitation and tourism's contribution to the economy.

Objectives:

- to consistently use a unified Trail-related theme and identity;
- to increase visitation approximately 5% per year;
- to increase the length of visitor stays and expenditures;
- to increase visitation to under-utilized sites and facilities;
- to provide services and facilities to attract groups; and,
- to disperse Trail-related activities throughout the corridor.

Brief History of the Santa Fe Trail

From 1821 when William Becknell and five companions from Missouri first transported goods to New Mexico for sale by wagon, until 1880 when the railroad made wagon caravans obsolete, the Santa Fe Trail was foremost a trade route. Goods traveled in both directions on the Trail creating strong commercial ties between Missouri and points east and the Mexican frontier province of New Mexico. By 1846, the value of goods taken over the Trail surpassed \$1 million.

The Trail also served as a route for settlers immigrating as far west as California. The Trail carried many men and some families searching for their fortunes in gold during the 1848 rush to California and following the 1858 gold discoveries in Colorado. The military had a continual presence on the Trail, first accompanying trade caravans as protection against Indian attacks then later in both the 1846 war between the United States and Mexico and the Civil War.

The Mountain Route afforded greater safety and access to water; however, this route was longer than the Cimarron Route. As the wagons pulled by oxen or mules crossed the prairies and high deserts, they traveled four abreast in large caravans (often over 100 wagons) for security. The route would meander depending upon water levels in rivers and creeks, the presence of Indians and even the location of bison herds. The Trail narrowed in difficult sections including river crossings, canyons and mountain passes. At night, the wagons were positioned in large circles. Since the terrain generally allowed for variations in route depending upon conditions, the Trail usually resembled a wide swath rather than a well-defined, narrow strip. As such, distinct ruts as viewed from a pedestrian's perspective are only apparent in a few sections of the Mountain Route in Colorado.

(Please note: A more thorough description of the Trail's history is contained in the 1991 Scenic and Historic Byways nomination submitted to the Colorado Byways Commission as an appendix to this plan.)

National Historic Trail and Colorado Historic and Scenic Byway Designation

In 1987, the Santa Fe Trail was designated a National Historic Trail by the National Park Service (NPS). In the early 1990's, under the authorization of the Trail Systems Act, the Byway was named an Auto Tour Route under the administration of the NPS. NPS provided funds to each state for [Auto Tour Route](#) signs which were installed in Colorado by the Colorado Department of Transportation (CDOT).

In October, 1991, an application was submitted to the Colorado Department of Transportation's Byways Committee to designate State Highway 50 from the Kansas border to La Junta, State Highway 350 from La Junta to Trinidad and Interstate 25 between Trinidad and Raton Pass as a Scenic and Historic Byway. The application was co-sponsored by Southeast Colorado Enterprise Development, Inc. and Mountains and Mesas Enterprise Zone. Numerous agencies provided letters of support. The application was approved following a presentation to the Colorado Byways Commission made by Roberta Cordova, the founding President of the Santa Fe Trail Scenic and Historic Byway- Mountain Branch Organization.

In 1997 a nomination was submitted for designation as a National Scenic Byway by the Scenic Byway Steering Committee. The original CMP accompanied the application along with appendices and the Colorado portion of the Santa Fe Trail was designated as a National Scenic and Historic Byway in 1998.

Since achieving National Scenic and Historic Byway designation, a wide variety of new efforts aimed at enhancing the Byway and its contribution to the region have been made by the Byway organization including:

- development of interpretive signs for historic sites, museums, trails, pull outs, overlooks and picnic areas;
- installation of Colorado Scenic and Historic Byway signs and NPS Historic Santa Fe Trail signs along the entire length of the roadway;
- design, production and distribution of interpretive and promotional brochures;
- a business plan;
- a conservation plan for the Byway; and

- development of guided and self-guided tours, nature and history trails for horseback riding, biking, and hiking;
- several multistate Santa Fe Trail projects were undertaken including semiannual National Santa Fe Trail Symposiums of 1997 and [2007](#) in Trinidad on Colorado's Santa Fe Trail;
- several co-operative efforts between multi local and state authorities and stakeholders, Colorado Department of Transportation [Scenic Byway Program](#), National Scenic Byways- [America's Byways](#), National Parks Service, NPS Long Distance Trails Division, US Division of Wildlife, US Forest Service, and [Colorado Tourism Office](#) have been undertaken including marketing, visitor surveys, the [Colorado Report](#), [Bike with Pike](#)- a multi byway biking event in 2006 on the Santa Fe Trail, state wide trail development, byway promotional materials, [byway training](#) and [promotional activities](#);

- National Scenic Byway Foundation, Colorado Scenic Byways have taken the role of developing co-operative promotions which include, brochures, calendars, promotional films and CD's, web sites and various brand building and marketing projects both Nationally and Internationally;
- [Interstate 25](#) reconstruction in the Trinidad region on the western portion of the Byway Corridor;
- [US Highway 50 Corridor](#) planning and rerouting for Southeast Colorado on the eastern portion of the Byway Corridor;
- cooperation between State DOT, cities and counties resulted in new city parks and recreational areas for visitors and many Byway cities with county assistance are undergoing downtown revitalization projects and completing comprehensive planning for the region including, [Trinidad](#), [Prowers County](#), [Lamar](#), [La Junta](#), [Las Animas](#);
- additional co-operative non-profit organizations including [SECORT](#) and [TTB](#) developed in the region to assist managing authorities and stakeholders with planning for heritage development, tourism development, resource protection, and outdoor recreation planning including the [Strategic Outdoor Recreational Plan](#) for Southeast Colorado and a heritage pilot program sponsored by the [Colorado Tourism Office](#);
- sections of Colorado Santa Fe Trail and private properties which the Trail passes through have been designated as Colorado's Preservation Inc. [Most Endangered Places 2007](#) and Pinon Canyon was added to the National Trust for Historic Preservation Issues 2007 List of [America's 11 Most Endangered Historic Places](#) which resulted in an historic survey conducted in 2008 of the region;
- several preservation groups have formed to assist in the preservation of our National treasures including [Pinon Canyon Opposition Coalition](#), and the [Purgatoire, Apishapa & Comanche Grassland Trust](#);
- [Preserve America Communities](#) were designated in 2007 on and adjacent to the Colorado's Santa Fe Trail Scenic Byway including the Colorado counties of Pueblo, Baca, Bent, Prowers, Crowley, Kiowa and Otero;
- the creation of an [audio cd](#) for touring the byway;
- the creation of two Byway owned internet web sites which include in depth information on historic sites and visitor services available on the byway located at www.santafetrailco.com and www.santafetrailscenicandhistoricbyway.org;
- tour promotions have been developed and are actively promoted on the Byway at <http://www.santafetrailscenicandhistoricbyway.org/tours.html>;
- the interpretive plan has been implemented with the [installation of signs](#) for enhancement at several historic sites;

Terms and Abbreviations

The Trail: The Mountain Route of the Santa Fe Trail that has been designated a National Historic Trail.

Byway: The road and its corridor which has been designated a Scenic and Historic Byway by the Colorado Byways Commission

High Potential Route Segments and Historic Sites: The NPS designation for sites which have the potential to provide opportunities to interpret the trail's historical significance and to provide high-quality recreation along a portion of the route having greater than average scenic values and

also offering visitors the chance to vicariously share the experience of trail users. Criteria include historical significance, the presence of visible historic remains, scenic quality, and relative freedom from intrusion.

Intrinsic Quality: Those features that are a unique part of the route. These features must be unusual, exceptional or distinctive, and meaningful to both the communities along the Byway and the Byway visitor. Intrinsic qualities are categorized as Scenic, Cultural, Historic, Archaeological, Recreational and/or Natural.

National Significance: Those intrinsic qualities which best represent the nation and are one-of-a-kind features that do not exist elsewhere in the nation.

Regional Significance: Those intrinsic qualities which are irreplaceable, unique or representative of southeast Colorado.

CMP - Corridor Management Plan

CDOT - Colorado Department of Transportation

NPS - National Park Service

SECED - Southeast Colorado Enterprise Development, Inc.

SFT - The Santa Fe National Historic Trail

STFS - Santa Fe Trail States (Missouri, Kansas, Oklahoma, Colorado, New Mexico)

USFS - United States Forest Service

SFTA - Santa Fe Trail Association

Section 1

Location and Maps

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Location of Byway

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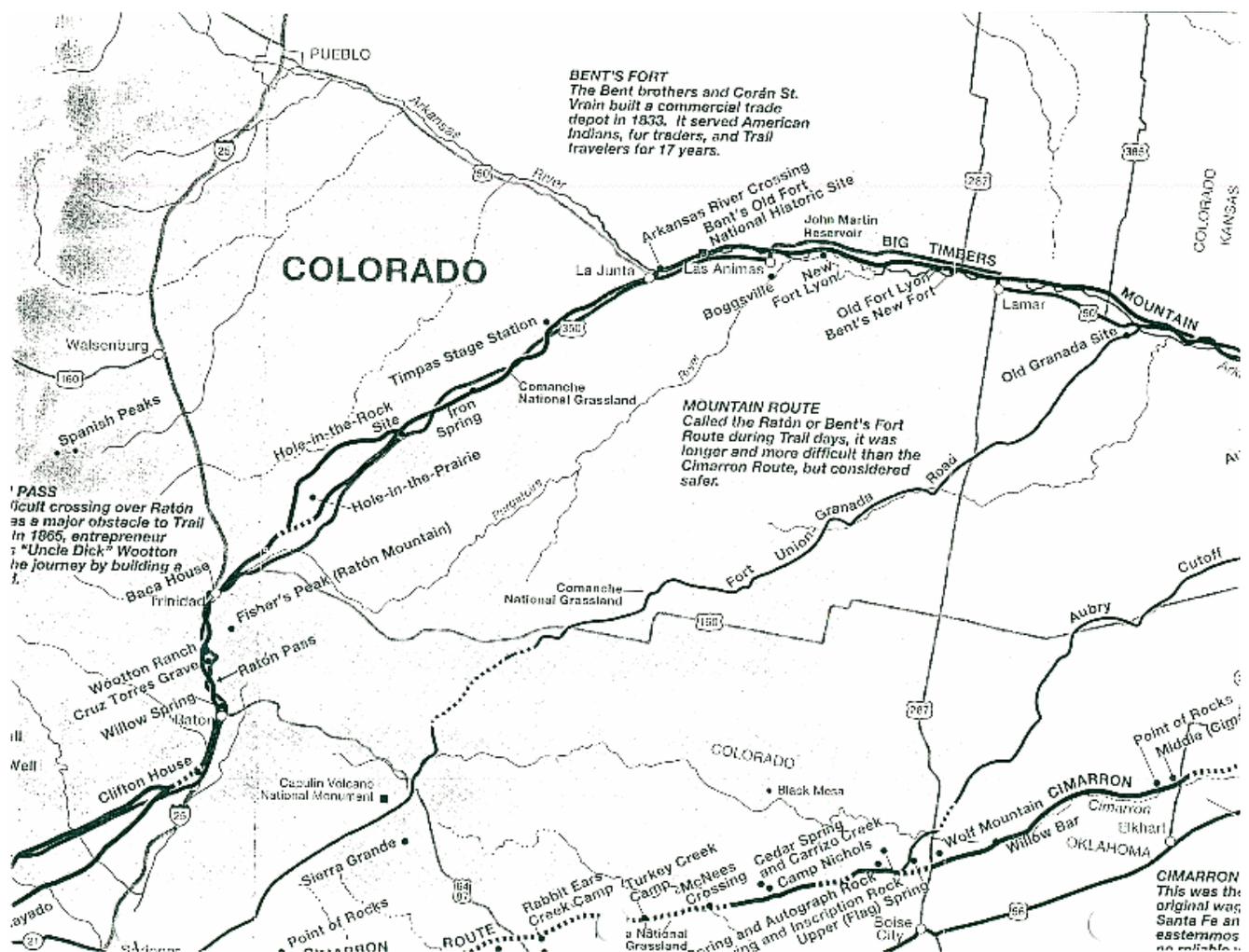
Land Ownership

Maps

Location of Byway Relative to the Trail

As shown on the attached maps, the Santa Fe Trail Scenic and Historic Byway closely follows the approximate alignment of the Mountain Route of the Santa Fe Trail. Between the Kansas border and La Junta, the Trail's route and the Byway run parallel to the Arkansas River. The Trail lies north of the river while the Byway crosses both the river and the Trail in Lamar and east of Granada. The Byway leaves the Arkansas River at La Junta heading southwest to Trinidad remaining roughly parallel to the Trail's route. The Trail's route and the Byway cross several times between La Junta and the New Mexico state line.

The Trail's route is usually within two miles of the Byway. The greatest distance between the route and the Byway is about eight miles, which occurs between the Hole-in-the-Rock site and Trinidad on Highway 350.



Corridor Boundaries

The boundaries of the Byway corridor are illustrated on the first map. The width of the corridor is variable depending primarily upon the Trail's alignment and the location of intrinsic qualities such as key historic sites. The corridor is generally five to ten miles wide, encompassing the Trail's route as documented by the National Park Service and all sites of key historic resources which were directly on or serviced by the Trail. These include all currently developed interpretive sites and other locations designated by the National Park Service as "high potential" sites, except for the Spanish Peaks which are approximately 50 miles from the Byway.

Most of the corridor is readily visible from the Byway. The exceptions to this are when trees along the Arkansas River or the varied topography occasionally block views. Along much of the Byway, vistas extend well beyond the designated corridor boundaries. On clear days, which is the predominate weather in southeast Colorado, distances of 75 miles or greater can be seen from high points along the Byway, particularly along Highway 350.

Beyond the boundaries of the narrowly-defined corridor are areas which were influenced in the past by proximity to the Trail and which are impacted today by the nearby presence of the Byway. For lack of better terminology, these areas are considered to be in the influence zone of the Byway. The influence zone extends throughout southeastern Colorado covering Prowers, Bent, Baca, Crowley, Kiowa, Otero, Las Animas and Huerfano counties. These counties contain historic and archaeological resources dating from the Trail era. While these grasslands were home to nomadic Native Americans long before the Trail's development, settlement did not occur until the Trail brought in settlers and necessary supplies.

The following sites which have historic, archeological, and/or recreational significance are located beyond the corridor but within the influence zone:

- Fort Union - Granada Road- a military route, which was more direct than the Mountain Route, connecting Old Granada with Fort Union, New Mexico;
- Aubry Cutoff- the second branch of the Trail that connects the Arkansas River and Cold Springs on the Cimarron Route. The cutoff is named after Santa Fe Trail freight carrier Francis Aubry;
- Cimarron Route - a short section of the original route (also known as the Dry Route) of the Santa Fe trail, southeast of the Mountain Route;
- Site of the Sand Creek Massacre - the site of a Cheyenne camp where Black Kettle and his followers were attacked on November 29, 1864 by a military unit with 600 hundred men under the command of John Chivington;
- Highway of Legends - A Colorado Scenic and Historic Byway running through historic mining towns, Native American lands and early farm settlements between Trinidad and Walsenburg;
- Stonewall Valley - a valley west of Trinidad where the ranch and grave site of Marian Sloan Russell are located. Ms. Russell traveled the Trail five times and her memoirs documenting life along the Santa Fe Trail were published in the book, *The Land of Enchantment*;
- Great Plains Reservoirs - established recreation site 15 miles south of Eads with five lakes

which support hunting, fishing, and boating activities. Facilities include boat ramps and rest rooms. The reservoirs have approximately 100,000 visitors per year. Plans are underway to designate the site as a state park;

- [Picture Canyon](#) - a well preserved site of Native American petroglyphs including a prehistoric calendar;
- Cokedale National Historic District - a historic mining camp located in Reilly Canyon along the Highway of Legends approximately seven miles west of Trinidad;
- [Morley Mining Camp Site](#) - a mining camp used between 1906 to 1916 which is visible from Raton Pass;
- Apishipa State Wildlife Area - a 7,935-acre hunting area located 17 miles north of Tyrone with no facilities at present;
- [Vogel Canyon](#) and [Picket Wire Canyonlands](#) - canyon lands accessible to the public where hiking, biking, picnicking and equestrian uses are permitted. Ruins from a historic stage stop for the Barlow and Sanderson Mail and Stage Line are located in Vogel Canyon. Picket Wire contains Native American rock art, the largest documented dinosaur tracksite in North America, partial remains of the Dolores Mission and Cemetery, and the site of the Rourke Ranch which was founded in 1871; and
- Spanish Peaks, a high potential site according to the National Park Service. The Spanish Peaks are also known as Huajatolla, Ute for "Breasts of the Earth";
- [Amache National Historic Site](#) - The United States government exiled thousands of Japanese American citizens to internment camps during World War II. One of these camps was, Camp Amache which was also known as the Granada Relocation Center. Camp Granada was known as "The Gateway to Colorado" during the 1800s. It was a stopover along the Santa Fe Trail and was officially founded in 1873 and named in honor of a former Spanish kingdom by unknown persons. After losing a bid to become the county seat to Lamar, in the late 1800s, Granada became a ghost town. With the building of Camp Amache in 1942, Granada became a boom town once again.
- [Ludlow Massacre Site](#)- Site of coal mining massacre of 1914. Located off I-25 at Exit 27.

As preservation, development and promotion of the Byway's resources continue, awareness of and visitation to these areas within the influence zone will increase. As a result, this Corridor Management Plan occasionally addresses, when appropriate, sites beyond the corridor's boundaries.

Land Use

The vast majority of the land through which the Byway passes is undeveloped, and used for agriculture. Along the Highway 50 portion, water from the Arkansas River is used to irrigate crops including corn, beans, milo, onions, melons, wheat, grass hay, and a variety of other types of produce and grains. Several cattle feed lots are interspersed among the cultivated fields along the Byway. Dry-land cattle ranching is the primary land use along the Highway 350 portion. The Soil Conservation Service has designated Prowers, Bent, Otero and Las Animas Counties prime farmland.

Urban development is largely limited to the six municipalities along the Byway. Trinidad with an estimated 2015 population of 9,096 persons. Lamar has a population of about 7,804 and La Junta has just over 7077. Las Animas is significantly smaller with fewer than 2,410 residents. The remaining two municipalities, Holly and Granada, have populations under 1,000. Several very small, unincorporated communities are also located along the Byway. These include Hasty, Timpas, Thatcher and Model. These communities consist of a mix of residential structures, some of which are dilapidated and abandoned. No commercial services are offered in these communities short of Hasty Lake Lodge.



Land Ownership

Governmental agencies own sites along the Byway which are at least partially within the Corridor as shown on [Map 1](#). These include five Federally-owned and managed sites:

- Comanche National Grassland (Department of Agriculture, U.S.F.S.)
- Pinon Canyon Maneuvers Site (Department of Defense)
- Bent's Old Fort (National Park Service)
- John Martin Reservoir (Army Corps of Engineers)
- Fort Lyon (Veteran's Administration hospital)

The State of Colorado has significant holdings in the corridor including:

- Mike Higbee State Wildlife Area;
- Trinidad Lake State Park;
- James M. John State Wildlife Area; and
- Lake Dorothey State Wildlife Area.

In addition, the State School Trust owns parcels scattered throughout Colorado and the influence zone. These generally square tracts are shown on [Map 1](#). Other public lands include small parcels within municipalities owned by units of local government (municipal/county buildings, parks and schools) and sites in unincorporated areas owned by county governments (land fills, gravel mines and storage/maintenance facilities).

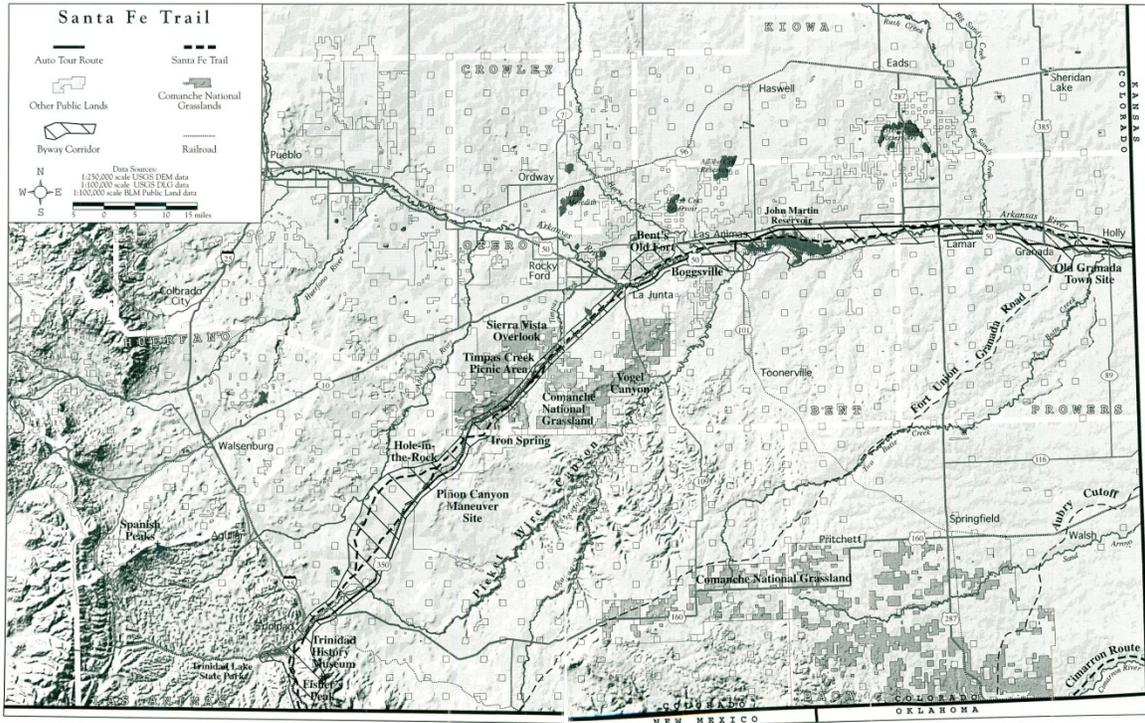
Other than the sites mentioned above, land along the Byway and in the corridor is privately owned. The Burlington Northern and Santa Fe Railway owns the railroad and adjacent right-of-way in the corridor. Agricultural lands are typically divided into large parcels under single ownership. Smaller holdings have been to some degree absorbed by the expansion of corporate farming and ranching.



Maps

Three maps are attached. [The first](#) illustrates corridor boundaries and public lands as well as cities and towns, highways, the Mountain Route of the Santa Fe Trail and topography. The [second map](#) shows all interpretive sites, camping and picnic area, museums and other key visitor services. This map can be used in promotional materials in the future since it is more comprehensive than the maps now available to visitors. On the [third map](#), sites identified as

having high potential according to the National Park Service are shown. Since several of these sites are located on private property and are not currently accessible to the public, these were not included on the second map, which was designed for future use by visitors.



Section 2

Physical Description



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Physical Description

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Physical Description

The Mountain Route of the Santa Fe National Historic Trail in Colorado extends between the Kansas border east of Holly and the New Mexico border south of Trinidad following State Highways 50, 350, 160 and Interstate Highway 25. The nearly 184-mile trail corridor has been designated a Colorado Scenic and Historic Byway by the State of Colorado Byways Commission.

This description divides the Byway into five segments to convey a sense of the manner in which travelers are likely to experience it. The five segments of the corridor delineated in this inventory are described below:

- Highway 50 between the Kansas/Colorado border and the intersection of Highways 50 and 287 in Lamar. This intersection is also the intersection of Main Street and Olive Street. Approximate distance: 32 miles.
- Highway 50 between its intersection with Highway 287 in Lamar and its intersection with Highway 101 in Las Animas. Approximate distance: 37 miles.
- Highway 50 between its intersection with Highway 101 in Las Animas and its intersection with Highway 350 in La Junta. Approximate distance: 20 miles.
- Highway 350 between its intersection with Highway 50 in La Junta and its intersection with Highway 160 at Beshoar Junction and Highway 160 from there to Interstate 25 in Trinidad. Approximate distance: 82 miles.
- Interstate 25 between its intersection with Highway 160 in Trinidad and the New Mexico/Colorado border at Raton Pass. Approximate distance: 13 miles.

General Review of Road

The Byway can accommodate standard passenger vehicles. The road surface is generally poor based on the CDOT classification system of poor, fair and good. The road can handle traffic traveling the posted speed of 65 miles per hour through rural portions. Attendees at public participation meetings and persons who completed surveys generally agreed with CDOT's road surface ratings. Sight lines on the roadway are generally excellent. There are ample opportunities for fast moving traffic to pass slower vehicles. Farm machinery is common on the road during the peak agricultural season.

The number of travel lanes, road surface width, and surface condition of highways 50, 350, 160 and I-25 are provided in the following table.

General Description of Byway Segments

Highway location	Miles	General Surface Condition	Number of Travel Lanes	Lane Width	Shoulder Width
Highway 50 between KS/CO border and Lamar	32	poor	2,4	12 feet	variable
Highway 50 between Lamar and Las Animas	37	fair	2,4	12 feet	variable

Highway 50 between Las Animas and La Junta	20	fair	2	12 feet	variable
Highways 350 & 160 between La Junta and Trinidad	82	fair	2	12 feet	2 feet
Interstate Highway 25 between Trinidad and CO/NM border	13	fair-good	4	12 feet	outside: 10 feet inside: 4 feet

Highway 50 between the Kansas/Colorado border and Lamar

This segment of Highway 50 is entirely in Prowers County. It is primarily a two-lane, undivided highway. The roadway is typically 44 feet wide with 12 foot wide travel lanes. The road surface is classified poor, with recently resurfaced roadway interspersed with older, more rough stretches of asphalt. Road shoulders are intermittent, making stopping on the roadside difficult to dangerous in places. The width of the right-of-way varies, particularly on the north side of the highway. In places, the right-of-way is steeply sloped and/or narrow, constrained by private property, power lines or Burlington Northern and Santa Fe Railway property. In places, the right-of-way is situated in wetland. This is especially the case on the north side of the road. Traffic volume is relatively light, consisting of a mix of personal, recreational and commercial vehicles.

This segment of the Byway passes through the communities of Holly, Granada and Lamar, narrowing slightly in the residential areas of Holly and Granada. Posted speed limits vary from 65 mph on the rural highway to 35 mph in residential and commercial areas. The majority of this road segment is rural highway where actual vehicle speeds frequently exceed the posted 65 mph speed limit. Approximately ten miles west of the Kansas/Colorado border, the highway crosses the Arkansas River.

Highway 50 between Lamar and Las Animas

Highway 50 between Lamar and Las Animas traverses both Prowers and Bent Counties. This segment of roadway passes through a diverse landscape of undeveloped agricultural land, commercial zones and residential areas (Lamar, Hasty and Las Animas). The towns of Lamar and Las Animas are important commercial and residential centers. Lamar is the County Seat of Prowers County; Las Animas is the County Seat of Bent County.

The highway alternates between a two-lane, undivided road and a four-lane divided highway. Travel lanes are 12 feet wide. The road surface varies between fair and poor condition. Road shoulders are present on the entire segment. The road narrows slightly and shoulders disappear at virtually all bridges over creeks and drainages. These conditions suggest improvements would be needed to handle pedestrian, bicycles and equestrian usage if their volume is to be increased significantly.

The width of the right-of-way varies, especially on the north side of the road, which is bounded by power lines, private property and an occasional wetland. Posted speed limits vary from 35 mph in residential areas to 65 mph on the rural highway.

Highway 50 between Las Animas and La Junta

This section runs through both Bent and Otero Counties. This segment of the Byway is highly variable, as it passes through residential, commercial, and rural areas. The towns of Las Animas and La Junta are important commercial and residential centers on this roadway segment. La Junta is the County Seat of Otero County. Many travelers from the metro-Denver/Colorado Springs/Pueblo area gain access to the Byway corridor via Highway 50 at La Junta.

In the residential areas of Las Animas and La Junta, standard residential road widths and speed limits are found. In the commercial district in La Junta, the highway is four lanes and divided, with no road shoulder. Travel lanes are 12 feet wide and the road surface is in good condition.

From approximately two miles east of La Junta to Las Animas, the road is a two-lane rural highway with a shoulder and posted speeds to 65 mph. Here the highway is generally undivided. Travel lanes are 12 feet wide and the road surface is in fair condition. In places, the road shoulder is present but not well marked. The width of the right-of-way on the rural sections of the highway varies. The right-of-way on the north side of the road is bounded by power lines, railroad property, private property and an occasional wetland.

Highways 350 and 160 between La Junta and Trinidad

Highways 350 and 160 between La Junta and Trinidad traverses both Otero and Las Animas Counties. In the residential and commercial areas of La Junta and Trinidad, standard road widths and speed limits are found. The Byway passes through downtown Trinidad, which has been designated a National Historic District (Corazon de Trinidad) and where there is occasional traffic congestion. Trinidad is the County Seat of Las Animas County and an important commercial and residential center.

Between La Junta and Trinidad the road is an undivided two-lane rural highway, with posted speeds to 65 mph. There are no discernible changes in the road where Highway 350 merges into Highway 160 at Beshoar Junction. Travel lanes are 12 feet wide, with two foot wide shoulders. Recently resurfaced roadway is interspersed with older road, and the entire road surface is in generally fair condition. The right-of-way varies, but is generally narrow. In places, the right-of-way is steeply sloped, especially on the west side of the highway.

Interstate Highway 25 between Trinidad and the Colorado/New Mexico border

Interstate 25 is the major north-south highway along the eastern slope of the Rocky Mountains. It is also the only north-south interstate highway in Colorado. Its high traffic volume includes all types of vehicles. This segment of I-25 extends between Trinidad and the Colorado/New Mexico border at Raton Pass. This is a divided highway, with two traffic lanes in each direction. Lanes are 12 feet wide. The outside shoulder is ten feet wide and the median shoulder is four feet wide.

The road surface is in fair to good condition. The right-of-way is very narrow over much of this segment. The highway is occasionally closed to vehicle traffic at Raton Pass due to severe winter weather. This is the only segment of the Byway likely to experience such closures except during severe storms where roads throughout the region are subject to closures.

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 **Traffic Volumes, Safety and Accidents**

Average daily traffic volumes are presented in the following table. Ranges are provided due to the differences in daily vehicle traffic and accident rates between urban and rural points of measurement on the highway. Information quoted is from the Colorado Department of Transportation, Transportation Safety and Traffic Engineering Branch.

Traffic Rate and Accident Rate Comparisons for Byway Segments- 1995

Highway location	Miles	Average daily vehicle traffic range 1995	Total Number of Accidents	Total Accident Rate Range *
Highway 50 between KS/CO border and Lamar	32	2,100 -5,750	29	0.00-3.60
Highway 50 between Lamar and Las Animas	37	2,750 -14,400	78	0.22-3.34
Highway 50 between Las Animas and La Junta	20	3,800 -12,900	24	0.00-1.37
Highways 350 & 160 between La Junta and Trinidad	82	230 - 11,200	28	0.00-2.85
Interstate Highway 25 between Trinidad and CO/NM border	13	8,000 - 8,700	54	0.68-1.67

*Number of accidents per one million vehicle miles traveled.

CDOT 2035 planning studies are available at

[http://www.dot.state.co.us/StateWidePlanning/PlansStudies/2035 Regional Plans/Southeast/Southeast 2035 Plan Final.pdf](http://www.dot.state.co.us/StateWidePlanning/PlansStudies/2035%20Regional%20Plans/Southeast/Southeast%202035%20Plan%20Final.pdf)

According to the Colorado Department of Transportation (CDOT) there is sufficient capacity on Highway 50, 350 and Interstate 25 to accommodate any increase in tourism that might result from designation as an All American Roadway. Increases in traffic resulting from incremental increases in visitation of 5% to 10% per year spread throughout the day would not create a capacity problem.

Highway 50 between the Kansas/Colorado border and Lamar

This section of the Byway has the lowest volume of traffic among the segments that are on Highway 50. In the rural areas, average daily traffic volume ranges from 2,100 at the Kansas/Colorado state line to 3,800 in the smaller communities. The traffic volumes jumps to 5,750 when the Byway enters Lamar.

Accident rates are generally very low along this segment (less than 1 accident per million vehicle miles traveled), except at two points - the intersection with Highway 89 in Holly (3.6) and the intersection with Division Street in Lamar (2.38).

Highway 50 between Lamar and Las Animas

This road segment has higher traffic volume and more commercial truck traffic than the previous segment. Traffic volume is lowest in the rural area near the Bent/Prowers County Line (2,900 average vehicles per day). Highway 50 and Highway 287, a major north/south route, are combined for a 7.65-mile portion of this segment. Along this divided four-lane portion, traffic volumes are significantly higher. The highest volume along the entire Byway (14,400) is in downtown Lamar at the intersection where Highway 287 turns south. Commercial traffic accounts for a sizable percentage of the increase in volume since Highway 287 is a major trucking route between Colorado and Texas.

Accident rates vary from levels below 1 per million miles in rural areas to a high of 3.34 in Lamar. There are five intersections with rates above 2.6.

Highway 50 between Las Animas and La Junta

The Byway in the La Junta commercial district is heavily traveled by a mix of commercial and private vehicles. High traffic volume and the absence of road shoulders make it virtually impossible to stop on the roadside in La Junta's commercial district. The junction with Highway 350 where the Byway turns southwest toward Trinidad has the highest traffic volume along this segment (an average of 12,900 vehicles per day). The intersection appears confusing, especially to motorists traveling from the east and making left turns onto Highway 350.

Despite the confusing appearance of the junction of highways 50 and 350, reported accident rates are relatively low. The highest accident rate is 1.37 accidents per million miles traveled.

Highways 350 and 160 between La Junta and Trinidad

Traffic volume outside of residential/commercial areas is relatively light (under 1,000 vehicles per day), therefore the rural sections of this road can be expected to accommodate a substantial increase in vehicle traffic with little difficulty. Increased vehicle traffic in residential/commercial areas may be an issue of local concern.

Accident rates are relatively high along this segment of the Byway. About half of the points at which measurements are taken between the urban boundaries of Trinidad and La Junta have rates higher than 2 accidents per million miles traveled. The narrow shoulder over most of this segment of road makes stopping on the roadside difficult and potentially dangerous. Sight lines are occasionally shortened by topographical features.

Interstate Highway 25 between Trinidad and the Colorado/New Mexico border

The segment of I-25 between Trinidad and the New Mexico border at Raton Pass has one of the lowest traffic volumes of any section of the interstate in Colorado. With average daily traffic of between 8,000 and 8,700 vehicles (as compared to 220,400 at I-25's interchange with I-70) the only place where I-25 traffic counts are slightly lower is in the vicinity of Walsenburg.

With an accident rate ranging from .68 to 1.67, this section of I-25 has a level of accidents per miles traveled similar to most other areas along the interstate.



Maintenance

CDOT is responsible for routine maintenance of the highway except for certain responsibilities assumed by municipalities through maintenance agreements with CDOT. These exceptions include lighting, signals and signing within city/town boundaries, CDOT operates maintenance facilities within the corridor; all are located within urban areas. There are no plans to develop road maintenance facilities in areas where the Byway's intrinsic qualities could be impacted.

The roadway and right-of-way are very clean and free of litter and debris. The roadside in many sections is kept clean by volunteer residents and businesses through the Adopt-a-Highway program.



Roadway Improvements



Recent Improvements

Over the years, improvements have been made to the Byway in the downtown areas of Lamar, Las Animas, La Junta, and Trinidad. The projects include decorative medians, curb cuts for wheelchair accessibility, brick pavers, planters and trees. These improvements were completed by the municipal government and Main Street projects in each of the communities.

● Projects Completed

A direct access road was completed between Highway 50 and Bent's Old Fort National Historic Site on Highway 194. The distance is approximately two miles but in the absence of this road, visitors must maneuver two awkward intersections (ones at either end of Highway 194 in Las Animas and La Junta) then travel parallel to Highway 50 for between eight and 13 miles, depending upon the direction of travel.

The Bent's Old Fort direct access road is the highest priority road improvement project in the six-county Southeast Transportation Planning Region. When two attempts to obtain ISTEA funding for this project were unsuccessful, the County Commissioners in Otero and Bent counties, CDOT and the Santa Fe Railroad contributed a total of \$166,000 for construction of the portion leading from Highway 50 across the railroad tracks to the Arkansas River. A 404 permit was obtained for the river crossing and the Public Utilities Commission approved the railroad crossing. An interpretive site was planned adjacent to the river.

State Hwy. 50 has been resigned by CDOT to include new NPS National Santa Fe Trail Auto Tour Route signs and Byway signs.

● Proposed CDOT Projects

General Guidelines

1. Improvements needed to accommodate increased visitor traffic should be priorities.
2. Archeological surveys should be completed before construction activity is initiated.
3. Protection of intrinsic qualities should be considered during design of roadway improvements.

The following table summarizes all road improvement projects currently planned for the Byway. The projects are divided into two groups - projects listed in CDOT's Statewide Transportation Improvement Program, FY1997-2002 and those that are have been locally identified but not included in the State's plan. Projects are included in CDOT's program through a priority programming process that begins with hearings at the County level then progresses ultimately to the State Transportation Commission for final approval. Input is provided by the Southeast Transportation Planning Region through the Statewide Transportation Advisory Committee. The priority indicated was determined by participants in the CMP development process.

Proposed Road Improvements

CDOT Improvement Program	Priority
Bent's Old Fort Direct Access bridge and 2-lane road	Completed
Minor Resurfacing and construction - all counties	On going
Highway 50 Reconstruction - from Arkansas River to south Lamar limits after 2002	High
Highway 50 Reconstruction -Wiley junction to Ark. River, after 2002	High

Highway 50 Reconstruction/drainage east of Hasty at Lubers Ditch, after 2002	Low
Highway 50 Bridge over Otero Canal 1.4 miles east of SH 109, 2002	Low
Highway 350 Bridge over draw 5.5 miles north of SH 71 , after 2002	High
Mile Marker 15 wayside completed	High
Highway 50 rerouting – in final planning	High
1-25 Reconstruction- complete	High
Highway 350 Bridge at mile post 7	High
Shoulder widening	High
Highway 50 4-lane, state line to La Junta	High
Redesign 50/350 junction	Medium

Notes: **CDOT updates are at their website and here,**
<http://www.mesalek.com/colo/us287.html>

**Regarding the U.S. 287 (Main Street) Reconstruction Project through Lamar.
Construction is expected to be completed in fall 2017.**

GOCO Grant- The Connect Initiative, which aims to close trail gaps and increase foot and bike access for Coloradans, [awarded its first round of planning grants](#) to help municipalities navigate the complicated design and engineering process of trail building. Lamar Loop, a walking path encircling most of the city and connecting several exercise areas.

Inspire Lamar, \$1.3 million grant to the City of Lamar

Lamar will invest in transforming North Gateway Park and Willow Creek Park as well as eighteen programs and associated pathway opportunities to bring new experiences to youth like fishing, camping, and biking, and will give them the gear to do it with an affordable outdoor gear library.

GOCO grant - The Protect Initiative invests in large-scale, once-in-a-lifetime land conservation opportunities in Colorado Southeast Colorado Prairie Canyonlands Conservation Project, \$2.647 million grant to Colorado Cattlemen’s Agricultural Land Trust in partnership with The Nature Conservancy

CCALT will conserve 48,817 acres of the iconic JE Canyon Ranch; 2,500 acres of the adjacent Doherty property; and 7,040 acres of the nearby Swanson Ranch—all in Las Animas County. The acquisitions will contribute to large-scale conservation of threatened shortgrass prairie and will enable ranching families to continue their generations-old operations.

GOCO Grants on Colorado’s Santa Fe Trail

http://www.goco.org/sites/default/files/Prowers_0.pdf

http://www.goco.org/sites/default/files/Bent_0.pdf

http://www.goco.org/sites/default/files/Otero_0.pdf

<http://www.goco.org/sites/default/files/Las%20Animas.pdf>

GOCO Grants

The Protect Initiative invests in large-scale, once-in-a-lifetime land conservation opportunities in Colorado and [funded four more projects this grant cycle](#). Southeast Colorado Prairie Canyonlands Conservation Project, \$2.647 million grant to Colorado Cattlemen's Agricultural Land Trust in partnership with The Nature Conservancy

The Connect Initiative, which aims to close trail gaps and increase foot and bike access for Coloradans, [awarded its first round of planning grants](#) to help municipalities navigate the complicated design and engineering process of trail building. Lamar Loop

The [transaction costs grant program also awarded funding](#) to help landowners place conservation easements on their land. To be eligible for the program, landowners are required to donate the entire value of the conservation easement for the project.

GOCO also [awarded Youth Corps funding](#) through the [Colorado Youth Corps Association \(CYCA\)](#), a statewide coalition of nine accredited youth corps groups that engage and train youth, young adults, and veterans (ages 16-25) to work on land, water, and energy conservation projects.

Impact on Intrinsic Qualities and Visitation

None of the planned improvements should negatively impact the Byway's intrinsic qualities. An archeological survey is being conducted in the Bent's Old Fort area to insure that resources are not damaged. None of the other projects involve any type of re-routing or disturbance of areas outside the road's right-of-way. Sight lines will not be impacted.

No improvements are planned for the 7.88 mile section of Highway 350 between Hoehne and Model that is designated by the National Park Service as having high potential for official route certification. In 2015 the NPS resigned the Trail and added trail crossings, official route designation signs and historic site identification signs on the route.

Visitation to Bent's Old Fort increased using the new direct access road according to park officials. Once visitor's stop at the fort, their interest in seeing more sites along the Byway has increased as well. The only planned improvement designed to increase carrying capacity is widening Highway 50 to four lanes from the Kansas state line to La Junta. The road segments in Lamar and La Junta already have four lanes.

Section 3

Intrinsic Qualities

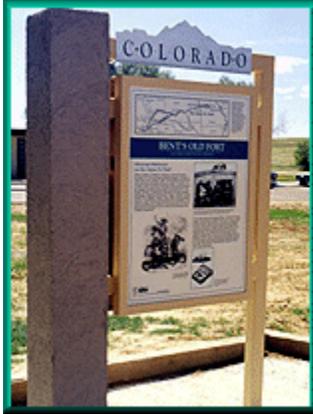


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Intrinsic Quality Assessment

Traversing the 184-mile long Colorado Scenic and Historic Byway which follows the Santa Fe National Historic Trail exposes the traveler to all of the intrinsic qualities established as All-American Roadway designation criteria. Scenic vistas, cultural experiences, historic and archeological sites, recreational opportunities and natural resources can all be encountered along

the Byway and its corridor. The significance of the Byway's intrinsic qualities were classified based on the Federal Highway Administration's definitions and criteria.

Significance of Intrinsic Qualities

Intrinsic Quality	Significance
Scenic	Regional
Cultural	Regional
Historic	National
Archeological	National
Recreational	Regional
Natural	Regional

While each of the intrinsic qualities are present and have regional or national significance, the predominant intrinsic quality of the Byway is Historic. Detailed descriptions of selected sites with significant intrinsic qualities are provided as an appendix.

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[Scenic Qualities \(Regional Significance\)](#)

The Byway's scenic qualities range from the magnificent vistas of Raton Pass, to the verdant, irrigated croplands of the high plains. Because of its scenic qualities, the Santa Fe National Historic Trail roadway has been designated a Scenic and Historic Byway by the State of Colorado. The rural communities through which the Byway passes are scenic in their own right and contribute to the overall character of the eastern half of the trail corridor. Near its southern terminus, the Byway passes through the Corazon de Trinidad National Historic District. Period architecture and brick streets contribute to the Historic District's charm and scenic value.

The southern half of the corridor exposes the traveler to the quintessential scenic qualities of southeastern Colorado's high plains: panoramic vistas, expansive grasslands, and rolling hills of pinon pine and juniper. The Byway also affords views of Fisher's Peak and the Spanish Peaks which are both historic and inspirational. The traveler also experiences the beauty and solitude found on one of the nation's disappearing natural resources, undeveloped grasslands. Because much of the southern corridor is virtually undeveloped, the modern visitor can experience what traveling the Santa Fe Trail must have been like in the 1800s. Abundant bird life, dramatic vistas, and a sense of isolation provide the Byway with beauty, character and authenticity that are essential qualities.

Significant Scenic Qualities include:

- Spectacular views of Fisher's Peak, the Spanish Peaks, the Sangre de Cristo Mountains, and Raton Pass;
- Panoramic vistas of Comanche National Grassland and the Pinon Canyon Army Maneuvers Site;
- Picturesque windmills and other evidence of homesteads and settlements;
- The brick streets, striking architecture and colorful character of Corazon de Trinidad National Historic District;
- Exposure to small-scale agriculture, including rural communities and quaint, roadside farm stands selling locally-grown produce; and
- Clear viewsheds and open vistas as a result of minimal commercial, industrial or residential development over much of the Byway.

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Cultural Qualities (Regional Significance)

During the years of its existence, the Santa Fe Trail was more than just an important commercial trade route across the southwest. From 1821 to 1846, the Trail was an international corridor between the United States and Mexico. Even after the United States acquired Mexico's northern provinces (1848), the Trail served as a conduit for exchange and interaction between Spanish, Native American and American cultures. The trail's multi-cultural history is reflected in the diverse inhabitants of the communities found along the Byway, and in the richness of the cultural events hosted by these communities.

Significant Cultural Qualities include:

- culturally diverse communities;
- numerous farm stands featuring local produce and crafts;
- community events, such as rodeos, Santa Fe Trail festivals, County Fairs, the Arkansas Valley Fair, etc;
- traditional Hispanic celebrations such as Cinco de Mayo, Los Pastores, Santa Fe Trail Days, and Las Posadas;
- the Koshare Indian Dancers and an extensive collection of Native American art at the Koshare Indian Museum sponsored by the Boy Scouts Troop in La Junta;
- the melting pot of cultures represented at Byway Museums, heritage centers and historic sites;
- culturally representative architecture, including adobe structures on private and public property;
- several large murals depicting the Santa Fe Trail and western history, painted on exterior walls of commercial buildings;
- numerous art galleries displaying western, regional and local art;
- community art and drama programs contribute to the representation diverse cultures;
- community colleges and State College programs provide classes that teach heritage trades such as hat making, gunsmithing and blacksmithing, and
- a traditional adobe oven (horno) for public use at Trinidad Lake State Park.

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[Historic Qualities \(National Significance\)](#)

The Byway's predominant intrinsic qualities are historic. The Santa Fe Trail was designated a National Historic Trail in 1987. Numerous buildings, sites and objects of historical significance are found within the trail corridor. Five sites on the Byway have been designated a National Historic Site, Place or District. Five locations are Santa Fe National Historic Trail Sites (Note: At the request of the National Park Service, this term is used instead of and replaces, Certified Site of the Santa Fe National Historic Trail.) An additional 14 sites have been identified by the National Park Service as having high potential for Historic Site designation. Numerous other historic sites exist within the trail corridor. These sites are currently undiscovered or undeveloped. As these sites are located, mapped or developed, they should be incorporated into this Corridor Management Plan.

The Santa Fe Trail's history is not inaccessibly confined to the past, however. There are numerous opportunities for travelers to experience the rich and colorful history of the Trail and the trail corridor. Many sites are accessible to the public and can be explored at will. Museums, historic sites and other venues convey the history of the Trail through exhibits, interpretive displays and living history presentations. It is the historic significance of the Santa Fe Trail, and the present day vitality of the Trail and trail corridor, that allow the Byway to serve as a destination unto itself.

Significant Historic Qualities include:

- Seven locations designated a National Historic Site, District or Place: Bent's Old Fort, Boggsville, the Otero Museum, the Baca House, Amache, Sand Creek, and the Corazon de Trinidad;
- Five locations designated Santa Fe National Historic Trail Sites: Bent's Old Fort, Boggsville, Comanche National Grassland, John Martin Reservoir, and the Trinidad History Museum;
- Thirty-six [Daughters of the American Revolution trail markers](#) situated directly on the Byway or accessible within the trail corridor (see Appendix I);
- As many as ten Santa Fe Trail crossings;
- The junction of the Mountain Route and the Fort Union-Granada Road at Granada;
- The Old Granada town site, a National Park Service high potential site;
- Two significant statues, the Kit Carson statue (Kit Carson Park, Trinidad) and the Madonna of the Trail statue (Colorado Welcome Center, Lamar);
- Bent's Old Fort, a National Historic Landmark and a Santa Fe National Historic Trail Site;
- Bent's New Fort, a high potential historic site;
- Old Fort Lyon and New Fort Lyon, each a National Park Service high potential historic site;
- Boggsville, a National Historic District and a Santa Fe National Historic Trail Site;
- Wagon ruts visible at several locations, including Iron Springs historic area, John Martin Reservoir, and Old Fort Lyon;
- The Goodnight- Loving Cattle Trail, which operated simultaneously with the SFT and was historically significant in the region's cattle era;
- The Las Animas cemetery, featuring the graves of William Bent and John Wesley Prowers;

- The Cruz Torres grave and the historic Dick Wootton Ranch on Raton Pass, each a National Park Service high potential historic site. (NOTE: The Wootton Ranch is private property. The current property owner does not desire publicity or development of the site);
- Numerous limestone markers delineating the route of the SFT on public land;
- The Iron Springs historic area, a National Park Service high potential historic site, and one of the best places to view SFT ruts on public land in close proximity to the Byway;
- The Hole-in-the-Rock site, north of Thatcher, a National Park Service high potential historic site;
- Stage stop sites and information kiosks at the Pinon Canyon Army Maneuvers Site;
- A historic plaque located on the exterior wall of the Columbian Hotel building (Trinidad);
- 7.88 miles between Hoehne and Model, a National Park Service high potential route segment;
- Five significant museums dealing with the history of the region: the Big Timbers Museum (Lamar), the Kit Carson Museum (Las Animas), the Otero Museum (La Junta), the Koshare Indian Museum (La Junta), and the Trinidad History Museum (Trinidad);
- Six Preserve America Communities: Baca, Bent, Crowley, Kiowa, Otero and Prowers;
- and The Koshare Indian Museum Kiva, a State Historic Site.

The table below lists the sites that have received various types of historic designations.

Designation of Selected Historic Sites in and near the Santa Fe Trail Scenic and Historic Byway Corridor

Site	National Historic Site/District/Place	Santa Fe National Historic Trail Site	High Potential Site
Arkansas River trail crossing		X	X
Baca House/Trinidad History Museum	X	X	X
Bent's New Fort		X	X
Bent's Old Fort	X	X	X
Boggsville	X	X	X
Comanche National Grassland		X	
Corazon de Trinidad	X	X	
Cruz Torres grave *		X	X
Dick Wootton Ranch*		X	X
Fisher's Peak			X
Hole-in-the-Rock*		X	X
Iron Springs		X	X
John Martin Reservoir		X	
New Fort Lyon/ Fort Lyon National Cemetery/ Kit Carson Chapel	X		X

Old Fort Lyon			X
Old Granada town site			X
Otero Museum	X	X	X
Amache Japanese Internment Camp	X	X	X
Sand Creek Massacre Site	X		X
Spanish Peaks			X

**Currently property owner does not desire publicity or development of the site. Other listed sites may also be on private property.*

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[Archeological Qualities \(National Significance\)](#)

Several significant archeological sites are found within and in proximity to the Santa Fe Trail corridor. These sites contain pictographs, petroglyphs, Native American teepee rings, fire circles, and other evidence of both prehistoric and settlement-era human activity. The numerous rock art sites document continuous habitation of the region for approximately 5,000 years. Significant archeological sites exist Comanche National Grasslands at Picket Wire Canyonlands, Picture Canyon, and Pinon Canyon.

The Loudon-Henritzie Archaeology Museum (Trinidad) features exhibits on the area's geology, fossils and archeology.

John Martin Reservoir

Significant Archeological Qualities include:

Several rock art sites bearing pictographs and petroglyphs;
 Numerous archeological sites on Comanche National Grassland. (A 1997 archeological survey documented more than 70 sites in the Timpas Creek area alone);
 Vogel Canyon, a State Archeological District;
 Native American teepee rings and fire circles; and
 The Loudon-Henritze Archeology Museum (Trinidad).

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[Recreational Qualities \(Regional Significance\)](#)

The Santa Fe Trail corridor provides numerous opportunities for both developed and undeveloped recreational activities. For this reason, sections of the corridor are destination locations or travel routes for aquatic recreation, wildlife viewing, hunting, and fishing. Vast tracts of public land support hiking, horseback riding, bicycling, camping, hunting and other recreational activities. Several warm-water lakes, State Parks and State Wildlife Areas serve as multiple-use recreation areas. Several picnic areas, trailheads, municipal parks and golf courses also serve this area.

Any service, activity or facility that brings visitors into the region benefits the Byway corridor. Regardless of the reason visitors enter the corridor, they are exposed to Santa Fe Trail signs, interpretive information and roadside attractions. This overlapping of services and benefits is especially evident in the relationship between the corridor's recreational and other qualities. Most major recreation sites, such as John Martin Reservoir and Trinidad Lake State Park, provide interpretive information on the Santa Fe Trail. John Martin Reservoir is a Santa Fe National Historic Trail Site. The reservoir has visible wagon ruts and a connector trail from the reservoir is being constructed to Boggsville, a major historic site. Trinidad Lake State Park provides valuable interpretive information to visitors. The Timpas picnic area, featuring a well-marked trail and Santa Fe Trail information, serves recreationists and historians alike. The interconnectedness of the corridor's intrinsic qualities must be recognized and used to advantage by the managers of these resources.

Significant Recreational Qualities include:

- John Martin Reservoir, the largest body of water in southeast Colorado, and a Santa Fe National Historic Trail Site. The reservoir is administered by the U.S. Army Corps of Engineers. It provides boating, swimming, camping, fishing, hunting, hiking, picnicking and sight-seeing opportunities. An information center, information kiosks, a DAR marker and SFT wagon ruts can also be found at the reservoir;
- Trinidad Lake State Park, featuring camping, boating, hunting, fishing, picnicking, wildlife watching, hiking, and a lighted, handicapped accessible trail;
- Numerous warm-water lakes, including Hasty Lake, Adobe Creek Reservoir, Horse Creek Reservoir, Holbrook Lake and Two Buttes State Recreation Area;
- Pinon Canyon Army Maneuvers Site, which welcomes recreationists on its 16,000 plus acres when the army is not training at the site;
- Comanche National Grassland, a multiple use area, featuring hiking, hunting, fishing, horseback riding, camping, wildlife viewing, Trail ruts, Trail markers and Trail-related exhibits. Comanche National Grassland is a Santa Fe National Historic Trail Site; Significant sites on the Grassland include:

1. The Sierra Vista Overlook, featuring spectacular views of the grasslands, the distant Spanish Peaks and the SFT route; sandstone SFT markers; a bench; two information kiosks (one sheltered); and a hiking trail to the Timpas Picnic Area via the SFT.

2. The Timpas Picnic Area, featuring picnic facilities; three information boards; SFT markers; a loop trail; handicapped parking; accessible picnic tables; and parking for horse trailers, RVs and buses.

3. The Vogel Canyon Picnic Area, situated on a spur of the SFT, featuring sections of a stagecoach road; the ruins of a stage station; picnic facilities; horse trailer parking and hiking trails.

- Numerous public and private property locations providing hunting opportunities. Hunting is an important part of the local economy and culture. For example, hunting and fishing on Comanche National Grassland brings over \$127,000 into the local economy annually;
- Camping areas on public and private land. For additional information on camping see the Visitor Needs and Expectations section of this document;
- Santa Fe Plaza (La Junta) and Clarence Couch/C.A.V.I. Park (Las Animas), small city parks on the Byway. Additional information on these parks can be found in the Visitor Needs and Expectations section of this document;
- The Purgatoire Trail, between Trinidad and El Moro; and
- The trail corridor from Trinidad to Raton Pass, which the National Park Service has identified as having potential as a long-distance, high-quality hiking trail.

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Natural Qualities (Regional Significance)

Southeast Colorado is rich with a diversity of natural values. In this unique part of Colorado, prime agricultural land gives way to expanses of native grassland. The landscape changes dramatically as elevation increases in the vicinity of Raton Pass. Here the pinon pine/juniper ecosystem dominates. The natural splendor and unspoiled beauty of Raton Pass and the nearby Spanish Peaks, lure many visitors to the area.

In places, rivers have carved canyons and valleys, where striking geology and unusual rock formations can be found. Numerous warm-water lakes dot the landscape, providing critical wildlife habitat. Significant waterfowl populations live within and migrate through the Santa Fe Trail corridor. The area's rivers and lakes also support relatively lush vegetation. Even at a distance, one can discern the meandering paths of rivers by following the ribbon of trees nurtured by the waterway. (The ribbon of trees known as the Big Timbers played a prominent part in the history of the Santa Fe Trail). Wildlife is abundant throughout the region, supported by the extensive public land holdings managed by various agencies. Comanche National Grassland alone provides habitat for approximately 275 bird species, 60 mammal species, 40 reptile species, 11 fish species and 9 amphibian species.

The Santa Fe Trail corridor also provides a natural experience that is rapidly disappearing elsewhere: The opportunity to experience the peace and quiet of an undisturbed and relatively pristine landscape.

● ***Significant Natural Qualities include:***

- Comanche National Grassland;
- Pinon Canyon Army Maneuvers Site;
- Fisher's Peak and the Spanish Peaks, two historically significant landmarks which the National Park Service has designated high potential historic sites;
- Dinosaur tracks at Picket Wire Canyonlands;
- The Arkansas and Purgatoire Rivers;
- John Martin Reservoir and Trinidad Lake State Park and the adjacent State Wildlife Areas;
- James M. John State Wildlife Area, 8,200 acres providing areas for hunting, hiking, and horseback riding. This is the newest wildlife area in the corridor and is located a few miles southeast of Trinidad;
- Lake Dorothy State Wildlife Area, covers over 4,800 acres with picnic, observation, hiking and rest areas. This recreation area is roughly 12 miles into the canyon off Raton Pass;
- Higbee State Wildlife Area;
- Several Cretaceous/Tertiary boundary sites in Las Animas County; and
- Prowers, Bent, Otero and Las Animas counties have been designated prime farmland by the Soil Conservation Service.

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 **Intrinsic Quality Management Strategy**

The Santa Fe Trail Scenic and Historic Byway extends for approximately 184 miles in Colorado. The width of the Byway corridor varies depending on the proximity of the Santa Fe Trail route and significant sites to the Byway. As a result of the Byway corridor's length and configuration, numerous government agencies, private sector organizations and private individuals are involved with managing the trail and its resources. A listing of federal and state agencies is presented below:

- National Park Service;
- United States Forest Service;
- United States Army Corps of Engineers;
- The Colorado Department of Transportation;
- The Colorado State Byways Commission;
- The Colorado Historical Society;
- The Colorado Division of Wildlife; and
- The Colorado Division of Parks and Outdoor Recreation.
- Local or regional participating agencies include:
- Santa Fe Trail Scenic and Historic Byway Mountain Branch
- Southeast Colorado Enterprise Development, Inc.;
- Trinidad/Las Animas EDC, Inc.;
- Mountains and Mesas Enterprise Zones and Huerfano/Las Animas Council of Government (COG);
- Southeast COG;

- Las Animas, Bent, Prowers, Otero, Huerfano, Baca, Crowley, and Kiowa counties and their commissioners;
- Over 200 municipal council members and county commissioners;
- Trinidad/Las Animas County Chamber of Commerce; Huerfano County Chamber of Commerce;
- Arkansas Valley Chambers of Commerce;
- Numerous private businesses and non-profit organizations including; Bent's Fort Chapter of the Santa Fe Trail Association, Daughters of the American Revolution, Trinidad Historical Society, Trinidad History Museum Bent County Historical Society, Pioneer Historical Society, Canyons and Plains, Trinidad Tourism Board, Trinidad Community Foundation, etc.; and
- Countless individuals who love the Santa Fe Trail.

These, and others groups and individuals, have dedicated time, energy and resources to protecting, managing and interpreting the Santa Fe National Historic Trail, assuring that it will remain a significant national resource.

Because the trail corridor dissects a mosaic of public and private land, no single managing entity exists, and no overarching management plan is in effect. The intrinsic qualities of the corridor are protected under a variety of Federal, State and local regulations, policies and guidelines. These include, but are not limited to, the National Historic Trails Act, National Park Service Comprehensive Management and Use Plan guidelines, Federal and State Historic Preservation regulations and policies, wetlands protection regulations, Colorado Scenic and Historic Byway provisions, Colorado State Statutes, and local zoning and code regulations. A significant amount of the trail is protected and managed as private property.

Because no single agency, organization or individual has the jurisdictional authority or the resources to successfully protect and manage the national treasure that is the Byway corridor, multi-agency cooperation, inter-jurisdictional communication and viable partnerships between public and private sector entities are of critical importance. The single-most important management strategy to employ in achieving the goals of this Corridor Management Plan is cooperation between involved parties.

The overall goal of the management strategies presented here is to protect and enhance the corridor's intrinsic qualities, while meeting the provisions of pertinent regulations, policies and guidelines.

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Existing Intrinsic Quality Projects

The intrinsic qualities of the Byway corridor are described in the previous section, Intrinsic Quality Assessment. This section documents the intrinsic quality management projects and activities which have been completed in recent years. In cases where a management activity benefits more than one intrinsic quality, the activity is listed only under the first relevant intrinsic quality. For example, attaining Colorado Scenic and Historic Byway designation benefits scenic and historic qualities, but is listed only under Scenic Qualities.

Scenic

- Various local zoning regulations have been enacted to protect the Byway's scenic and natural qualities. These include regulations managing growth and development within the corridor.
- Colorado Scenic and Historic Byway designation has been attained.
- Much of the southern part of the trail corridor has been placed in public ownership, thereby protecting scenic, historic, archeological, recreational, and natural qualities.
- Numerous successful Adopt-A-Road partnerships have been established, serving the Byway's scenic and natural qualities.

● Cultural

- Local Cultural/Arts commissions or groups have been established to develop cultural activities, and numerous communities conduct such cultural events.
- Bent, Las Animas, Otero and Prowers counties are participating in an outdoor art program to create and place large bronze sculptures related to the trail.
- Chamber of Commerce groups, museums, historic sites and schools include cultural activities and heritage events reflecting our diverse Santa Fe Trail populations.

● Historic

- Bent's Old Fort and historic sites at John Martin Reservoir and Comanche National Grassland are protected under the provisions of the National Historic Trails Act.
- The Baca House, Bent's Old Fort, Boggsville, Corazon de Trinidad (Heart of Trinidad), and Otero Museum building have been designated a National Historic Site, District or Place.
- Boggsville and the Baca House have received National Park Service certification as Santa Fe National Historic Trail Sites.
- Amache Japanese Internment Camp received National Park Service certification. The Byway provide funding for six interpretive trail signs at Amache in .
- Sand Creek Massacre Site received National Park Service certification.
- Downtown Trinidad received designation as a National Historic District. The Byway did 6 interpretive signs for the city trails and sites and completed a Byway Display for the Colorado Welcome Center.
- The U.S. Forest Service has submitted a request to the National Park Service to have the Iron Springs site designated a Santa Fe National Historic Trail Site.
- Madonna of the Trail Statue in Lamar and 36 Daughters of the American Revolution granite stones mark Colorado's Santa Fe Trail. These national treasures are protected in each of our communities throughout the byway and in our neighboring trail states.
- The number of limestone markers delineating the trail on public property (particularly on Comanche National Grassland) has been increased.
- Significant restoration work was completed at Boggsville, Bent County Courthouse, Fort Lyon, Kit Carson Chapel, Trinidad History Museum and JW Rawlings Heritage Center.
- Big Timbers Museum added a new Transportation Museum and partnered for byway interpretation at their museum.
- Trails and a driving tour have been added to Comanche National Grasslands, Amache and Sand Creek Massacre site.
- Many historic and archeological artifacts are protected in the Byway corridor's museums.

- NPS funded the installation of new Santa Fe Trail Auto Tour Route signs (Brown Triangle signs with wagon) for the Santa Fe Trail which indicate original trail segments and crossings throughout the Byway corridor. The signs are placed in all five trail states and Colorado was the last to be signed.

● Archeological

- The Hole-in-the-Rock site has been acquired by the Archeological Conservancy, who will work with the National Park Service on management.
- Many archeological sites are protected by Federal or State regulations and by the management plans of the jurisdictional authority. For example, the archeological sites at Picket Wire Canyonlands and Picture Canyon are protected and managed by the U.S. Forest Service. The U.S. Forest Service has been involved with numerous activities, including:
 1. Increasing the resources it allocates to archeological qualities and projects;
 2. Producing a multi-page flier on Picket Wire Canyonlands;
 3. Receiving guidance from archeologists in placing new trails on Comanche National Grassland;
 4. Conducting an archeological survey (1997) which documented over 70 sites in the Timpas Creek area; and
 5. Obtaining State Archeological District designation for Vogel Canyon.

● Recreational

- The Army Corps of Engineers has conducted the following work at John Martin Reservoir:
 1. In conjunction with SECED, constructed 4.1 miles of hiking/biking trail at John Martin Reservoir. This trail, which has interpretive signs and an accompanying brochure, is the first leg of a proposed trail connecting the reservoir to Boggsville;
 2. In conjunction with Ducks Unlimited, constructed a wildlife viewing blind and parking area as part of a wetland enhancement project. Interpretive signs and a brochure were also created by this project; and
 3. Completed construction of a trailhead at the Lake Hasty swim area.
- The U.S. Forest Service has completed significant improvements to several of their recreational sites, including Sierra Vista Overlook, Timpas Picnic Area, and Iron Springs historic area. Improvements include installing interpretive stations, shelters, benches, picnic tables and SFT markers.
- The Colorado Division of Parks and Outdoor Recreation has completed the following work at Trinidad Lake State Park:
 1. Constructed a Visitor Center and a lighted, handicapped accessible trail;
 2. Acquired 220 acres in the Long's Canyon area and constructed a trail and watchable wildlife spot in the area; and
 3. Acquired over 11,000 acre feet of additional water storage space, and in 1997, acquired 5,000 acre feet of additional water.

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Intrinsic Quality Projects

Cultural

- Four-county outdoor sculpture program.
-

Historic

- Aerial mapping of the Santa Fe Trail route location and its related sites. This project is critical to the future protection, development, management and interpretation of the corridor's historic qualities.
- The Byway grant that funded the restoration of the Historic Hough house and Byway visitors center at the Trinidad History Museum was completed and continues to be of great value to our state. In the summer of 2016 during the remodel of Trinidad's Colorado Welcome Center, the Hough House stood in as our State Welcome Center. They continue to provide Santa Fe Trail traveler information on the Santa Fe Trail at the museum.

Archeological

- The U.S. Forest Service completed a rock art restoration project in Vogel Canyon.
- The U.S. Forest Service established baseline data, particularly to monitor the impacts of cattle grazing on archeological sites.
- Archeological studies continue to be done throughout the numerous historic sites and trail remains are scattered

Recreational

- The Army Corps of Engineers implemented a wildlife habitat enhancement project to improve the fishery at John Martin Reservoir. This was a \$600,000-\$700,000 project.
- Additional improvements and visitor enhancements have been made to trailheads and historic sites in partnership with the byway since our organizations inception at John Martin Reservoir, Bent's Old Fort, Bent's New Fort, Fort Lyon's Kit Carson Chapell, Boggsville, Comanche NG, and El Corazon De Trinidad, Trinidad Lake State Park, Sand Creek, and Amache.

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Proposed Intrinsic Quality Projects

Many of the management activities outlined as Existing and In-Progress Management Projects will remain a priority and continue into the future. The threat to the corridor's intrinsic qualities

from planned or future activities appears to be relatively low at this time. This is likely to remain the case as long as urban expansion and development remains confined within existing, defined urban areas.

This section outlines additional management projects and activities which have been proposed by participants in the public process associated with this Plan's development to assure the long-term protection and enhancement of the Byway corridor's intrinsic qualities. Because recreation serves a broad constituency and brings money into local economies, implementing recreation projects and activities was a high priority overall along the trail corridor. Participants in the public process developed general guidelines and assigned priorities to management strategies and activities which are listed in the tables that follow.

● **General Guidelines**

1. Meet the provisions of the NPS Santa Fe National Historic Trail Comprehensive Management and Use Plan.

- Protect significant route segments and historic sites.
- Promote the protection of significant cultural and natural resources; help protect resources from overuse, vandalism and inappropriate use; and promote compatible adjacent uses.
- Provide the minimum facilities necessary and environmentally compatible to allow for the enjoyment and protection of resources.
- Encourage research to improve knowledge, understanding and appreciation of trail resources and their overall significance.
- Promote appropriate outdoor recreation.
- Promote state, county, local, and individual participation in interpretation, preservation, and development along the trail. Provide access to programs and facilities for special populations (e.g., disabled or non-English speaking visitors).

2. Develop selected historical/archeological sites while providing for the protection of sensitive resources.

3. Protect views and sightlines along the roadway while maintaining picturesque sites.

4. Provide a high level of maintenance for parks, historic sites, trail markers, etc. to promote visitation and generate public support.

The related intrinsic qualities are referenced in parentheses for each strategy.

● ***Proposed Projects***

Project	Priority
Certifications and designations - Pursue and maintain all certifications including National Historic Site/District/Place and Colorado Scenic and Historic Byway designations. (Scenic, Historic, Cultural)	High

Conduct baseline inventories - Complete evaluations of the current condition of scenic, historic, archeological, recreational and natural qualities (See appendix). (Scenic, Historic, Archeological, Recreational and Natural)	High
Comprehensive planning - Planning should be done by all entities involved to protect the Byway's qualities and resources. (Scenic, Historic)	High
Develop additional trails - Suggested new trails include Lamar Loop trail, Las Animas Bent County Courthouse to Fort Lyon, John Martin Reservoir to Boggsville, Boggsville to Bent's Old Fort, Trinidad to Trinidad Lake State Park, Trinidad to the summit of Raton Pass, and Trinidad to El Moro. (Recreational, Scenic, Historic)	High
Develop new recreational opportunities - Expand SFT tourism-related activities, including wagon rides between key sites, trail-side barbecues, etc. (Recreational)	High
Develop new parks - Add as necessary and appropriate (Recreational)	High
Expand the outdoor art program - These activities should be developed at the local level to reflect the culture, heritage and identity of individual communities. Activities may include sculptures and murals. (Cultural)	Medium-High
Increase the number of cultural events - Sample festivals include Cinco de Mayo, Los Pastores, Las Posadas, Indian trade markets, Settlers Days, and Santa Fe Trail Days, etc. (Cultural)	Medium-High
Acquire additional water rights - Water rights are needed to support existing water-based recreation, reduce seasonal water level fluctuations at recreation facilities and expand recreational opportunities. (Recreational)	High

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Intrinsic Quality Interpretive Plan

The abundance and diversity of scenic, cultural, historic, archeological, and natural qualities found along the Byway corridor make this a prime area for interpretation. Numerous resources are available which can be employed in the interpretation of the corridor's intrinsic qualities. These resources include wayside exhibits; radio messages; audio and video tapes; trail markers; information kiosks; brochures; the staffs of historic sites, museums, Welcome Centers, Chambers of Commerce, and recreation areas; and more. The National Park Service provides interpretive assistance upon request and administers a certification program for complimentary interpretive programs. The National Scenic Byways/ America's Byways program, Colorado Byways, National Scenic Byways Foundation provide additional training venues online and in person.

Interpretative services, both self-guided and guided, are currently provided at numerous locations along the corridor. Personnel are available at major sites to provide interpretive information. Several key sites, such as Comanche National Grassland, offer public tours. In addition to regular visitation and tours, several facilities in the corridor conduct special events which bring to life the Trail and its history. Information kiosks, interpretive signs, and printed materials are available throughout the corridor, supplementing the personal interpretation provided at key sites. Interactive videos are also found at several locations within the trail corridor and our Byway podcasts are featured on the byway website and at byway event venues.

Numerous government agencies and private sector organizations are involved with interpreting the Trail and the corridor's intrinsic qualities and resources as mentioned in the preceding Intrinsic Quality Management section. Because the responsibility for providing diverse interpretive services falls on so many groups and individuals, there is no single responsible entity, and no overarching interpretive plan exists. No single agency, organization or individual has the jurisdictional authority or the resources to provide the full compliment of interpretive services across the entire 184-mile (297 km) length of the Byway. The geographic and political regionalism that exists along the trail corridor can be used to advantage by those responsible for providing interpretive services. Each community or significant Trail site has the flexibility to adapt its interpretive activities to its particular resources and audience. This type of personalized service is of great value and benefit when trying to bring to life the history or significance of a particular site.

Interpretive services within the trail corridor are intended to enhance the visitor experience, generate public support, instill an appreciation for the Trail and the Trail corridor's intrinsic qualities, and protect these resources and qualities. The interpretive services provided in the Byway corridor are consistent with the general guidelines that have been adopted for management of the Byway's intrinsic qualities as delineated in the preceding part of this report, Intrinsic Quality Management Strategies.

Much of the background for the interpretive materials and services found along the Trail is presented in the National Park Service Santa Fe National Historic Trail Comprehensive Management and Use Plan. This document outlines interpretive topics, sub-themes and key points for the entire length of the Santa Fe Trail and for specific regions along the Trail. The interpretive region of the Trail covered by this Corridor Management Plan is the Mountain Route. The interpretive topics, sub-themes and key points presented in the following table are excerpted from the National Park Service Santa Fe National Historic Trail Comprehensive Management and Use Plan.

● *Interpretive Topics, Sub-themes and Key Points*

Topic	Sub-theme	Key points
Pre-1821	The Trail as a bridge for international trade and commerce; Spanish trade blocking.	Spanish, French, American and Native American roles.
Purpose of the Trail and how it differed from other trails	The Trail as a significant link for trade and commerce.	Expansion and evolution of trade and commerce. The Trail as one segment of the American-European commerce system.
Effect of the Trail	The Trail had far-reaching effects on the United States, northern Mexico, and Native Americans.	Economy; politics; expansion; agriculture; manufacturing; knowledge; trade policy; disease; Chihuahua Trail; demise of the buffalo; conflicts; loss of Native lands; cultural, ethnic and gender demographics.
Natural elements	Survival depends on successful interaction with	Biogeographic zones; sustenance; environmental

	natural forces.	change.
Military presence	Conflict results from misunderstanding or differing goals.	The role of the Mexican and American military; transition zones between cultures; wars.
Relationship to today	Human needs and desires do not change, only the means by which they are achieved.	Relativity of time and distance; dangers; transportation; travel and trade routes; influence of cultures; Trail mythology.
Mountain Route	Afforded safety and water but longer with more difficult terrain.	Changes from plains to mountains; Bent's Old Fort; wars; advent of the railroad; Native Americans.

The National Park Service Santa Fe National Historic Trail Comprehensive Management and Use Plan provides a valuable framework and guide for the organizations and individuals involved with providing interpretive services within the Trail corridor. In addition, the Santa Fe Trail Scenic and Historic Byway Interpretive Plan, developed as part of this Corridor Management Plan, identifies critical interpretive strategies and actions. The Interpretive Plan serves as the foundation for many of the current and future interpretive services provided within the Byway corridor. The Interpretive Plan designates interpretive activities.

This section of the Corridor Management Plan summarizes the Interpretive Plan and, where necessary, supplements the Interpretive Plan with additional information.

List of Visitor Ready Interpreted Sites

Sites with interpretive signage	Interpretive signage & staff
Bent's New Fort	Bent's Old Fort
*Amache- Japanese American Internment Camp	Granada Museum
Santa Fe Plaza	*Big Timbers Museum
Hadley rest area	Sand Creek Massacre Site
	*Boggsville Historic Site
*Fort Lyon Kit Carson Chapel	JW Rawlings Heritage Center
*Iron Spring, *Sierra Vista, *Timpas, Picketwire Canyonlands, *Crack Cave, Vogel Canyon, USFS /Heritage Canyonlands driving tour, Picture Canyon	Comanche National Grassland USFS manages and staffs all the sites listed at left.
Pinon Canyon Maneuver Site	*Lamar Welcome Center
Raton Pass	*John Martin Reservoir State Park & Hasty Lake
Trinidad Lake State Park	A.R. Mitchell Western Art Museum
*El Corazon de Trinidad	Koshare Indian Museum
*Mile Marker 15 at Model	La Junta Chamber of Commerce
*El Moro Rest Area	Lamar Chamber of Commerce
**Trinidad Purgatoire River Trail	*Lamar Welcome Center

**Miners Memorial Park	Louden-Henritzie Archeology Museum
**Holly	Otero Museum
**Simpsons Rest Overlook View Scope	Trinidad Chamber of Commerce
**Trinidad Welcome Center	*Trinidad History Museum

* Indicates FHWA funded and completed/ Santa Fe Trail Scenic and Historic Byway Mountain Branch projects – 2006-16 **Indicates in progress to be completed in 2017.

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New and Ongoing Projects

Resource	Description
1. Brochures*	Santa Fe Trail Byway Brochures
2. Worldwide Web*	The Byway has santafetrailco.com and www.santafetrailscenicandhistoricbyway.org
3. Public Service Announcements*	Production/airing in conjunction with KCRT radio and local news outlets.
4. 60-Minute Byway audio CD*	Interprets the natural and cultural history of the area.
5. Podcasts on our websites*	The radio broadcast were replaced with video podcasts on santafetrailco.com
6. Exhibits*	8 promotional posters for the Santa Fe Trail and sister Colorado byways for Trinidad Welcome Center.
7. Videos and podcasts	We provide byway information through videos and podcasts on santafetrail.com, at the in Trinidad and our traveling Byway media center.
8. Interpretive signs	Byway interpretive signs have been added throughout the byway corridor. Reference the and past projects.
9. Visitor Guides	FHWA cut funding for byways in 2012 after we received our last grant. We began that grant in the fall of 2014. We anticipate it to be completed in 2017. We are currently working on the 2016/17 Santa Fe Trail Byway Visitors Guides and brochures for in 2017.
10. Trails and visitor centers	New visitor centers, museums, heritage sites, interpreted trails and watchable wildlife areas are constantly being enhanced or improved and Byway marketing provides the cri visitor information for new improvements.
11. Planning	The Santa Fe Trail Conservation Plan in partnership with Palmer Land Trust and the Colo Coalition will be completed December 2016. Draft for it is located here.

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Interpretive Projects In-Progress

An update of the interpretive plan is in progress and will be linked here when complete.

Phase 2 activities identified in the IMP Interpretive Plan are also referenced below by an asterisk (*). These, and additional in-progress interpretive activities, are presented in the following table.

Site	Description
Holly rest stop	Install 2 wayside exhibits.*
Colorado Welcome Center: Lamar	Install 2 wayside exhibits.*
John Martin Reservoir	Install 1 wayside exhibit.*
Boggsville	Install 2 wayside exhibits.*
Connector Road Park Install	Install 1 wayside exhibit.*
Bent's Old Fort NHS	Install 2 wayside exhibits.*
Forest Service Office- relocated to Santa Fe Trail sites on Comanche	Install 2 wayside exhibits.* Completed
Santa Fe Railroad Plaza (La Junta)	Install 2 wayside exhibits.*
Hole-In-The-Rock	Install 1 wayside exhibit.*
Thatcher	Install 2 wayside exhibits.*
Hoehne Turnoff (or Model) Mile marker 15	Install 2 wayside exhibits.*
Exit 18(EIMoro)	Install audio message repeater and 5 wayside exhibits.*
Trinidad Lake State Park	Install 1 wayside exhibit and 1 indoor, 3-dimensional exhibit.* Completed
Corazon de Trinidad National Historic District Historic District	Markers will be placed throughout the Corazon de Trinidad Historic District to accompany a tour guidebook. Completed
Trinidad Lake State Park	Interpretive panels will be installed at the Visitor Center. The panels, developed in conjunction with Trinidad/Las Animas National Monument Development, will be devoted to the history and geology of the Santa Fe County, and include information on the Santa Fe National Historic Trail.
Bent's Old Fort	The FY 1999 budget proposal includes construction of a new interpretive complex with exhibit areas, bookstore, theater, and offices. Completed



Proposed Interpretive Projects

While the majority of the corridor's existing and proposed interpretation relates to historic qualities and resources, there is great potential for increasing interpretation of other intrinsic qualities, particularly archeological and natural resources. This type of site-specific interpretation should occur within the framework of an interpretive services master plan. Such a plan identifies key themes for interpretation and establishes overall objectives and goals for interpretation. Multi-agency cooperation, inter-jurisdictional communication and viable partnerships between public and private sector entities are critical in developing and implementing such a plan. The foundation of an interpretive master plan can be found in the National Park Service Santa Fe National Historic Trail Comprehensive Management and Use Plan, and in the IMP Interpretive Plan.

A comprehensive interpretive master plan should be reviewed annually by all parties involved with interpretive services, and revised as needed. Wherever possible, interpretive services should be integrated among sites and organizations. In this manner, the effects of the interpretive services provided within the corridor can be synergistic and cumulative. Such cooperation between involved parties is critical in assuring that the long-term benefits of providing interpretive services are attained, and in achieving the goals of the Corridor Management Plan.

The following table outlines proposed interpretative management projects and their respective priorities. Priorities were assigned to these activities in the public process conducted in the development this Corridor Management Plan. Those projects that were adopted as Phase 3 activities in the IMP Interpretive Plan are indicated in the priority section below. Phase 3 projects commenced after 1998.

Project	Priority
Activity book - Print activity book for children and their families	IMP Phase 3
Byway newspaper - Publish 8-10 page newspaper once or twice a year	IMP Phase 3
Wayside exhibit - Install at Connector Road park	IMP Phase 3
Wayside exhibits - Install 2 at Kearny Encampment site	IMP Phase 3
Day trips/exhibits/signs/brochure - Develop 10 day trips. Install 20 wayside exhibits, 30 highway Point of Interest signs and 20 logo posts. Print a brochure.	IMP Phase 3
Volunteer Interpretive Training - Train volunteers who interact with the public at key locations within the Trail corridor. Include information on the Trail's history, location of sites and resources within the corridor, and non-historic intrinsic qualities outlined in this Corridor Management Plan.	High
Living History Activities - Increase the number of activities conducted with authenticity and integrity. It should be noted that living history events are perhaps the most difficult	High

interpretive activities to conduct. Requires extensive commitment from the responsible entities and participant training. Authentic clothing, tools and other resources are also required.	
Comprehensive School Curriculum - Distribute press kits, a reference list of printed materials, and a list of volunteers willing to speak to students about the Trail to teachers. Develop teacher in-service training to cover Trail-related topics. Consider conducting a FAM tour for teachers.	Medium
Library Programs - Conduct Trail-related activities in conjunction with local libraries. Examples are Trail-related book of the month, essay contests and poster displays.	Medium
NPS Certification - Attain National Park Service certification, to the extent possible, for complimentary interpretive programs.	Medium
Santa Fe Trail Scenic and Historic Byway - Increase the membership, funding and resources. Benefits all resources and activities within the Trail corridor.	High

Section 4

Visitor Needs and Expectations

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 [Visitation Estimates and Trends](#)

 [Visitation Levels 1992](#)

The peak year for the number of visitors and resultant revenues collected statewide was 1992. In the four-county area in which the Santa Fe Scenic and Historic Byway is located, over \$53 million in travel expenditures was generated, over \$2 million in state tax receipts were collected and \$1.3 million in local tax receipts were received.

*Tourism and Travel Impact
Santa Fe Trail Region Compared to State, 1992*

Area	Total Travel Expenditures	State Tax Receipts	Local Tax Receipts
------	---------------------------	--------------------	--------------------

Prowers County	\$ 21,852,151	\$ 842,474	\$ 549,422
Las Animas County	\$ 20,744,906	\$ 799,786	\$ 521,583
Otero County	\$ 8,132,406	\$ 313,532	\$ 204,471
Bent County	\$ 2,901,531	\$ 111,864	\$ 42,653
Four County	\$ 53,630,994	\$ 2,067,656	\$ 1,318,129
Total State of Colorado	\$6,383,214,600	\$ 246,094,393	\$ 159,892,081

Source: Southeast Colorado Tourism Board

In 1992, revenue from tourism in southeastern Colorado was at least double that found in the northeastern part of the state. Total travel expenditures generated as well as tax receipts from the four-county region each amounted to roughly 1 % of the total for the state.

Two important events that subsequently impacted visitation in Colorado were:

1. the passage of the Bruce Amendment in 1992, which required a vote of the people on any tax; and
2. rejection by Colorado voters of the tourism tax in November, 1993.

As a result, the State Tourism Office was closed and local tourism in the southeastern part of the state was no longer coordinated through the Southeast Colorado Tourism Board. The Colorado Tourism Office is again up and running strong. Today they have an Official State Visitors Guide and web site www.colorado.com

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● Visitation Levels. 1993 - 1996

Tourism Impact - Statewide

Tourism was negatively affected across Colorado by the dissolution of the State Tourism Board. In 1993, Colorado was ranked as the number one summer resort destination among the 50 states. In 1994, Colorado's summer resort ranking fell to 17th. Visitation to winter tourism resorts peaked between 1993 and 1994, fell in 1994 and 1995, then regained some ground in the 1996 season. This information was based on mail and telephone surveys of approximately 150 businesses at nine major ski counties and at Denver and Colorado Springs airports (Colorado Winter Tourism Indicators, The Adams Group). Overnight pleasure trips in Colorado dropped to 17.5 million in 1995 from a peak in 1992 of 19.9 million, a decrease of 12% (Colorado Travel and Tourism Authority.)

In response to declines in visitation, local and regional efforts to market tourism were initiated. As a result, tourism indicators for both the City of Denver and the state of Colorado as a whole showed an increase in tourism activity in 1996.

As of the end of 1996, the number of visitors in the state rose 11 % from 1995, reaching 19.4 million, a figure close to the all time high level of 19.9 million in 1992.

Overnight Visitors, 1995- 1996

Area	1995	1996	% Increase
City of Denver	5.3 million	6.0 million	13%
State of Colorado	17.5 million	19.4 million	11%

Source: Longwoods International Study for Denver Metro Convention and Visitors Bureau

Increases in visitation were also evident in the City of Denver. In 1996, overnight visitors in Denver increased 13% over 1995 figures. This was the first increase in tourism in the City since 1992. Expenditures by pleasure and business visitors to Denver also rose 19% between 1995 and 1996.

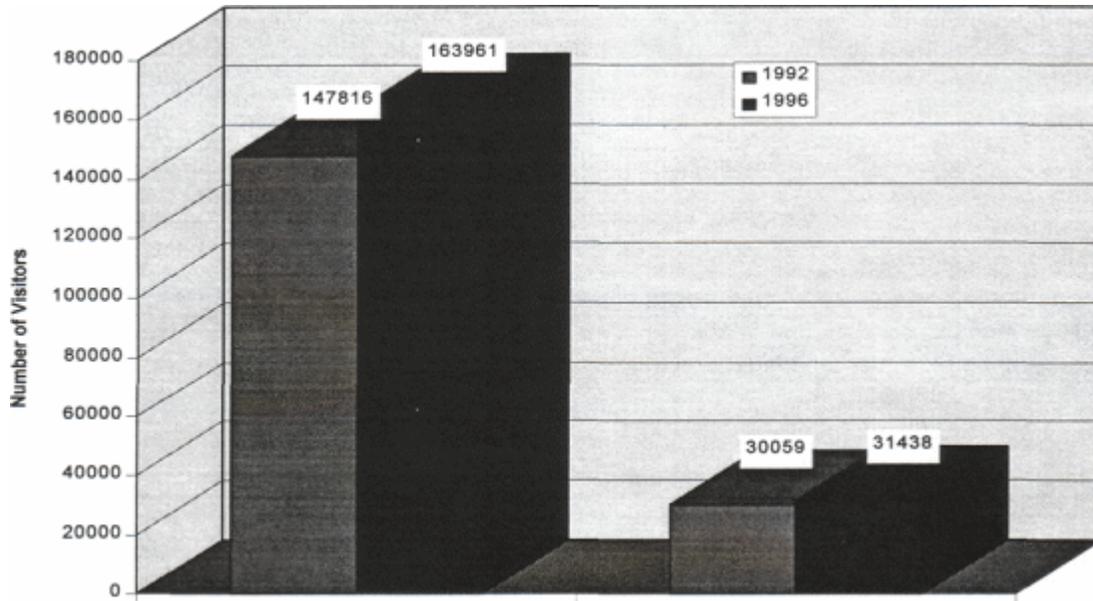
Part of the increased visitation to the City of Denver has been attributed to a \$2 million marketing campaign with American Express and Colorado Travel and Tourism Authority implemented in 1995. This was the first major tourism promotional campaign since 1992 and resulted in 1996 being the best year in Denver's history for hotel occupancy and room rate charges.

Tourism Impact - Southeastern Colorado

Records from the Colorado Welcome Centers in Trinidad and Lamar indicate that visitation at the centers fell in 1994 and has rebounded since that time to surpass levels reached in 1992. These general trends appear to mirror those experienced in other parts of Colorado.

From 1992 to 1996, the cumulative increase in the number of visitors at the welcome centers was 11 % in Trinidad and 5% in Lamar.

Visitation at Colorado Welcome Centers, 1992 and 1996



Trinidad Lamar

Sources: Colorado Welcome Center - Trinidad (calendar year), Colorado Welcome Center - Lamar (July fiscal year)

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Current Visitation

For an update on Visitation Please Refer to the [Colorado Report](#)

Tourism activity in 1997 appears to be down for both the state and southeastern Colorado when compared to 1996. Retail spending in Colorado for March 1997, both visitor and local activity, in restaurant and consumer spending declined by 2.1 % and 1.2% respectively from 1996 (Colorado Winter Tourism Indicators, The Adams Group.) In addition, visitor numbers at welcome centers in southeast Colorado are down in 1997 as compared to 1996. Visitor numbers from January through August, 1997 in Trinidad show visitation was down .1% (162 persons) while in Lamar from January to July visitor numbers fell by 2% (421 persons) from the same period the previous year. Bent's Old Fort reported its current annual visitation of 37,000 is down from their 10 year average of 45,000 persons per year.

Current Visitor Estimates, 1997

Tourist Facility	Total Annual Visitors
Trinidad Lake State Park	200,000

Colorado Welcome Center - Trinidad	163,961
Comanche National Grassland	40,000 - 65,000
Bent's Old Fort	37,000
Colorado Welcome Center - Lamar	32,661
Big Timbers Museum	12,600
Trinidad History Museum	7,000

Source: Interviews with facility managers

Overall, the peak visitation period for southeastern Colorado is from Memorial Day through Labor Day. The Lamar Welcome Center has the strongest activity during that time, with July as the peak month for visitors. The number of visitors at the Lamar Welcome Center ranges from 800 to 6,900 per month. Peak tourism period for the Trinidad Welcome Center is more concentrated between June and August when 50% to 60% of the annual visitation occurs. The number of visitors at the Trinidad Welcome Center varies from 4,300 per month to over 34,000 per month.

● General tourism trends that Longwoods International discovered in their 1996 study for the Denver Metro Convention and Visitors Bureau are that:

1. there is a growing trend towards shorter vacations;
2. the amount of visitors staying with friends and relatives has increased; and
3. the biggest expenditure by pleasure travelers was food, followed by accommodations, local transportation, retail sales, recreation and sightseeing.

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● Survey of Colorado Byway Visitors

During the summer and fall of 1995, the Colorado Center for Community Development at the University of Denver at Colorado conducted a survey of visitors to twenty-one Colorado Scenic and Historic Byways. Surveys were administered by volunteers at 16 different sites, typically welcome centers. The La Junta Chamber of Commerce and Lamar Welcome Center were the survey sites selected to ascertain information about visitors along the Santa Fe Trail Scenic and Historic Byway. The purpose of the survey was to learn about visitor demographics, trip profiles, visitor expenditures and visitor motivations so that byways can market and develop programs for those most likely to travel the byways. The results presented are derived from 418 completed visitor surveys from byways across the state.

● *Visitor Demographics*

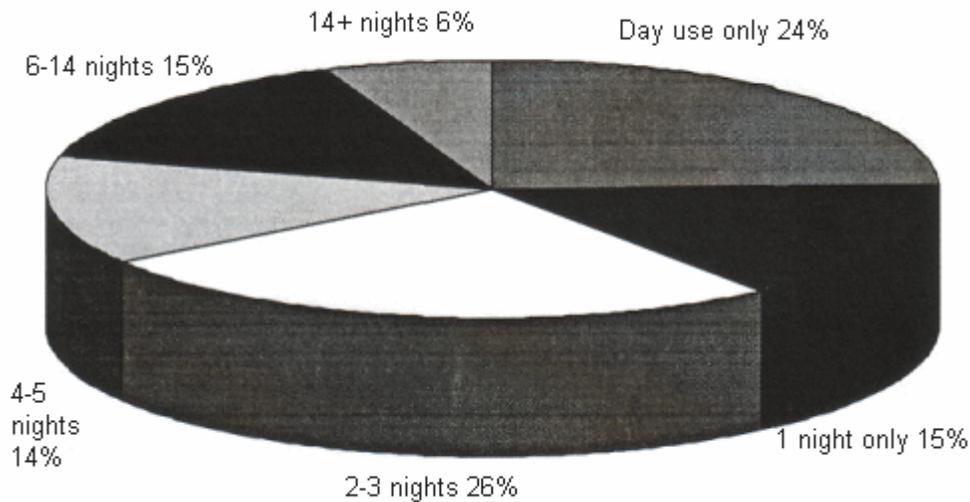
Of those responding to the survey, the majority of visitors can be characterized by the following:

- Forty-five years of age or older (62.2%)
- Married (75.2%)
- Some college education (84.6%)
- Employed (61 %), Retired (26.6%)
- Family income of \$40,000 or larger (59.2%)

• Trip Profile

Respondents visiting byways were either on vacation (80%), visiting friends/relatives (7%), stopping at a rest stop (4.7%), on business (3%) or on other types of trips. The length of trips varied, however, the majority of respondents (66%) stayed for three nights or less.

• Duration of Byway Trip



Source: Byway Visitor Survey, Colorado Scenic and Historic Byways

Most visitors who were surveyed indicated that this was the first time they had visited this byway.

• Number of Times Visited This Byway

Number of Times	%
First time	73.6%
2-3 times per year	12.9%
4-5 times per year	3.0%

More than 5 times	10.4%
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Source: Byway Visitor Survey, Colorado Scenic and Historic Byways Commission

The average size of parties visiting a byway was 3.4 persons. The majority of persons were traveling with spouses or a family member (85.2%). Roughly 60% of those visiting byways did not have children traveling with them.

The three most frequent places persons stayed on their trip were:

- Motel/hotel- 37.3%
- Campground - 20.7%
- With friends/relatives - 11.8%

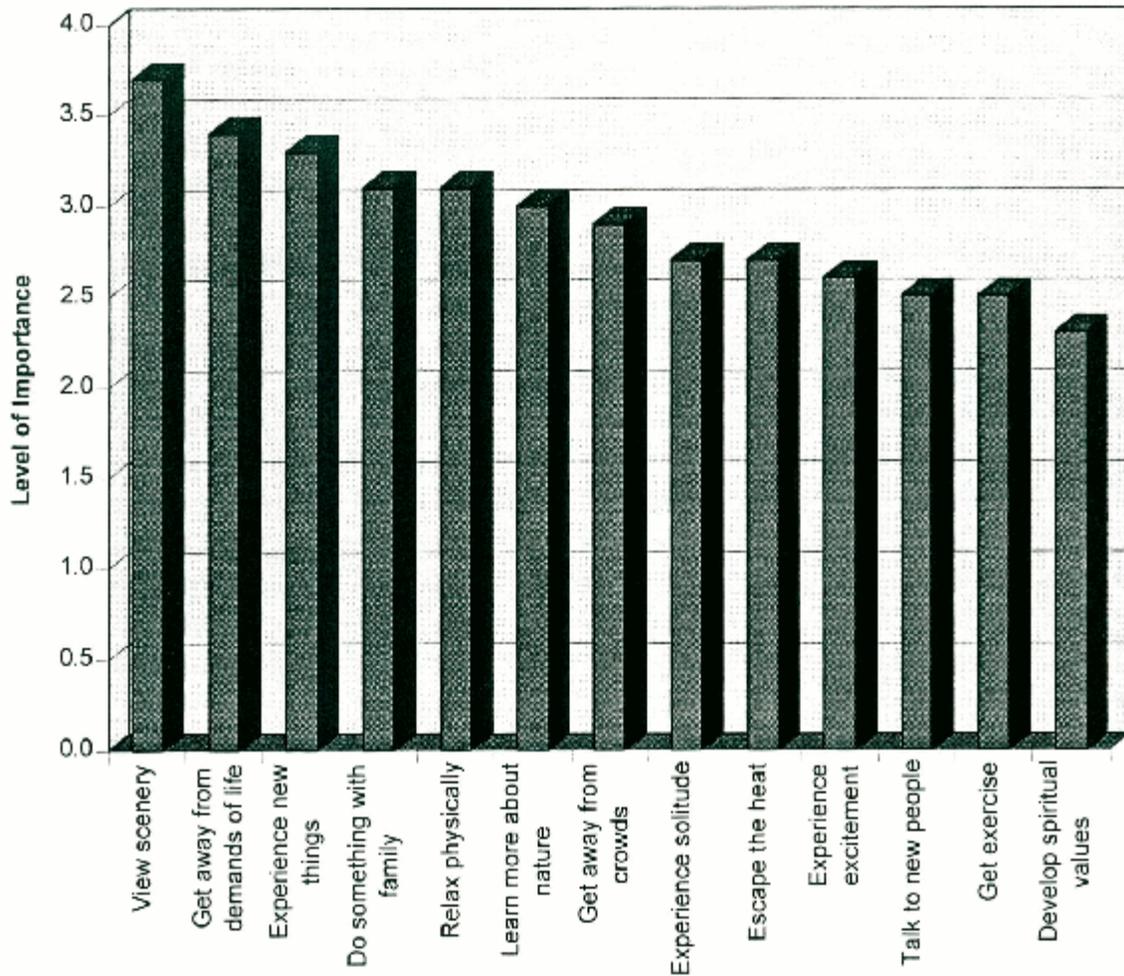
The following activities were most often participated in by survey respondents:

- Sightseeing- 74.8%
- Viewing Scenery - 73.8%
- Pleasure driving - 57.8%
- Shopping - 56.9%
- Taking photographs - 56.9%

(Note: multiple choice question - %s do not add to 100%.)

When respondents were asked to rate the importance of reasons for visiting a byway, the top three average responses were to: view scenery, get away from demands of life and experience new things.

Visitor Motivation



1 = Not important; 2=Somewhat important; 3 = Important; 4 = Very important

Source: Byway Visitor Survey, Colorado Scenic and Historic Byways

All the choices for visiting byways received a rating of at least "somewhat important" with a numerical rating of over 2.0.

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Visitor Experience Plan



Existing Facilities and Services

The roadway passes through four counties and six municipalities along the Byway's 184-mile route. The total population within the counties is less than 56,000 persons. The remainder of the route consists of open rangeland, large rural properties and smaller communities which provide respite for the traveler. Hospitality services including rest areas, campgrounds, motels,

restaurants and information centers are accessible along the roadway. A summary of these facilities and services is provided below.

The number of rest areas is limited despite the expansive 184-mile length of the Byway. There are three formal rest areas along the Byway, two of which are currently closed. There are no rest areas on Highway 350 or that portion of the route along Interstate 25 at this time. The following is a description of existing rest areas and imminent improvement projects.

- Holly rest area - located approximately 0.5 mile west of the Kansas/Colorado border. Contains one information kiosk. Repairs were required at this site due to difficulties with sewage treatment. Improvements are being made at the present time and the rest area is expected to be open by December, 1997. Two wayside exhibits are planned for completion in 1998 at this rest area.

- Hadley rest area - positioned between Las Animas and La Junta on the south side of Highway 50 at the Bent/Otero County line. This rest area is situated near the site of the proposed direct route to Bent's Old Fort. This rest area is well-marked, provides an adequate merge lane for eastbound traffic exiting the site and has sufficient parking for all vehicle types. Handicapped parking and picnic facilities are provided with five covered shelters that house two picnic tables each. There are two information kiosks at this rest area, one of which provides information on Bent's Old Fort and the Santa Fe Trail. Two wayside exhibits are planned for completion in 1998 at this rest area.

- Raton Pass rest area - entry point into Colorado from New Mexico on I-25. Has an informational kiosk and a small pullout. This rest area is closed and plans are under consideration to relocate the rest area to a site north of Trinidad.

- El Moro rest area - The newest rest area on our byway is located South of Trinidad on I-25 at the El Moro Exit. It is well marked and includes Information kiosks, bathrooms, covered picnic tables, handicapped parking and facilities. Additional visitor enhancements both outdoor and indoor are underway.

Pullouts are gravel or paved short distance detours off the shoulder of the main highway; existing pullouts do not contain amenities. Six pullouts are located along the Byway, with the largest concentration on the southwest portion of the route. There are no pullouts from Las Animas east to the Colorado/Kansas border. On I-25 northbound to Trinidad one mile north of the state line, a scenic overlook is located on the east side of the highway. This is a narrow, drive-through overlook with no parking spaces. In addition, an non-designated pullout is nearby on the west side of the highway, 1.75 miles north of the state line, overlooking the historic Dick Wootton Ranch. There are three unofficial pullouts between La Junta and Trinidad (20 miles west of La Junta; east side Highway 350 at County Rd 801; and east side Highway 350, 12 miles south of Otero/Las Animas County line). In Lamar, there is one designated pullout at 0.1 mile north of the Arkansas River bridge on the east side of the road.

Eight sites in the Byway corridor offer picnic facilities. Persons directly in contact with visitors were surveyed to assess which areas were most frequently requested. Of the 17 choices, the top three places that were most asked about by visitors were camping areas, picnic areas and museums. The majority of picnic areas along the Byway are found west of Las Animas. The following seven sites contain designated picnic areas/facilities:



Picnic Area Locations and Features

Name	Location	Amenities
Clarence Couch Park (a.k.a. CAVI)	Las Animas	6 picnic tables/ 2 pit toilets
Trinidad Lake State Park	Trinidad	3 group picnic areas/pavilions for 60 people
John Martin Reservoir	Hasty	Extensive, scattered amenities
Timpas Picnic Area	Highway 350	6 picnic tables, 3 pavilions, grills
Kit Carson Park	Trinidad	1 picnic table, pavilion
Hadley Rest Area	La Junta/Las Animas	10 sheltered picnic tables
Santa Fe Plaza- Closed	La Junta	Pavilion, 1 picnic table
Vogel Canyon Picnic Area	South of La Junta	3 picnic tables, grills

With the exception of Trinidad Lake State Park and John Martin Reservoir, amenities are relatively limited at existing picnic sites.

Nineteen camping areas are located along the Byway. These are:

- KOA Private Campground - Lamar. Situated directly on the Santa Fe Trail route. Offers 43 camping sites and one cabin (tent), a swimming pool, pizza, miniature golf, dump station, electricity, bath/shower facility. Fully occupied on major holidays such as Labor Day, Memorial Day and most of July while at other times there are vacancies. Accepts reservations.
- HDD's Private Campground - Lamar. Small private campground with minimal facilities.
- Hud's Campground, 29995 US Hwy. 50, McClave CO
- Country Acres RV & Motel, 29151 US Hwy 287/385, Lamar CO
- Lamar Sportsman Campground, & Horse Motel, 5383 US Hwy. 50
- Lucky's Marina & RV Park, 31230 County Rd 24, Hasty CO
- John Martin Reservoir - Hasty. Provides 65 sites for tents and RVs. Cabins are not available. Electricity, water, baths and showers are available until October 15 then facility closes until spring. Does not accept reservations so occupancy is difficult to track. Summer use is high. Visitors may have difficulty distinguishing the information office from residences or business offices. Information center is closed on weekends. Promotion of the campground is poor; the brochure does not sell the amenities available and or list phone number for the facility. Improvements were made in 1997 when electricity capacity was extended to 29 additional campsites.
- KOA Campground, 26680 W. US Hwy. 50, La Junta, CO
- Camping at Comanche National Grassland sites is permitted in parking areas only. No designated campgrounds or facilities are available.

- Trinidad Lake State Park - Trinidad. Contains 62 camp sites for large recreation vehicles or tents. Forty-nine sites have electricity. Water is available at communal spots. Shower house and laundry facility are provided. Carpios Ridge Campground operates fully from April 15th through October 15th. After October 15th, only 24 sites are open. Group camping for up to 60 persons is available at Piedmont Campground. Additional amenities available to camper's include: a fishing lake; boat ramps; ten miles of trails; Long's Canyon Watchable Wildlife Area; and interpretive programs on weekends and holidays. Reservations are accepted.
- Cawthorn Campgrounds - Trinidad. A private RV park offering 41 pull through spaces with water, sewer, electricity, and cable TV. It is located on the south side of Trinidad, exit 13A, and open year round.
- Derrick RV Park-Trinidad. A private RV park with 20 spaces. It offers water, sewer, electricity, cable TV, a hot tub, showers and laundry facility. It is open year round and is reached via exit 11.
- Cedar Rail Campground, I-25 Raton Pass Exit 460, Raton, NM
- Stonewall Inn, RV Park, Restaurant, 6689 Hwy. 12, Weston CO
- Camp Salvation, Weston, CO
- Budget Host Inn and RV Park, 10301 Sante Fe Trail Drive, Trinidad
- Costa Stonewall Ranch, 719-868-2281, 6889 Highway 12, Stonewall, CO. Cabins for rent at a working cattle and buffalo ranch, guided horseback rides, wagon rides, fishing, group picnics, lots of wildlife. Open year round. Guided hunts, in season.
- Summit RV Park, I-25 Exit 11, Trinidad CO
- Monument Lake Park, 4789 Highway 12, Weston, CO. Lodge rooms, cabins, campground, RV's, tent sites, bath house, laundry, store, restaurant, bar w/live entertainment.
- Fifty two motels are located along the Byway to serve visitors. New motels have been built in Lamar and Trinidad in the last three years. Motels are well dispersed along the route as shown by the following chart.

 ***Number of Motels by Location***

Area	Number
La Junta	12
Lamar	17
Las Animas	2
Trinidad/Las Animas County	21
Total	52

Sources: La Junta, Lamar, Bent County, Trinidad/Las Animas County Chambers of Commerce

There are no motels between La Junta and Trinidad on Highway 350 since there are no large towns along this portion of the Byway.

Numerous restaurants are situated along the Byway, however, choices in the type of cuisine and quality are generally limited. There is an abundance of fast food and Mexican restaurants.

An updated listing of RV Parks and Accomodations is available on our web site at:
<http://www.santafetrailsenicandhistoricbyway.org/accomodations.html>



Number of Restaurants by Location

Area	Number
La Junta	1
Lamar	19
Las Animas	6
Trinidad/Las Animas County	23
Total	49

Sources: La Junta, Lamar, Bent County, Trinidad/Las Animas County Chambers of Commerce

An updated listing of Eateries is available on our web site at:
<http://www.santafetrailsenicandhistoricbyway.org/restaurants.html>

Welcome centers are typically the main sources for information about the Santa Fe National Scenic and Historic Trail. Information on the SFT is provided through a variety of media including brochures, audio tapes and videos which can be obtained at convenience stores, motels, restaurants, and the welcome centers. Three different brochures about the SFT have been produced and each county also has a promotional brochure. Brochures have been distributed through a contract with a state-wide promotional service. As a result, local resources and focus tends to be lost. Of the six existing interactive videos within the corridor, none were operational at the time this CMP was prepared. Descriptive summaries of current information centers and the availability of SFT information at each center are presented below.

- Colorado Welcome Center - Trinidad. First welcome center encountered by northbound travelers on I-25 in Colorado. Welcome Center and Chamber of Commerce are co-located here. Excellent supply of brochures on the region and Colorado in general, and has information on the Santa Fe Trail. New kiosks are being installed at this location. The Byway worked with DOW to install 2 watchable wildlife signs on an outside of the building.
- Colorado Welcome Center - Lamar. Welcome Center and Chamber of Commerce are co-located at this converted railroad depot. Provides information on Colorado in general, while focusing on southeast Colorado in particular. Much valuable printed information on the Santa Fe Trail is available. Working with the Colorado Historical Society and the Colorado Department of Highways to install outside information kiosks, one of which will provide information on the Santa Fe Trail. The Byway worked with DOW to install 2 watchable wildlife signs on an outside information kiosk. Plans include additional Santa Fe Trail enhancements outdoors for the future.

- Trinidad History Museum State Byway Visitors Center (a property of Colorado Historical Society). Has an excellent variety of brochures about the Santa Fe Trail from multiple states and brochures about our Colorado Byways. Has a Santa Fe Trail Museum as well. Additional Santa Fe Trail enhancements are being developed for this location.
- Comanche National Grassland - La Junta. Santa Fe Trail educational programs and guided tours are conducted for the public. Open year-round, with peak visitation periods occurring during March-June and September-October.
- Pinon Canyon Army Maneuvers site - Highway 350. Contains over 16,000 acres. Stage stop sites and information kiosks can be viewed at this site.
- La Junta Chamber of Commerce - La Junta. Maintains an abundant supply of regional brochures, including the standard Santa Fe Trail brochures.
- Bent County Chamber of Commerce - Las Animas. Excellent supply of brochures, including ones on the Santa Fe Trail.

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Existing Projects

Preserving the quality of the visitor experience along the Byway is of paramount importance to communities along the Byway. Actions have already been initiated by many agencies and organizations to both enhance the visitor experience and mitigate the few areas where intrusions to the visitor experience exist. Some examples are described below.

- Trinidad History Museum has signs off Interstate 25 (I-25) and Main Street (The Santa Fe Trail) to attract new visitors and direct them more easily to the museum. In addition, the museum restored the Santa Fe Trail Museum building which has increased its attraction as a destination site.
- 1996 ISTEPA funds were appropriated to erect three Santa Fe Trail point of interest signs along I-25.
- The USFS installed vehicle counters at Vogel Canyon and Picket Wire Canyon in an effort to more accurately measure visitor numbers on an ongoing basis.
- A new visitor center was constructed at John Martin Reservoir in August, 1997 by the Army Corps of Engineers. As part of the improvements, a comprehensive multi-dimensional information program on the Santa Fe Trail was implemented.
- Streetscape improvements have been constructed in the downtown centers of Lamar, Las Animas, La Junta, and Trinidad.
- The City of Las Animas received a historic preservation grant to perform an assessment of its downtown historic district as part of a downtown revitalization program.
- The Byway partnered with Comanche National Grasslands to develop eight new low profile signs on trails at the following locations of Picketwire Canyonlands, Sierra Vista, Iron Springs, Rourke Ranch, Timpas and Crack Cave. All have information which includes the Santa Fe Trail and three are to do with watchable wildlife on the Santa Fe Trail. Additional enhancements and signs are on the trail leading to the dinosaur tracksite.
- Six counties have received designation as [Preserve America Communities](#).
- Southeast Colorado and the Santa Fe Trail were placed on the National List of Most

Endangered Places 2007 and Colorado's Most Endangered Places list in 2007. As a result of these designations Colorado Preservation Inc. is in the process of doing several historic research and survey projects of the region.

- Trinidad has a designation for it's El Corazon de Trinidad National Historic District. The Byway has developed the self guided tour of the Purgatoire River Walk with bronze plaques along the trail and the city developed Cimino Park next the riverwalk. Trinidad Historical Society put in a self guided walking tour with bronze plaques of the historic district as well.
- Bent's Old Fort built a new parking lot and a picnic area in efforts to increase accessibility of the picnic area for visitors.
- A 17-acre rest area was built on I-25, by Exit 18 (El Moro).
- Several Surveys have been conducted by CDOT Scenic Byway program, America's Byways, and the Santa Fe Trail Scenic and Historic Byway- Mountain Branch.

In addition to improvements at specific sites, local communities have adopted planning ordinances that impact the overall general quality of visitor experiences. Specific tools included in these ordinances are:

- regulation of land use and density of development;
- detailed land and site planning;
- control of outdoor advertising; and
- county roadside weed removal.

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Projects In Progress

The following is a selection of projects proceeding at this time that will enhance the quality of visitor services.

- John Martin Reservoir is planning a new trail and the Byway will partner to install interpretive enhancements for the trail about the wagon ruts which are visible.
- Amache National Historic Site is reconstructing some of the historic buildings on the site and the Byway will partner to install interpretive enhancements for the driving trail.
- Boggsville Historic Site (a Pioneer Historical Society Property) is developing it's trail system and the Byway will partner to install interpretive enhancements for the trail which relate to the Santa Fe Trail and watchable wildlife for the nature trail..
- Sand Creek National Historic Site has a trail and NPS will be enhancing the site with a kiosk and overlook for the trail.
- El Moro rest area will receive interpretive enhancements by the Byway.
- Trinidad History Museum will receive Byway enhancements in partnership with the Colorado Historic Society including an movable Byway display and a light box which features the Mountain Branch of the Santa Fe Trail Scenic Byway.
- El Pueblo History Museum's Byway Visitor Center will receive a light box which showcases our Byway.
- The Byway is in the process of creating a visitors guide for Colorado's Santa Fe Trail.

 **Tourism Services and Facilities Plan**

The following guidelines and priorities were adopted by participants in the development of the CMP as recommendations for tourism services and facilities. The focus of these priorities is to improve existing facilities. Future commercial growth, however, could be accommodated with infill of existing commercially zoned areas while not affecting the intrinsic qualities of the Byway. Specific strategies are listed in the subsequent table.

 **General Guidelines**

1. Efforts should be focused on improving existing facilities.
2. Better links should be created between visitors and existing facilities.
3. Utilization of existing services and facilities should be increased.
4. Diversity should be provided in the type and location of services for visitors.

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 **Proposed Tourism Services and Facilities**

Project

<i>Rest Areas/Pullouts/Picnic Areas</i>

Open Raton Pass rest area - Strong support shown for improving existing rest areas. Important to re-open since it has farmland and is an entry point into Colorado from the south.

Open Holly rest area - Provides access for visitors who enter Colorado from the east.
--

Add rest areas along State Highway 350 - Extensive length of the Byway requires additional rest stops for visitors.
--

Improve amenities/signs-Clarence Couch Park (CAVI) -Add active areas such as barbeque pits and a volleyball court to increase park usage. Park is frequently overlooked since there is no advance notice along the highway.
--

Provide bottled water at visitor sites - Access to water is difficult for travelers at most points along the SFT and is an important amenity to provide.

Add picnic area-Bloom Hill town site - Addition of a picnic table would increase appreciation for the old foundations immediately adjacent to existing pullout.
--

<i>Campgrounds</i>

Expand John Martin Reservoir campgrounds - Improvements to access existing visitor service facilities as well as more campsites.

Designate camping sites - Comanche National Grassland - Given the popularity of camping, design appropriate areas for camping in lieu of camping in parking lots. Consider fire danger in development of camping areas.
--

Add beach and camp sites -Trinidad Lake State Park - Demand for additional sites if more water becomes available.
--

Add other campgrounds - Less desirable to provide new campgrounds. Highest priority to better utilization of existing resources. More sites may be needed in the future.

Motels

Increase number - Existing quantity appears adequate with recent renovations and two new motels.

Restaurants

Diversify type and quality - Travelers need wider range of cuisine and better quality of restaurant options. Provide training programs for existing businesses to sensitize them toward quality issues.

Geographic dispersal - Adequate restaurant locations along segments of the Byway.

Information/Welcome Centers

Hospitality and training on Santa Fe Trail - Provide additional training to capture a higher percentage of existing travelers. Availability of information on the Santa Fe Trail has been inconsistent. Local service providers were generally not knowledgeable about the Trail and its resources.

Dedicated display racks - Dedicated information on the Santa Fe Trail ensures information is seen more easily and promotes complimentary services.

Distribution of brochures - Service providers who were surveyed indicated that a better distribution of brochures was one of the top two ways to improve visitation to the SFT. High

Survey visitors regularly - Replicate survey system for welcome centers or other visitor facilities. Infrastructure for surveying visitors is in place since the University of Colorado conducted a Byway survey in 1995.

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Commerce Plan

Existing Conditions

As described in Section 3, Physical Description of the Roadway, the Byway travels four highways: a 13-mile stretch of Interstate 25 that provides passage in a north/south direction; State Highways 350 and 160, secondary highways that run northeast/southwest for roughly 82 miles; and State Highway 50, a primary highway running east-west for about 89 miles. These are the main roads which handle commerce-related traffic in southeastern Colorado. Commercial businesses and visitor services are conveniently located immediately along the Byway. Rural areas between municipalities along State Highways 350, 160 and 50 often have local agricultural traffic, however, there are few areas where uses conflict.

Opportunities to retrace the SFT route by hiking, bicycle or horse have been very limited to date. The narrowness of the road shoulder, high traffic speed and occasional steeply sloped right-of-way make State Highways 350 and 50 unsuitable for families with children on bicycles and/or horseback. Experienced touring bicyclists would find the ride only moderately challenging and

safe relative to other touring areas around the state. Opportunities for hiking are more limited given the sheer distances between sites.

A variety of trails, therefore, are desired to encourage diversity and to accommodate alternative multiple uses. Since the SFT was fairly wide and discernible trail rut sites are limited, ample land is available for horseback riding, mountain biking or hiking near or along the Santa Fe Trail. Resources are capable of withstanding this type of use in the near term.

Each highway is described in more detail below.

● **Interstate 25**

Interstate 25 is the major north-south highway along the front range of the Rocky Mountains; it is also the only north-south interstate highway in Colorado. This segment of I-25 extends between Trinidad and the Colorado/New Mexico border at Raton Pass.

Interstate 25 access to Colorado via Raton Pass is the second busiest access to the state, with an estimated 270,981 vehicles per month as of July, 1997. Its high traffic volume includes all types of commercial and recreational vehicles. The right-of way is very narrow over much of this segment. Pedestrians and horses are prohibited on the highway yet bicycles are allowed since there are no alternative routes over Raton Pass. The highway is occasionally closed to vehicle traffic at Raton Pass due to severe winter weather.

● **Highways 350 and 160 between Trinidad and La Junta**

This two-lane rural roadway was recently re-surfaced and has a posted speed of 65 miles an hour. Traffic volume along this roadway is light. Even though a narrow shoulder exists over most of this segment of road, the sight line is good and stopping on the roadside is possible. Although there are no designated pullouts, several informal pullouts can be found. This road can accommodate increased vehicle traffic with little difficulty. The roadway connects with downtown Trinidad, which may result in occasional traffic congestion.

● **Highway 50 - La Junta to eastern Colorado Border**

Highways 350 and 50 meet at a junction in La Junta. The La Junta commercial district is heavily traveled by a mix of commercial and private vehicles. High traffic volume and the absence of road shoulders makes it virtually impossible to stop on the roadside in La Junta's commercial district. Many travelers from the metro-Denver/Colorado Springs/Pueblo areas gain access to the SFT corridor via Highway 50 at La Junta.

Las Animas is the next commercial center visitors encounter while traveling east on Highway 50. Las Animas has essential visitor services. Local traffic is limited given the town's population of roughly 2,800 persons. Lamar, located further east, is a significant junction for commerce with 50% of in-bound traffic consisting of trucks. It is estimated that 1,000 trucks per day proceed from Highway 50 south to Highway 287. Holly is the closest town to the Colorado/Kansas border and it provides some services for travelers.

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Proposed Projects

 **General Guidelines**

Since an overriding goal of the CMP is to adhere to NPS specifications, the following commerce guidelines incorporate NPS requirements as well as recommendations developed through public input.

1. All new development should include provisions for safe routes for visitors.
2. Long range plans for pedestrians, bicycles, and horses should be developed so that uses are compatible.

- Hiking, horseback riding, and wagons may usually be allowed within sight of one another. Horseback riding and wagon use may be allowed on the same trail, however, steep terrain could be a reason for separating the uses.

- Horseback riding and hiking may share the same trail in low use areas.

- Automobiles and bicycles may sometimes share the same route depending on safety.

3. Road maintenance schedules should be established by appropriate agencies, especially for peak visitation seasons.

Proposed Commerce-Related Projects

	Priority
Warning signs regarding agricultural traffic/conflicting uses - Provide notice to travelers from outside the area about potential traffic vehicles. Notify persons about safety concerns where the physical roadway or volume of traffic may cause conflicts.	High
Shoulders or passing lanes - Pull off areas on the highway in certain high tourism areas, such as highway 194 near Bent's rt. High	High
Improve access to Santa Fe Trail at La Junta Junction of Highways 50 and 350 - Along highly visible areas where traffic merges to the Santa Fe Trail to increase awareness of the Trail and capture a greater portion of existing traffic.	High
Install bicycle racks and horse trailer parking - Encourage alternative modes of travel along the Trail.	High

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 **Sign and Outdoor Advertising Plan**

Creating and maintaining signs to preserve and promote the intrinsic qualities of the Byway and direct travelers to its resources are significant components of the Corridor Management Plan. All regulatory, directional and informational signs are controlled by regulations established by the National Park Service, Colorado Department of Transportation and Federal Highway

Administration. Additional limitations by local ordinances are permitted. The Byway will conduct collaborative planning meetings in the near future to create a new signing plan for our Scenic and Historic Corridor. Much has changed since the original plan was created and all agree that it is time to make much needed changes to directional and site signage on Colorado's Santa Fe Trail.

Existing Regulatory Guidelines

National Park Service

Markers

The use of markers is restricted based on the ownership of the land. In the event the trail crosses land administered by federal agencies, markers are erected and maintained by the managing agency in accordance with standards established by the Secretary of the Interior. When the trail crosses non-federal land, agencies and private land owners who cooperate receive uniform markers under cooperative agreements. Markers are maintained according to those agreements. No markers would be installed on privately owned land without the consent of the owners. In instances where the trail extends across cultivated or other developed land, markers should be located at the edges of these areas or in a way that will not interfere with the established uses of the property.

The National Park Service is authorized to accept the donation of trail markers manufactured to its standards and to accept funds to manufacture these signs. The recommended trail marker symbol or logo must be approved by the Federal Highway Administration and will be consistent with that used by the National Park Service.

The Santa Fe Trail Association has a new program regarding marking non-certified sites on the SFT. This organization has an agreement with the National Park Service that ensures there is no infringement with the designated logo.

Signs

Auto tour route signs are manufactured, installed and maintained according to Colorado Department of Transportation specifications. Directional signs must be provided by state or local highway departments.

Colorado Department of Transportation

Roadside advertising on state highways and/or scenic byways in Colorado is governed by state statutes. In general, no new billboards or off-premise signs which are visible from the highway are permitted along Scenic Byways. Only official signs installed by cities or counties are exceptions to the new sign rule (Colorado Revised Statutes (C.R.S.) 43-1-403 (4), (13) and (14)).

Only the Department of Transportation is permitted, without written approval, to erect or maintain any advertising device located within the right-of-way of any state highway including

streets within cities, counties and incorporated towns. The most pertinent state statute related to advertising along scenic byways is C.R.S. 43-1-419. The department may issue permits, rules, regulations pertaining to the erection, administration and maintenance of tourist-oriented directional signs which would also be compatible with federal requirements. Specific informational signs may be combined with private business signs contingent on the department's approval of the business signs and that businesses pay for the construction and installation of signs.

● Local

Local municipalities and counties have zoning powers to establish more strict limitations or controls on signs and billboards within their jurisdiction as long as those regulations do not jeopardize the state's receipt of its portion of federal highway funds. Often, coordination for sign production, installation and maintenance is needed between federal, state and local agencies. Volunteer sign and marker committee members of the Bent's Fort Chapter of the Santa Fe Trail Association have been active supporters of sign enforcement and opportunities for quality promotion of the Trail.

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Existing Inventory

Currently, standard Santa Fe Trail signs along the Byway consist of a metal pole with two signs: the Auto Tour Route sign with the National Park Service's Santa Fe Trail logo with the ox and prairie schooner and the Colorado Scenic and Historic Byway sign. Limestone markers are placed along the actual trail route. There are few commercial signs along the route. Most signs are on the premises of existing businesses for identification. Signs are permitted in commercially zoned areas at the place of business.

The location of existing signs and markers is described according to the five segments of the corridor previously delineated under Section 2, Physical Description. The approximate number of signs and markers over the entire Mountain Route is as follows:

- Santa Fe Trail/Colorado Scenic and Historic Byway Signs - 43
- Point of interest/miscellaneous signs - 27
- Trail marker, plaque or statue - 41

There are essentially no signs that provide advance warnings regarding DAR markers. The number of informational signs which direct auto tour route users to local sites or facilities is limited.



Signs and Markers by Byway Segment

Highway location	SFT/CSB signs	Average miles per SFT/CSB sign	Point of interest/ misc. sign	Trail marker/ plaque/ statue	Trail crossing or junction
Highway 50 between Kansas/Colorado border and Lamar	9	3.6	1	6 6 DAR markers	4 Fort Union Granada
Highway 50 between Lamar and Las Animas	8	4.6	9	8 Madonna of the Trail, 7 DAR markers	1 East of Las Animas
Highway 50 between Las Animas and La Junta	6	3.5	6	4 4 DAR markers	0
Highways 350 & 160 between La Junta and Trinidad	17	4.9	10	20+ Kit Carson, Columbian Hotel plaque, 13 DAR markers, limestone markers	1 Iron Springs Multiple crossings
Interstate Highway 25 between Trinidad and Colorado/New Mexico border	3	4.7	1	3 3 DAR markers	1 Multiple crossings
Total	43	4.4	27	41	7

The specific locations of DAR markers are described in the appendix.

● Highway 50 between the Kansas/Colorado border and Lamar

- Nine Santa Fe Trail/Colorado Scenic Byway (SFT/CSB) signs: Three serve eastbound traffic, three serve westbound traffic and three are in the vicinity of the intersection of Highways 50 and 350 in Lamar.
- Six Daughters of the American Revolution (DAR) SFT markers: Four of these markers are off the roadway but accessible within the corridor.
- There is one tourism-related sign The sign informs westbound travelers that the Colorado Welcome Center is 32 miles ahead in Lamar. There is also a standard Welcome to Colorado sign at the state line.

● Highway 50 between Lamar and Las Animas

- Eight SFT/CSB signs: Four serve eastbound traffic and four serve westbound traffic.
- Seven DAR markers: Three of these markers are on the roadside. The four remaining markers are off the roadway but accessible within the corridor.
- There are nine tourism-related signs: These signs inform travelers of the location of various resources (e.g., Bent's Old Fort, John Martin Reservoir, Fort Lyon National Cemetery, etc.).

● Highway 50 between Las Animas and La Junta

- Six SFT/CSB signs: Four serve eastbound traffic; one serves westbound traffic; one is at the intersection of Highways 50 and 109.
- Four DAR markers: None of these markers are on Highway 50, but all are accessible within the corridor.
- There are six tourism-related signs: These signs inform travelers of the location of various roadway resources (e.g., Bent's Old Fort, Boggsville, Otero and Kit Carson Museums, etc.).

● Highway 350 between La Junta and Trinidad

- Seventeen SFT/CSB signs: Two serve southbound traffic on Highway 350. Four serve northbound traffic on Highway 350. Four are in the vicinity of the intersection of Highways 50 and 350 in La Junta. Six are found on Trinidad city streets. One is located at the Iron Springs historic area.
- Thirteen DAR markers: One of the markers on Highway 350 has been defaced by vandals. The largest DAR marker in Colorado is located at Kit Carson Park in Trinidad. The El Moro marker (north of Trinidad) is included in this segment of roadway.
- Numerous standard limestone SFT markers mark the trail: These markers are at the Sierra Vista Overlook, Timpas Creek picnic area, Iron Springs historic area, and throughout Comanche National Grassland. Additional markers are needed between Timpas Creek and Iron Springs since the distance is too great between markers to see the next marker.
- There are six tourism-related signs: These signs inform travelers of the location of various roadway resources (e.g., Colorado Welcome Center, museums, etc.).

● Interstate Highway 25 between Trinidad and the Colorado New Mexico border

- Three SFT/CSB signs: Two serve southbound traffic. One serves northbound traffic.
- Three DAR markers: The most accessible of these markers is on I-25 at Exit 6. However, high traffic speeds and volume, and traffic exiting the highway, make it difficult to visit this marker.
- There is a standard Welcome to Colorado sign at the state line.

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Sign Projects In Progress

Funding for 30 interpretive wayside exhibits has been appropriated from ISTEAs grants. The following list indicates the location of the exhibits along the Byway. Those projects in Phase 1 will be completed by the end of 1997 while Phase II projects are expected to be finished in 1998.

Location	Wayside Exhibits	Phase
Colorado Welcome Center: Trinidad	Install 1	1
Interstate-25, 1 mile north of NM border	Install 3	1
Holly rest stop	Install 2	2

Colorado Welcome Center: Lamar	Install 2	2
John Martin Reservoir	Install 1	2
Boggsville	Install 2	2
Connector Road Park	Install 1	2
Bent's Old Fort	Install 2	2
Forest Service Office	Install 2	2
Santa Fe Railroad Plaza (La Junta)	Install 2	2
Hole-In-The-Rock site	Install 2	2
Thatcher	Install 2	2
Hoehne Turnoff (or Model)	Install 2	2
Exit 18 (El Moro)	Install 5 and audio message repeater	2
Trinidad Lake State Park	Install 1 and 1 indoor, 3-dimensional interactive exhibit.	2
Total	30	

Proposed Sign and Outdoor Advertising Plan

According to the survey conducted of service providers who have direct contact with visitors, the most frequently suggested means of improving visitation and enjoyment of the sites on the Santa Fe Trail was to install additional signs on the highway. Given that there are relatively few directional signs along the auto tour route to historical or certified sites and at times the distance to designated sites from the highway is not indicated, enhancing the sign program should positively impact visitation. The project was undertaken by the NPS and completed in 2016. Trail crossings, site signs and actual Santa Fe Trail Route brown rectangle signs with National Historic Santa Fe Trail signs were put up by NPS and volunteers in 2016. America's Byway's signs were put up by CDOT on the I-25 portion of the byway which are identical to America's Byway signs put up in KS and NM. CDOT did not complete those installations for the rest of Colorado's Santa Fe Trail as of 2016.

General Guidelines

Signs should keep the overall character, scale and function of the area in which they are erected while also conveying a sense of community and pride in the Santa Fe Trail. The following are general assumptions for the sign plan that were derived from the public process.

1. Design should be clear and legible to the intended visitor.
2. Format of signs should be consistent in terms of color, lettering and logos.
3. Signs should be installed in areas where safety is an issue (narrow roads, shoulders, bridges).
4. Signs should act as a safeguard for and assure visibility of the region's intrinsic resources.
5. Routine maintenance schedules should be adopted by appropriate agencies to repair or replace damaged signs.

● *Proposed Sign and Outdoor Advertising Plan*

Project	Priority
Add advance signs - DAR markers	High
Add advance sign -John Martin Reservoir	High
Add advance sign - Clarence Couch Park (CAVI)	High
Add distance sign - Sierra Vista Overlook	High
Add advance sign - Madonna of Trail	High
Install on-site sign - Lamar Visitor Center	High
Add directional signs - Trinidad Welcome Center	High
Add Trail crossing signs	High
Add Santa Fe National Historic Trail sign & marker descriptions -Sierra Vista Overlook	High
Install 20 wayside exhibits and 30 point of interest signs along highway to correlate with day trips.	High
Add informational signs on I-25	High
Review and adopt sign codes	High
Relocate SFT/CSB signs to increase visibility - Las Animas & La Junta commercial areas	Medium
Review other byway sign programs	Low

In some locations, in particular the commercial areas in Las Animas and La junta, the abundance of business and highway signs make it difficult to locate Santa Fe Trail related signs.

Section 5

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[Marketing and Promotion](#)

A broad array of tourism marketing materials has been produced and numerous promotional efforts have been undertaken to increase awareness of, and visitation to, the Santa Fe Trail Byway and sites along its corridor. In this section of the Corridor Management Plan, information is presented on these efforts and a plan for future tourism promotion is provided. A plan for providing the services and facilities to accommodate an increase in tourism is included in the Visitor Needs and Expectations section of this document. See our [2011 Marketing Plan](#).

[Existing Marketing Programs](#)

A variety of marketing programs have been explored. Those that were initiated have, for the most part, remained in place and are to be continued. These efforts have largely been undertaken by regional economic development agencies, local chambers of commerce and history-related organizations with the assistance and participation of federal offices including the National Park Service, Army Corps of Engineers and U. S. Forest Service. In 1992, the Colorado Tourism Office and the Southeast Tourism Board were disbanded after a statewide vote rejecting continuation of the tourism tax. A privately-funded organization, the Colorado Travel and Tourism Authority assumed some of the State's former duties; however, most responsibilities were assumed by local and regional groups. It should be noted, however, that financial support was provided by several State agencies, most notably CDOT's Byways Commission.

Today we have resurrected the Colorado Tourism Office and there are now two tourism boards on the Byway, the Trinidad Tourism Board and the SECORT, Southeast Colorado Regional Tourism Board. Several of these communities have achieved designation as Preserve America Communities and

● Marketing materials and promotional activities which have been pursued include:

guide books; brochures; state-wide byways and tourism publications; news releases; and multi-state promotional campaigns. The Byway has an auto tour cd, pbs documentary, web site, brochure, and makes a photo collection available on the web to travel writers and partners who participate in promoting our Byway.

Many of the materials produced are interpretive in nature, containing information which connects the visitor to the Byway's intrinsic qualities. Outdoor signage on trails and self guided tours have served to attract visitors to the Byway and its resources through distribution and advertising efforts and, therefore, are considered to be marketing tools.

Promotional activities and partnerships include, radio ads, newsletter ads, America's Byways Birthday activities for the Santa Fe Trail in 2008, a reenactment with the Daughters of the American Revolution commemorating the 100th year of the marking of the Santa Fe Trail and a children's coloring contest.

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● Guide Books

While numerous guide books have been published about the Santa Fe Trail, ranging from academic dissertations to memoirs of frontier settlers who traveled the Trail, the book most directly related to marketing and promotion is Following the Santa Fe Trail: A Guide for Modern Travelers by Marc Simmons. Another publication well suited for the traveling visitor more interested in a vacation than a lengthy examination of the Trail's history is "Santa Fe Trail: National Historic Trail," a 15-page book written by Mark Gardner and published by the Southwest Parks and Monuments Association.

The Byway will released it's first visitors guide in 2009 which is available at Byway visitors centers and Colorado Welcome Centers.

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● Brochures and Other Advertising Collateral

Over 20 different brochures have been designed, printed and distributed specifically on the Santa Fe Trail and Trail-related sites within the corridor. These include:

● Trail-Specific Brochures

Title of Trail Byway Guide	Producer
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Santa Fe Trail Official Map and Guide	National Park Service
The Historic Santa Fe Trail	Southeast Colorado Enterprise Development Inc.
Recreation...Along Colorado's Historic Santa Fe Trail	Southeast Colorado Enterprise Development Inc.
The Mountain Branch of the Santa Fe Trail - "The Scenic Way to Santa Fe"	Mountain Branch of the Santa Fe Trail
Santa Fe Trail Scenic & Historic Byway Brochure	Santa Fe Trail Scenic & Historic Byway- Mountain Branch Organization
Museum Guides	Producer
Baca House, Bloom House and Pioneer Museum	Colorado Historical Society
Kit Carson Museum	Pioneer Historical Society of Bent County
Koshare Indian Museum	Koshare Indian Museum
Koshare Indian Museum, Inc.	Koshare Indian Museum, Inc.
Museums of Trinidad	Joint Museum Marketing
Step Back to Grandpa's Day	Otero Museum Association
Visit Big Timbers	Big Timbers Museum

Other Interpretive Brochures	Producer
Bent's Old Fort Official Map and Guide	National Park Service
What Made Trinidad Trinidad	Trinidad Historical Society
Walk Through History of Trinidad	Trinidad Historical Society
Like a Ribbon Across the Prairie	US Forest Service (available 1/1/98)
Faces Along the Santa Fe Trail	Jane Kurtz
Boggsville Path to Permanent Settlement	Boggsville Revitalization Committee
Big Timbers The Story of the Madonna of the Trail	Lamar Chamber of Commerce
Comanche National Grassland A Range of Resources	US Forest Service
Teamwork for the Trail: Citizens and the Santa Fe National Historic Trail	American Hiking Society
Welcome to John Martin Reservoir	US Army Corps of Engineers State of Colorado

Trinidad Lake State Park	State of Colorado
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In addition, a variety of brochures and travel guides have been printed which cover areas which are either larger than or outside the boundaries of the Byway corridor but which contain references to the Santa Fe Trail and its resources. These include:

Miscellaneous Tourism Brochures

Regional Titles	Producer
Southeast Colorado Travel Planning Guide	Southeast Colorado Tourism Council, Inc.
Southeast Colorado Emerald of the Plains	Southeast Colorado Enterprise Development Inc.
Local Titles	Producer
Baca County	Southeast Colorado Enterprise Development Inc.
Bent County	Southeast Colorado Enterprise Development Inc
Bent on Tourism	Bent County Chamber of Commerce
Crowley County	Southeast Colorado Enterprise Development Inc.
Kiowa County	Southeast Colorado Enterprise Development Inc.
Lamar Colorado	Lamar Chamber of Commerce
Las Animas/Bent County Map	Las Animas-Bent County Chamber of Commerce and Bent County Development Foundation
Otero County	Southeast Colorado Enterprise Development Inc.
Prowers County	Southeast Colorado Enterprise Development Inc.
Welcome Lamar, Colorado	Kampgrounds of America, Inc.

Other printed materials which have marketing applications have also been produced including fliers, newsletters, poster, ads and magazines. An inventory of printed materials is included in the appendix.

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Miscellaneous Promotional Activities

- Press kits and press releases have been issued and made available on the web for our promotions partners.

- A television special on Colorado's Scenic and Historic Byways was produced by KUSA, Channel 9 in Denver in 1994. Podcasts have been produced by Nine News and are available for download from a link on our web site.
- Tours, conferences and Symposium's have been organized for members of the Santa Fe Trail Association, Colorado Preservation, Inc. and other history-related groups.
- Byway Volunteers have staffed a booth on Scenic and Historic Byways at the Colorado State Fair, the B2B Expo and Santa Fe Trail Day's Festival, and other Byway Pioneer Celebrations including the Snow Goose Festival and La Junta Early Settlers Day.
- 100th year anniversary and reenactment of the marking of the Santa Fe Trail by the DAR, Byway birthday in 2008

Multi-State Activities

The five states through which the Santa Fe National Historic Trail passes (Missouri, Kansas, Oklahoma, Colorado and New Mexico) have formed an alliance known as the Santa Fe Trail States (SFTS). Promotional activities undertaken by this group and its members include:

- Sponsorship of FAM tours aimed at tour operators;
- The incorporation of the America's Byways Brand in all of our promotional materials;
- Participation in a America's Byways Market Development Program targeted at National and International travelers;
- Organization of events in 1996 to celebrate the 175th Anniversary of the opening of the Santa Fe Trail and a Symposium in 1987 and again in 2007.
- Development of a logo for use in advertising; and,
- Organization of activities to coincide with National Trails Day.

The effectiveness of the materials and activities described above is are on the upswing. Direction for future marketing efforts and strategies to reach desired visitation goals and objectives is provided by the following Promotion Plan.

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Promotion Plan

A goal of this CMP is to "increase visitation and tourism's contribution to the economy." In order to achieve this goal, promotional activities undertaken in the past should be continued and new strategies should be implemented. The extent to which the actions outlined in this plan will meet the CMP objective "to increase visitation approximately 5% per year" is uncertain since tourism levels in the past have not been monitored in sufficient detail to evaluate the effectiveness of past marketing activities.

Since the creation of our CMP, we have achieved our goal of 5% increase in visitation. However impacts beyond our control contribute to a slower than desired increase in visitation. Obstacles which are beyond our control which have had an adverse effect on the progress of visitation on

the Santa Fe Trail have been drought and gas price increases. While the drought is over, gas prices continue to rise. We have concluded that we should direct marketing efforts to our in State visitors taking short trips close to home to meet our goals for visitor expectations.

● **General Guidelines**

Promotional efforts in the future are to be designed and implemented according to several guidelines developed through the public involvement process.

1. Efforts should be focused on targeted visitor segments rather than on broad promotional campaigns. Targeted markets include:

- Front Range residents
- history-related organizations and history buffs
- recreational groups
- families with children
- educational groups
- senior citizens
- international visitors

2. Promotional materials (collateral) should be compatible in terms of design, color, logo and terminology.

3. Participation in multi-state promotional programs is highly desirable.

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● **Promotional Activities In Progress**

Audio Tour CD - An interpretive audio cd covering key sites in the corridor has been produced. Several hundred have been distributed free of charge to groups, press organizations, and Trail and history associations.

Brochures - The Byway Brochures developed from three designs over the last five years and 70,000 have been distributed. Reprinting of 70,000 The Historic Santa Fe Trail brochures and production of a Las Animas brochure: Histories and Stories of the Santa Fe Trail (40,000 copies).

Postcards - Press kit photos can be produced as postcards.

Web Site/Internet Address - We have two addresses on the web, www.santafetrailco.com and www.santafetrailscenicandhistoricbyway.org. Several groups are creating web sites pertaining to the Santa Fe Trail including local schools, the National Park Service, CDOT, the National Scenic Byway Program, regional economic development groups, counties, cities and tourism groups. These pages will be linked with other partners in trail-related activities and web sites on travel, history, education and recreation.

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Proposed Programs

A variety of promotional activities are planned for the future. For the most part, these activities involve continuation or expansion of marketing efforts undertaken in the past. The priorities indicated were developed by participants in the public involvement process and suggestions from the National and State Scenic Byway programs.

Proposed Marketing Programs

Project
Byway Milestone Celebrations - A variety of undertakings which celebrate milestones of the Santa Fe Trail Have been undertaken including a reenactment of the 100th year of "The marking of the Santa Fe Trail" in partnership with the Daughters of the American Revolution and volunteer reenactors. Our tenth year celebration of our designation as a National Scenic Byway and one of America's BywaysOther activities include, a Kids Coloring Contest, promotional booths at Byway festivals and community gatherings, giveaways of byway Auto Tour CD's, distribution of Brochures and Byway birthday balloons at Welcome and visitor centers with games and gold panning activities.
Byway Newsletter - Create a yearly Byway Newsletter which offers venues for membership, renewals, current state of affairs and project updates.
Visitors Guide - Create an Official Byway Visitors Guide to additional Distribute at Gateways in the Colorado Welcome Centers and other Byway visitor center locations.
FAM Tours - Sponsoring and conducting familiarization tours to educate travel-related groups about the recreation opportunities and visitor services along the Byway. Three distinct groups will be targeted: <ul style="list-style-type: none">• nationally recognized travel and free lance writers;• coach tour operators;• travel agents and agencies from Colorado's Front Range.
Press Kits and Press Releases - Distributing additional press kits utilizing existing promotional materials to newspapers and television stations along Colorado's Front Range and upon request. Issuing press releases on a routine basis.
Package Tours for Groups - Creating and marketing package tours for targeted groups in Colorado and the southwestern states including museum associations, regional and state history groups, college/university history clubs, and book clubs.
Recreational Events - Organizing and publicizing outings for hiking, equestrian and bicycling groups, perhaps as fund raising activities with sponsorship by charitable organizations (like the MS 150, a bike ride to benefit multiple sclerosis).
Maps/Brochures - Reprinting existing brochures which are low in supply and publishing a printed guide for the auto tour route utilizing a detailed map of the Byway and sites within the corridor. Aerial photos and maps will be revised to include trail crossings and remnants.
International Promotions - Working with the United States Trade and Tariff Administration and the Santa Fe Trail States on campaigns to target specific foreign counties like was done with Germany in 1995. Additional International promotion are undertaken yearly in partnership with the National Scenic Byways Organization and America's Byways program which include the Santa Fe Trail.
Advertising in National and Regional Magazines - Placing paid advertisements in magazines which serve the targeted market segments including Texas Monthly, American West, Southwest Traveler, Home and Away, A. A. A. Colorado/Utah

Guide, Trailer Life, Sunset, Colorado Tourism Office, etc.

Trade Show Delegates - Sending volunteer representatives to tourism-related trade shows.

State Fair Booth - Using volunteers to staff a Scenic and Historic Byways booth at the Colorado State Fair.

Souvenirs - Producing T-shirts and other types of souvenirs as both a revenue producing and advertising tool.

Market Director/Advertising Contract - Hiring a person or advertising agency to promote tourism throughout the corridor.

In order to undertake planned marketing activities, new financing sources will be required. Regional support will be required at increasing levels. Exploration of additional sources will be needed, including possible funding from Colorado Tourism Office, Rural Development, the Colorado Department of Local Affairs, the Colorado Historical Society, and Great Outdoors Colorado.

 ***Multi-Lingual Information Plan***

The Byway web site has a link to a translation site making content accessible to foreign markets. Marketing materials have been produced in German as part of a regional market development program undertaken by the Santa Fe Trail States. The Historic Santa Fe Trail brochure has been printed in Spanish, German, Japanese and French. The statewide scenic byway brochure is available in four languages as well. Additional efforts are needed to make multi-lingual information available throughout the corridor, particularly given the desired emphasis on international promotions. Printing of promotional and interpretive literature in Spanish should be a priority since the Santa Fe Trail connected English and Spanish speaking cultures and because the Byway is in close proximity to Spanish-speaking populations.

We have added a translator link to our web site so that those wishing to view the site in their own language may do so.





Section 6

People's Involvement and Responsibilities

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[Leadership and Organizations](#)

The success of the Santa Fe Trail and Byway projects to date is due to the ongoing participation of numerous federal, state, and local government agencies, private sector organizations and individuals. A core group of advocates for the Santa Fe Trail have initiated and accomplished significant improvements in past years. Multiple federal and state agencies have contributed management, financial as well as technical expertise to the SFT and Byway. These agencies include the National Park Service, U.S. Forest Service, U.S. Army Corps of Engineers, Colorado Department of Transportation, Colorado State Byways Commission, Colorado Historical Society, Colorado Division of Wildlife, and Colorado Division of Parks and Outdoor Recreation.

Since the creation of our CMP we have created a Byway Organization "The Santa Fe Trail Scenic and Historic Byway- Mountain Branch" which has 501C3 status. The Byway organization is responsible for the furtherment of the Scenic Byway and takes an active part in the preservation, promotion and interpretation of Colorado's Santa Fe Trail. A contractor carries out the tasks which the Byway deems necessary for the benefit of the Mountain Branch of the Santa Fe Trail. Organizational documents for the Byway are available on line and can be viewed at [Bylaws](#) and [Articles of Incorporation](#).

In addition, significant local support has been provided by a variety of community leaders. Support has been provided by over 200 city council members and county commissioners and 41

local governments in the six county region. An overview of select agencies and their respective roles is provided below.

Santa Fe Trail and Byway Participants

Agencies/Participants	Description
National Park Service (NPS)	<ul style="list-style-type: none"> • Oversight for Santa Fe Trail • Technical assistance • Historical review agency • Funded portion of Bent Fort Access, SFT web site
United States Forest Service (USFS)	<ul style="list-style-type: none"> • Manage Comanche National Grassland • Technical assistance • Historical review agency • Funding partner for interpretive exhibits on Grasslands
Colorado Department of Transportation (CDOT)	<ul style="list-style-type: none"> • Byway Commission • Local field office for technical support • Funded CMP • State roadway construction and maintenance
Colorado State Parks	<ul style="list-style-type: none"> • Meetings and planning for Byway state parks. See the 2008 State of Colorado Recreational Plan devised at SCORP
Southeast Enterprise Development, Inc. (SECED)	<ul style="list-style-type: none"> • Coordinated oversight for CMP • Operates Southeast Colorado Enterprise Zone • Co-sponsored Colorado Scenic and Historic Byway Application • Advertises and promotes the six county, southeast Colorado region • Participant in Great Plains State Park and Wildlife Area project development • Funded development of John Martin Reservoir Trail
Trinidad/Las Animas CED, Inc.	<ul style="list-style-type: none"> • Santa Fe Byways Steering Committee-14 members • Drafted and acquired ISTEAs grants • Administers and coordinates completion of interpretive media products • Promotes economic development for Las Animas County • Participant in development of Purgatoire River Walk • Assists in promotion of annual Santa Fe Trail Festival
Southeast Council of Governments	<ul style="list-style-type: none"> • Thirty one local government members • Participates in grants, funds or services from government agencies

Mountains and Mesas Enterprise Zone	<ul style="list-style-type: none"> • Coordinated oversight for CMP • Operates two-county Enterprise Zone • Co-sponsored Colorado Scenic and Historic Byways Application
Bent's Fort Chapter of Santa Fe Trail Association	<ul style="list-style-type: none"> • Over 115 members, including members from various agencies • Preservation committee with sign, mapping and resource sub-committees
Arkansas Valley Chambers of Commerce	<ul style="list-style-type: none"> • Six counties in southeastern Colorado • Over 200 members
Trinidad/Las Animas Chamber of Commerce	<ul style="list-style-type: none"> • Marketing and events partner • Nearly 300 members
Huerfano Chamber of Commerce	<ul style="list-style-type: none"> • Over 200 members
Huerfano/Las Animas Council of Governments	<ul style="list-style-type: none"> • Grantor of mini grants for Byway special events and activities
Trinidad Historical Society	<ul style="list-style-type: none"> • Byway Program sponsoring entity before we received our 501 C3 • Assists in interpretive projects
Bent County Historical Society	<ul style="list-style-type: none"> • Assists in interpretative projects
Pioneer Historical Society	<ul style="list-style-type: none"> • Assists in interpretive projects
Colorado Tourism Office	<ul style="list-style-type: none"> • Grantor of marketing grants for Byway
Trinidad Tourism Board	<ul style="list-style-type: none"> • Grantor of mini grants for special Byway projects within Trinidad
Southeast Colorado Regional Tourism	<ul style="list-style-type: none"> • Tourism promoters and heritage planning for Southeast Colorado in Southeast Colorado

An updated listing of our partners is included in the [2010 marketing plan](#).

Action Plan and Schedule

The following table summarizes each strategy adopted for managing the Santa Fe Trail Scenic and Historic Byway. A schedule for projects was assigned based on whether it would be completed in the short-term, mid-term, or long-term. These time frames are defined as: short

term is one to two years, mid-term is two to five years and long term represents anything five years and over.

Project/Strategy	Schedule	Priority
Road Improvements		
Minor Resurfacing and construction- all counties	1997-ongoing to date	High
US Highway 50 East Corridor US Highway 50 NPS Santa Fe Trail maps include- Granada to Kansas La Junta La Junta to Las Animas Bent's Old Fort Las Animas Las Animas to Lamar Lamar to Granada Camp Amache	Begin planning in 2005- five years and over	High
I-25 Reconstruction	Began in 2006 - five year or over	High
I-25 Striping	Every two years beginning in 1998	Medium
Highway 350 Bridge at mile post 7	five years and over	High
Shoulder widening	five years and over	Medium-High
Redesign 50/350 junction	began	High
Intrinsic Quality Management		
Baseline inventories	complete	High
Colorado Scenic Byway	complete	High
National Scenic Byway	complete	High
Outdoor art program	ongoing	Medium-High
Festivals and fairs	ongoing	Medium-High
John Martin Res. to Boggsville trail	two to five years	High
Boggsville to Bent's Old Fort trail	two to five years	High
Trinidad to Raton Pass trail	two to five years	High
Trinidad to El Moro trail	two to five years	High
Holly Trail crossing US 50	complete	High
Camp Amache Trail	ongoing	High
Water Rights acquisition	five years and over	High

New parks	ongoing	High
New recreation opportunities	ongoing	High
Comprehensive planning	ongoing	High

Interpretive	Schedule	Priority
Educational resources for schools- PBS documentary with teachers guide	ongoing	Medium
Library activities	two to five years	Medium
Volunteer training	complete and ongoing	High
NPS certification	complete	Medium
Living history	complete and ongoing	High
Byway Organization- Santa Fe Trail Scenic and Historic Byway- Mountain Branch	complete and active	High
Tourism Facilities and Services		
<i>Rest Areas/Pullouts/Picnic Areas</i>		
Raton Pass rest area/entry point	two to five years	High
Holly rest area	one to two years	High
Rest areas - Highway 350	complete	High
Clarence Couch Park (CAVI)	two to five years	High
Picnic area - Bloom Hill town site	two to five years	Medium
Bottled water at visitor sites	two to five years	High
<i>Campgrounds</i>		
John Martin Reservoir campgrounds	complete	High
Camping areas - Comanche National Grassland	complete	High
Beach/camping - Trinidad Lake State Park	complete	High
Other campgrounds	two to five years	Medium
<i>Motels</i>		
Increase number	ongoing	Medium
<i>Restaurants</i>		
Geographic dispersal	five years and over	Low
Diversify type and quality	two to five years	High
<i>Information/Welcome Centers</i>		
Hospitality training	complete and ongoing	High
Dedicated display racks	one to two years	High

Commerce	Schedule	Priority
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Warning signs re agricultural traffic/conflicting uses	two to five years	High
Pullouts/passing lanes -high agricultural area	two to five years	High
Promote access to Santa Fe Trail at La Junta Junction	two to five years	High
Highway 50	two to five years	High
Bike racks, horse trailer parking	complete	High
Signs/Outdoor Advertising	two to five years	
Advance signs - DAR markers	two to five years	High
Advance sign -John Martin Reservoir	complete	High
Advance sign - Clarence Couch Park (CAVI)	two to five years	High
Distance sign - Sierra Vista Overlook	complete	High
Advance sign - Madonna of Trail	one to two years	High
On site sign - Lamar Visitor Center	one to two years	High
Directional signs - Trinidad Welcome Center	one to two years	High
Trail crossing signs	one to two years	High
Santa Fe National Historic Trail sign & marker descriptions -Sierra Vista Overlook	one to two years	High
Relocate SFT/CSB signs - Las Animas & La Junta	one to two years	Medium
Scenic Byway signs and Information signs on 1-25	one to two years	High
Review and adopt sign codes	one to two years	High
Review other byway signing programs	five years and over	Low
Marketing and Promotion		
FAM Tours	ongoing	Medium
Press Kits/Releases	ongoing	High
Package Tours for Groups	ongoing	High
Organized Recreational Events/Benefits	ongoing	High
International Promotions	ongoing	High
Advertising in National/Regional magazines	ongoing	Medium
Trade Show Delegates	ongoing	Medium
State Fair Booth	ongoing	Low
Map	complete	High

T-shirts/revenue producing souvenirs	one to two years	High
Brochure edits/reprints	ongoing	High
Byway coloring contest	complete	High
Visitor surveys	complete and ongoing	Medium
Childrens activities at annual Santa Fe Trail Festival	ongoing	High
Marketing Director/Advertising Contract	ongoing	High



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Submitted to: Santa Fe Trail Scenic and Historic Byway Committee

May, 1997 Updated October, 1997

Santa Fe Trail Scenic and Historic Byway Committee and Others
The following members of the Santa Fe Trail Scenic and Historic Byway Committee
gave freely of assistance in creating this interpretive plan:

Gerald Stokes , Roberta Cordova
Jean Corley , Kara Forward

Many thanks are due to the following agencies and organizations who participated:

A.R. Mitchell Museum of Western Art
Bent County Development Foundation
Carnegie Public Library, Trinidad
City of Trinidad
Colorado Division of Parks and Outdoor Recreation, Trinidad Lake State Park
Colorado Historical Society
Colorado Welcome Centers of Trinidad and Lamar
Huerfano County Chamber of Commerce
Louden-Henritze Archeology Museum
National Park Service, Bent's Old Fort National Historic Site
National Park Service, Long Distance Trails Group Office
Pioneer Historical Society of Bent County
Scenic Highway of Legends
Southeast Colorado Economic Development Zone
Trinidad Chamber of Commerce
Trinidad Historical Society
Trinidad History Museum
Trinidad / Las Animas County Economic Development
U.S. Forest Service, San Isabel National Forest/Comanche National Grassland

The following agencies and organizations either provided in-kind services or grant monies for the project:

Colorado Department of Transportation
Colorado Historical Society
Trinidad Historical Society
Trinidad Lake State Park
Radio Station KCRT, Trinidad
First National Bank, Trinidad
Department of Defense (Pinon Canyon Maneuver Site)

Interpretation Recommendations At-A-Glance

Three phases are recommended for implementing interpretive media. The first two correspond with the annual ISTEA (Intermodal Surface Transportation Efficiency Act) grant cycles. Phase I is grant monies already allocated from ISTEA funds for 1996 and Phase II consists of 1997 ISTEA funds. Phase III recommends media for 1998 grant requests to ISTEA or other funding sources, depending on the status of ISTEA funding from Congress.

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 [*Phase I Non-Site-Specific Recommendations*](#)

 [*Phase I Site-Specific Recommendations*](#)

 [*Phase II Non-Site-Specific Recommendations*](#)

 [*Phase II Site-Specific Recommendations*](#)

Phase I Non-Site-Specific Recommendations:

Brochure Development & Printing

(Las Animas County Brochure—Development/Printing SECED's Historic Santa Fe Trail—
Revision/Printing)
Cost: \$17,955

Worldwide Web

(Link with partners who have pages)
Cost: In-Kind

Public Service Announcements

Cost: in-Kind

60-minute byway audio tape

Cost: \$16,700

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Phase I Site-Specific Recommendations:

Colorado Welcome Center— Lamar— Site #2

Topics for Interpretation:

Overview of the Santa Fe Trail

- Hardships of getting across the prairie on the Santa Fe Trail vs. modern transportation

- Local special events

Interpretive Media Recommendations:

6-8 minute low wattage radio message

Cost: \$14,530

Bent's Old Fort National Historic Site — Site #6

Topics for Interpretation:

- 1821 to 1846—The Castle on the Plains
- Susan Magoffin's stay at Bent's Fort
- Santa Fe National Historic Trail

Interpretive Media Recommendations:

8 minute low wattage radio message

Cost: \$14,530

John Building — Site #13

Topics for Interpretation:

- Local events
- Scenic byways
- Corazon de Trinidad National Historical District

Interpretive Media Recommendations:

6 minute low wattage radio message

Cost: \$14,030

Colorado Welcome Center — Trinidad — Site #14

Topics for Interpretation:

- Highlights of the Santa Fe Trail Scenic Byway

Interpretive Media Recommendations:

1-36" x 24" low profile wayside exhibit

Cost: \$2,195

 ***Interstate- 25, Exit #1 — Site #17***

Topics for Interpretation:

- Geology of Fischer Peak
- Wildlife Habitat
- Santa Fe Trail Scenic and Historic Byway and Kids' Activities

Interpretive Media Recommendations:

3 36" x 24" low profile wayside exhibits

Cost: \$6,585

 ***Top of Raton Pass - - Site #18***

Topics for Interpretation:

- Overview of the Santa Fe Trail
- Hardships of getting over the Pass on the Santa Fe Trail vs. modern transportation
- Wootton Toll Road
- Information on both byways, the Welcome Center

Interpretive Media Recommendations:

8 minute low wattage radio message

Cost: \$14,530

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 **Phase II Non-Site-Specific Recommendations:**

Byway Newspaper

Cost: Covered by Advertising

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Phase II Site-Specific Recommendations:

Holly Rest Stop - - Site #1

Topics for Interpretation:

- Southern Colorado Byways
- Travel Along the Santa Fe Trail

Interpretive Media Recommendations:

2-36" x 24" low profile wayside exhibits
Cost: \$4,210

Colorado Welcome Center—Lamar — Site #2

Topics for Interpretation:

- Southern Colorado Byways
- Early days of the Santa Fe Trail

Interpretive Media Recommendations:

- 2-36" x 24" low profile wayside exhibits

Cost: \$4,210

John Martin Reservoir — Site #3

Topics for Interpretation:

- Santa Fe Trail wagon ruts that are still visible

Interpretive Media Recommendations:

- 1-36" x 24" low profile wayside exhibits

Cost: \$2,105

Interpretive Media Recommendations:

- Significance of this site
- 2-36" x 24" low profile wayside exhibits

Cost: \$5,000

10 day-trips

Topics for Interpretation:

- To Be Determined

Interpretive Media Recommendations:

- 20 36" x 24" low profile wayside exhibits
- 30 Highway Point of Interest Signs
- 20 Logo Posts

Cost: \$63,905

Brochure with Scenic Highway of Legends (2/3 of cost)

Cost: \$8,250

Boggsville—site #4

Topics for Interpretation:

- Avenue of Trees
- Ranching
- Stagecoach / Freighting
- Agriculture
- Wildlife

Interpretive Media Recommendations:

- 5-36" x 24" low profile wayside exhibits
- Low wattage radio message from Las Animas
- Brochure

Cost: \$38,200

What is environmental interpretation & what will it do for the byway?



- **Defining Interpretation**
 - **Purposes of Interpretation**
 - **Visitor Orientation**
 - **Implementing Interpretation**
-

Defining Interpretation

There are a variety of definitions for environmental interpretation, each with merit and none that really does the full job of defining the term. Quite simply, interpretation is an approach to communication. Like its counterpart, interpreting languages, environmental interpretation is able to translate the language of nature and the voices of history into stories and experiences everyone can enjoy. It is a communication process that involves visitors and provokes them to appreciate or to learn more about the object or site that is being interpreted.

The key to making this happen is in six principles of interpretation that were given to us in the 1950s by an interpreter named Freeman Tilden. Whether the object is being interpreted through is an exhibit, a guided hike, a brochure or an astronomy program, each message will be enhanced by incorporating Tilden's six principles:

- Interpretation must relate to something with which the visitor is familiar,
- Information, alone, is not interpretation,
- Interpretation combines many arts and sciences,
- The chief aim of interpretation is not instruction, but provocation,
- Interpretation should aim to present a whole story rather than only a part,
- Interpretation for children should not be a dilution of interpretation for adults; it requires an entirely different approach.

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Purposes of Interpretation

Interpretation is NOT a marketing plan. It may be used as a tool of marketing that is designed to create a sense of appreciation-of-place in visitors and make them want to learn more about a special resource or return to that place, but interpretation, alone, cannot ensure economic development, nor is it meant to.

Interpretation is NOT information. Visitors will gain knowledge through interpretive media but the way information is presented makes it interpretive. There are a variety of interpretive media and all have advantages and disadvantages. It is up to the interpretive planner to understand

enough about the resources, the visitors and the message that the three can be blended into a plan that includes themes, locations and types of media that provide the best solution for each interpretive site.

What interpretation planning CAN do for the Santa Fe Trail Scenic and Historic Byway is to provide a framework and process to guide the design, development and operation of interpretive services. Though still broad in scope, planning connects goals, management and resource requirements, and interpretive opportunities. Interpretation is the bridge between those goals and the visitor.

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Visitor Orientation

Successful visitor services begin with critical orientation, the information that allows visitors to become comfortable with where they are going, to know where they can find restrooms, recreational sites and other important facilities and amenities. This stage of orientation must occur before visitors are receptive to interpretive messages. This does not currently exist on the Santa Fe Trail Scenic and Historic Byway. This plan will recommend solutions to create critical orientation.

The next stages of visitor orientation are to provide a topical overview - the big picture of the natural and cultural history of the area and then, lastly, to provide stories specific to certain sites. The natural location for the first two stages to happen is with the low wattage radio messages currently planned for the top of Raton Pass, in Trinidad, in Lamar and at Pinon Canyon Maneuver Site. The existing Welcome Centers are also locations for critical orientation as well as the overview to take place. These messages will be addressed in depth later in this plan.

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Implementing Interpretation

Implementation of an interpretive plan turns vision into reality. The vision itself, being necessarily broad, sets the parameters for the interpretation. The interpretive plan shows the way between vision and reality.

Interpretive services can utilize a variety of media. For example, visitors may be able to use a driving tour-guide in the form of a brochure with numbered stops or an audio-cassette tape to inform them about the sights along a roadway. This type of guide could be used to direct visitors to other places of interest or to adjacent sites or facilities. Visitors wishing to hike may be encouraged to take advantage of walks around historic sites, self-guided nature trails, or wildlife viewing sites. Interpretive programming might also include guided walks, living history demonstrations, and slide or video programs. The sites and frequency of programs of this sort could be rotated according to visitor use patterns. Strategically located interactive video could

become a popular option to a staffed information center. The variety of interpretive media is endless. Planning will link the most appropriate interpretive stories and media to the best locations for it to take place.

To communicate consistency to Byway visitors, messages must not conflict with one another and the visual quality of facilities and improvements must be consistent. An interpretive plan will provide consistency over time and staffing changes. Although implementation of the plan may take place in phases and can use existing facilities where appropriate, visitors should leave with the impression that the Byway is a unit unto itself and has consistency from one stop to the next.

Interpretation Glossary

- **Interpretation** - Based in natural and cultural history, this communication process gives visitors an insight into, an appreciation of, and a relationship with the world around them by using a wide variety of methods that attempt to connect visitors and resources.
- **Non-Personal Services** - Those interpretive activities that communicate messages through the use of media such as exhibit panels, brochures, audio tapes, etc.
- **Personal Services** - Those interpretive activities that communicate messages through the use of one-to-one (or one-to-many) communication between the interpreter and visitors, such as guided hikes, information desk contact, campfire programs, etc.
- **Exhibit** - One of many media for interpreting natural or cultural history for visitors. Exhibits may be 3-dimensional (the visitor center type) or wayside (trail / roadside) and interactive or static.
- **Interactive Touchscreen Video** - A medium in which a computer is programmed to react to visitors' touch to change monitor screens. Visitors may, by selecting more and more specific topics, gain a message tailored to their special needs and interests.
- **Kiosk** - An upright, sometimes multi-sided, stand that houses one to several interpretive exhibit panels. It may be roofed or not roofed.
- **Low-Profile Wayside Exhibits** - Wayside exhibits that are mounted in stanchions angled at approximately 30 degrees toward the viewer and having the front edge of the exhibit between 32" and 34" above the ground. There are several standard sizes for low profile wayside exhibits.
- **Activity Book** - An interactive booklet designed to involve users with their physical environments through activities that encourage interaction and discovery.
- **Low Wattage Radio Message** - A continuous-running loop radio message broadcast within a short radius; travelers tune vehicle radios to given frequencies to receive the messages.
- **Self-Guided Trail** - An interpretive medium that may use a brochure correlated to numbered stakes, an audio device or other medium to interpret specific resources at designated locations along a designated route.
- **Stanchion** - A framing and mounting system that supports and holds one or several interpretive wayside exhibit panels.
- **Wall-Mounted Exhibit** - An interpretive exhibit framed and mounted vertically to a wall.



The Planning Process

Guiding Interpretive Services

The Process

Guiding Interpretive Services

Interpretive planning provides a framework and process to guide the design, development and operation of interpretive services. It places the goals of the project within the mission of the Byway Committee, incorporates operational procedures with interpretive opportunities and visitors to develop site-derived objectives. Planning connects goals, management and resource requirements, with interpretation.

By taking into account budgetary and site constraints, an interpretive plan can pare the list of potential interpretive sites to those most feasible for development. By recording existing and planned interpretive services, the interpretive plan will eliminate the potential for overlapping services with partners.

Interpretive planning will identify sites that offer excellent opportunities for interpretation. By taking the entire project into consideration, the plan strives to spread use among various sites, avoiding problems of overuse and damage to natural or cultural resources. Existing facilities, such as parking lots and overlooks can be used, if appropriate, without impacting these resources. By assessing audience, fiscal resources and interpretive stories, the plan can recommend alternatives called *interpretive media*.

An interpretive plan also serves as an ongoing instrument to evaluate the scope, relevance and proper context for future services. The planning document should foster creativity, set priorities, and give focus to present and future interpretive initiatives. The phasing and implementation schedule can be used as a guide for grant writers in determining which interpretive media have priority. The cost estimates are also useful in determining what amount the grant should be written for or what fund-raising efforts or budget priorities should be made.

The plan should be considered a *fluid document*. It is a snapshot in time and takes into consideration the current situation. Should the situation change, new interpretive opportunities arise or the audience change, the plan should be revisited to reflect the new situation. It is recommended that the plan be revisited annually and altered to accommodate changing circumstances.

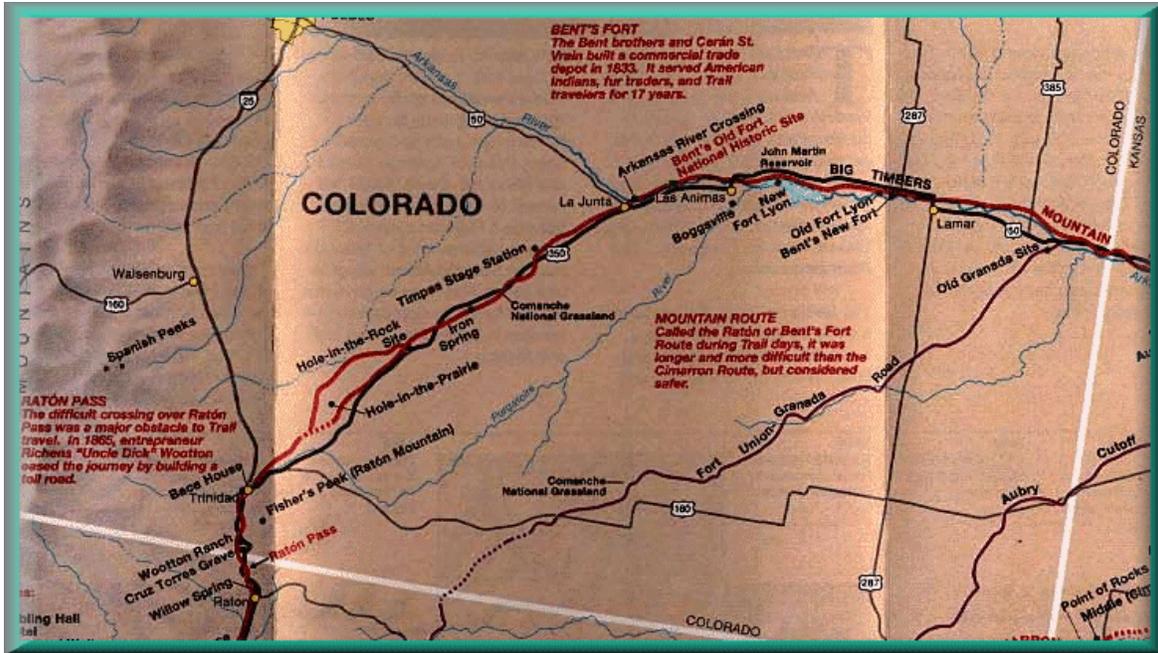
● The Process

This interpretive plan follows the goal-driven planning process that was developed by the National Park Service interpretive planning team from the Denver Service Center. It was developed by first determining an inventory of significant resources. This inventory is a series of statements about the Byway and adjacent lands that describe how it is different from any other byway, park, forest, or interpretive site. These statements are related to natural history, cultural history and recreational resources. They are those special traits that will make visitors want to visit.

From this list, statements of significance were developed. Statements of significance consolidate the inventory statements into categories. From these categories themes were developed. Themes are statements that affirm certain overall characteristics about the area being interpreted and are the general ideas about the place that are so important that we want visitors to remember these messages, if nothing else.

It is the purpose of this plan to recommend sites and media and not to determine how much of the funding share should be sustained by each partner. It is understood that grants, donations and other funds, only a few of which have been identified at this point, will make up the bulk of the funding base.

Santa Fe Trail Scenic & Historic Byway Interpretive Master Plan



Overview of the Santa Fe Trail Scenic and Historic Byway

The Santa Fe Trail Scenic and Historic Byway essentially follows the Mountain Route of the Santa Fe Trail swinging through Colorado's southeastern corner. Wagon ruts from the many caravans that followed the trail are evident from the highways that make up the Byway and the early history of Colorado has its roots in this part of the State.

The Santa Fe Trail crossed Missouri, Kansas, Oklahoma, Colorado and New Mexico, linking Franklin, (and later Independence,) Missouri by 900 hazardous miles of trail with the bustling central plaza of Santa Fe. Deep ruts are still visible on parts of the trail, attesting to the thousands of wagon trains that traveled the Trail between 1821 and 1880.

For centuries before this highway of commerce became a popular trade route, Indians followed it. Coronado, too, followed it eastward in 1541 as far as Kansas. Many pathfinders and explorers left their marks on the trail in the early 1800s. Zebulon Pike's party, venturing into the territory in 1806, was captured by Spanish soldiers and imprisoned in Mexico City for a year. Upon his release, Pike made assessments of exciting trade opportunities but others who followed were, likewise, imprisoned by Spain for trespass.

After Mexican independence in 1821 these barriers fell. William Becknell, a salt maker from Franklin, Missouri, and five companions led a small pack train toward Santa Fe that same year. They were greeted enthusiastically in Santa Fe ten weeks later and the Santa Fe Trail was born. Mexicans anxious to trade, exchanged silver coins, furs and mules for textiles and other

manufactured goods and an active trade was developed. Within a few years of opening of the trade, New Mexican traders were active on the trail. There were international firms, U.S. traders became Mexican citizens and intermarriage was not uncommon.

Caravans averaged about 15 miles a day — nine to ten weeks between Santa Fe and Franklin, Missouri. After the 1830s travelers had two routes from which to choose. At Cimarron, Kansas the Mountain Route split from the traditional Cimarron Route. The Mountain Route followed the Arkansas River through Colorado, swinging south over Raton Pass. The Cimarron Route was more direct but was waterless for 50 - 60 miles between the Arkansas and Cimarron Rivers and Indian attacks were more frequent than on the Mountain Route.

Although the route was 100 miles longer and the climb over Raton Pass difficult, the fact that the Mountain Route had more water and was less vulnerable to Indian attacks made it a favorite of some travelers. This was especially true after 1833 when Charles and William Bent and Ceran St. Vrain built Fort William (later Bent's Fort). The Fort was a center of Indian trade and was the only place where travelers could stop, rest, repair wagons and replenish supplies. Bent's Fort altered the balance of power and trading patterns in the Southwest.

The trail brought both cultural exchange and conflict. Tension rose between the U.S. and Mexico as American interests sought territorial expansion. After two years of fighting, the Treaty of Guadalupe Hidalgo brought peace in 1848 and the United States annexed all of present-day New Mexico, Arizona, Utah, Nevada and California and portions of Colorado and Kansas. The Treaty also meant stagecoach and mail service, soldiers, gold seekers, missionaries and emigrant families. The trail traversed through the homeland and hunting grounds of the Pawnee, Arapaho, Cheyenne, Comanche, Apache and Kiowa. As traffic increased, so did the number of interactions—meetings, trade, intermarriage—some were friendly and others not. A complex relationship developed as the cultures merged.

The American Civil War came to New Mexico in 1862 and Confederate forces captured Santa Fe. The Battle of Glorietta Pass was the key to western battle in the Civil War. Colorado volunteers played an important role in that battle. At the close of the Civil War, industrial energies exploded and wagons loaded their goods at railheads. In 1880 the first steam locomotive pulled into Santa Fe, signaling the passing of the Santa Fe Trail.

The trail still holds allure, however. Markers, monuments, books, National Historic Trail status and this Scenic Byway commemorate, help preserve, interpret and provide for public recreational use along the trail. The trail, its people and its major impact on trade, commerce, cultural exchange and economic growth are memorialized through these actions.

The Byway follows U.S. Highway 50 west from the Colorado-Kansas border to the town of La Junta, where it turns southwest to follow State Highway 350 to Trinidad. Here it continues south to the Colorado-New Mexico border over Raton Pass on Interstate 25.

There are a variety of activities travelers can enjoy along the Byway: bicycling, picnicking, hunting, fishing, wildlife viewing, boating, and other water-based recreation. The two top industries in the area are agriculture and tourism.



National Historic Trail Site Certification

The Santa Fe National Historic Trail was established by Congress in 1987. The National Park Service (NPS) administers the trail in cooperation with other federal, state and local agencies, non-profit organizations, and private individuals who actually own and maintain sites and segments. The NPS develops agreements with other federal agencies to work cooperatively so that their trail sites and segments meet the criteria for national historic trail status specified in the National Trails System Act and the Comprehensive Management and Use Plan for the national historic trail.

Non-federal trail sites and segments become part of the national historic trail if the owner / manager requests that they be certified as part of the trail. Certification involves a written agreement between the owner / manager and the NFS. Certification is totally voluntary and while it does not place any legal requirements on the owner / manager, they do agree to strive to meet NFS standards and guidelines for resource management protection, visitor use and interpretation. The NFS must abide by all applicable laws and regulations for projects at certified sites. Through certification, the owner/ manager becomes eligible for NFS technical and limited financial assistance and is allowed to identify the site through the use of the official trail logo. It should be noted that the trail logo has been registered as an official trademark and cannot be used without permission.

Existing interpretive facilities can also be certified and receive technical and limited financial assistance. For example, the Santa Fe Trail Museum at the Colorado Historical Society's Trinidad History Museum is a certified interpretive facility on the national historic trail. Their museum exhibits will include a Santa Fe National Historical Trail modular exhibit. Other museums and interpretive facilities along the route in Colorado are also eligible for certification. Certified sites on the Santa Fe Trail Scenic and Historic Byway include: Boggsville, Hole-in-the-Rock, John Martin Reservoir, Trinidad Lake State Park and the Santa Fe Trail Museum at the Trinidad History Museum. NFS sites, such as Bent's Old Fort do not need to be certified since they already meet NFS criteria.



Managing and Administering the Trail

The NFS is responsible for administering trail programs. Partners who own trail sites carry out the actual management responsibilities.

A Memorandum of Understanding (MOU) exists between the State of Colorado and the NFS regarding the trail. The State has committed to adopting the Comprehensive Use Plan for the Santa Fe National Historic Trail and has agreed that state programs will support the goals and objectives of that plan. The intent is to work positively and cooperatively to achieve mutually desired goals, not to exert control or approval over each other's actions or the actions of other

groups. The two entities may not always agree but will seek win-win solutions when differences arise. The project, as it is funded by state managed funding sources, is subject to the coordination called for in the MOU.

A coordinated byway and national historic trail program can enhance public understanding, the visibility of both programs, promote protection of trail resources, and provide for an integrated visitor experience along the route. While the national historic trail is limited to the resources and stories of the Santa Fe Trail, the Byway offers the ability to expand into recreational and educational opportunities in the region. While the NFS wishes to cooperate and coordinate with tourism organizations, they are not themselves a tourism advocacy organization. The byway programs can actively promote tourism. The National in Santa Fe National Historic Trail can do much to attract visitors from across the country and abroad. By working together, the Byway and the national historic trail can ensure that these visitors have an enjoyable experience in a manner that does not adversely impact the resources they have come to see.

Scenic and Historic Byway Status

Scenic Byway designation encourages visitors to travel the byway and this is enhanced by National Historic Trail status.

Remove-The National Scenic Byway Commission is seeking nominations for a further designation, All-American Road status. This new designation would give any roads accepted into the program an even higher profile on a national level. Sally Pearce, Scenic Byway coordinator for the Colorado Department of Transportation (CDOT), has recommended that the Byway Committee seek this status. An ad hoc committee has been formed to work with Sally to develop the application and gather the necessary supporting documents.



Existing Or Planned Media Or Development That Will Affect Interpretive Media

With the 175th anniversary of the Santa Fe Trail having taken place in 1996, it is being interpreted by several agencies, organizations or groups at the present time.

Several interpretive projects are either under development or have been identified by the Byway Committee as needs in pending grants. These projects are being incorporated into this interpretive plan as sites and media and are not listed in this section because they are Byway Committee projects.

An attempt to discover what is being done, what has been done and what is planned, led to this list of the following projects that are being undertaken by agencies, organizations or groups other than the Byway Committee:

● **City of Trinidad—Downtown Trinidad**



The City of Trinidad installed a hiking / biking trail along the Purgatoire River that will include our partnership for signage about Kearney campsite and interpretation of the Purgatoire River.

The City of Trinidad also partnered with the Trinidad Historical Society for a downtown walking tour project and as an in-kind gesture installed bronze historical plaques.

● **Colorado Historical Society — Interstate-25 on Raton Pass, Trinidad and Other Sites**



The Colorado Historical Society is planning to install two interpretive panels at the new rest area at Exit #18. Topics will be: Dick Wootton's Toll Road and Susan Magoffin. The CHS has secured permission from the City of Trinidad to install a 4-panel kiosk at the Colorado Welcome Center at Trinidad. Topics will be: Trinidad history, military history, Corazon de Trinidad National Historic District and Baca's and Bloom's contributions to the area.

The Trinidad History Museum is a CHS site in the town of Trinidad. The Baca House and Santa Fe Trail Museum are certified as parts of the National Historic Trail and have received financial and technical assistance from the NPS and our National Scenic Byway Grants for their Santa Fe Trail Visitor Center.

In addition, two other sites along the National Historic Trail have been identified as sites that are part of the Historical Society's roadside exhibit program. Hadley Rest Area (near La Junta) interprets the Arkansas Region and Bent's Old Fort and the Holly rest area is scheduled for an exhibit but the topics have not yet been determined. The CHS is planning to install interpretive panels at Trinidad Lake State Park, topics being: Legend of the name of the Purgatoire River, Hispanic settlement, Penitentes, Regional / Byway map.

● **Colorado Division of Highways — Interstate-25 — north of Trinidad**



The Colorado Division of Highways has two developed rest areas at each end of the Byway. On the southwest entry point the site known as El Moro, or Exit Number 18. A low wattage radio message was installed at this site and is now no longer operational.

Santa Fe Trail Auto Tour Route / Scenic Byway signage has been installed by the Colorado Division of Highways and was coordinated through an agreement between the Division of

Highways and the NPS. A resigning of the actual Santa Fe Trail Crossings and historic sites was funded by FHWA in partnership with NPS, the Byway, the Santa Fe Trail Association, CDOT, and City and County Officials was completed in 2015-16. Historic Santa Fe Trail sites are marked with brown signs to enhance traveler awareness of historic sites.



● **Colorado Division of Parks and Outdoor Recreation — Trinidad Lake State Park**

Trinidad Lake State Park currently has an interpreted trail near the visitor center. They

anticipate replacing some of the outdated panels in the coming year and adding trail interpretation. Trinidad Lake State Park is a certified interpretive facility on the Santa Fe National Historic Trail.

● **Colorado Division of Wildlife — Willow Creek Park — Lamar**



The Colorado Division of Wildlife installed an interpretive panel at the city park in 1994 interpreting the nesting and roosting Mississippi kites that live at the site and which are visible to visitors. Since that time we have worked with their program to enhance wildlife viewing on the byway through some interpretive signs for both of our Colorado Welcome Centers.

● **Dry Cimarron Scenic Byways — New Mexico, Oklahoma and Colorado**

Dry Cimarron Scenic Byways has developed a brochure with a map directing travelers to a variety of sites adjacent to the Cimarron Route of the Santa Fe Trail. They have indicated the Mountain Route and Trinidad on the northern edge of their map. Similar reciprocation is given to them and we include our sister Byways including the Kansas and New Mexico National Santa Fe Trail Scenic Byways on our brochures, maps and logo.



● **Las Animas County — Madrid Bridge — on Highway 12, west of Trinidad**

● **National Park Service — Bent's Old Fort National Historic Site — on Colorado Highway 194, east of La Junta**

Bent's Old Fort National Historic Site, a National Park Service unit, offers personal and non-personal interpretive services related to the theme of Fort William and Bent's Fort. They also interpret the Santa Fe Trail as part of the purpose for Bent's Fort. They now manage Sand Creek Massacre Site and have done an interpretive trail for both that site and Bent's New Fort.



● **Santa Fe National Historic Trail — The National Park Service Long Distance Trails**

Group Office is responsible for National Trails program administration.

● **Pioneer Historical Society of Bent County — Townsite of Boggsville**



The Boggsville Revitalization Committee was formed to revitalize two extant structures located at the historic site of Boggsville, to develop this site and to promote education, stewardship and economic development through heritage tourism. The Boggs House and the Prowers House will house interpretive displays and other interpretive media will be installed at the site. Boggsville is a certified site on the Santa Fe National Historic Trail. There is an existing agreement between the Pioneer Historical Society of Bent County and the NFS to cooperate on the planning and interpretation at the site. The site is eligible for and has received NFS financial and technical assistance.



● **Scenic Highway of Legends —**

Interpretation along this Byway will link to Santa Fe Trail Scenic and Historic Byway at Trinidad Lake State Park.

● **Southeast Colorado Enterprise Development (SECED) —**

A family of brochures developed by this organization directs public attention to the existence of the National Historic Trail and the auto tour route. Other brochures in the series highlight each county in the enterprise zone: Kiowa, Crowley, Otero, Bent, Prowers and Baca.

An interactive video is being developed by SECED to promote southeastern Colorado Phasing, recommendations and costs for interactive video are not included in this plan since it is a current

project being undertaken by SECED. Additional units could be installed at visitor and welcome centers or other locations where visitors congregate to enhance Byway interpretation and promotion. Hardware will cost approximately \$4,500 per site.

A series of post cards depicting local scenes is being developed and will be distributed by SECED.

Each county along the byway is planning to install a life-sized bronze sculpture that reflects life along the Santa Fe Trail. It will be coordinated through SECED and grant monies will be sought for the project's implementation.

● **Trinidad Historical Society—Downtown Trinidad**



Plaques placed near historic downtown buildings will constitute a downtown walking tour of Trinidad's history. This project will be completed in 1997 and installed by the City of Trinidad.

● **Trinidad Downtown Area Development**

Faces of the Santa Fe Trail is a booklet that was developed to highlight some of the people who were closely tied to the Santa Fe Trail.



● **U.S. Army Corps of Engineers — John Martin Reservoir, near Hasty**

The U.S. Army Corps of Engineers developed the Red Shin Hiking Trail along the Santa Fe Trail at John Martin Reservoir from the dam to the DAR Santa Fe Trail marker. A trail map brochure for Red Shin Hiking Trail also exists. Future plans may include a hiking trail that follows the Santa Fe Trail west from the DAR marker. The Corps and the NFS have an MOU regarding cooperation on Santa Fe Trail projects.

The Visitor Information Center exhibits include: touch-screen video monitor, history exhibit with digital audio repeater, topographical model of John Martin Reservoir, wildlife habitat challenge exhibit, endangered species exhibit, wetlands exhibit, and an entry-alcove with a map and brochures.

● **U.S. Fish & Wildlife Service & Pinon Canyon Maneuver Site — Highway 350, north east of Trinidad**

The U.S. Fish & Wildlife Service and Pinon Canyon Maneuver Site have installed a full-sized military tank, a restroom, and a kiosk with two interpretive panels at the entrance to the site. Themes of the panels are: the military uses of Pinon Canyon Maneuver Site and the Mission of DECAM (Directorate for Environmental Compliance and Management).

● **U.S. Forest Service — Comanche National Grassland**



The Forest Service, in conjunction with the National Park Service, has developed wayside exhibits on the Grassland that describe the Santa Fe Trail and the local area at three sites: Iron Spring one mile east of Highway 350 (1 wayside exhibit interpreting the trail and the site), Sierra Vista Overlook on Highway 71 (3 wayside exhibits) and Timpas Picnic Area on Highway 350 (3 wayside exhibits).

● **Connector Road — U.S. Highway 50 to Colorado Highway 194**

Bent and Otero Counties are planning to develop a road that connects U.S. Highway 50 and Colorado Highway 194 just north of the Hadley Rest Area. This road will serve as a "short-cut" to Bent's Old Fort from Highway 50. Until the road is completed, a small park on the north side of the railroad tracks will have an interpretive exhibit. Funding for the mandatory railroad crossing has been approved and county commissioners are seeking funding for a bridge across the Arkansas River and the road to join that site with Bent's Old Fort.

● ***Santa Fe Trail Scenic and Historic Byway Inventory Of Significant Resources***



● **The Santa Fe Trail**

The Santa Fe Trail was a major trade route to and from Santa Fe, New Mexico between 1821 and 1880. Originally it began in Franklin, Missouri, this eastern terminus eventually moving west to Independence and Westport, Missouri and ultimately further westward with the advent of the railroad.

The Santa Fe Trail provided access to parts of Mexico that had previously been closed to Americans and provided access to U.S. markets and new economic opportunities for Mexicans.

The route of the Santa Fe Trail was defined by the location of timber, water, food, terrain and the political boundary between the U.S. and Mexico.

The many miles of unbroken horizon across the Kansas and Colorado prairies along the Santa Fe Trail were difficult for many travelers to endure.

Landforms both helped define the route (path of least resistance) and mark it for future travelers by serving as landmarks.

The Mountain Route of the Santa Fe Trail became an alternate route by the mid 1830s, following the Arkansas River to Bent's Fort, near present-day La Junta, then southwest to Trinidad and south over Raton Pass into New Mexico, where it joined the Cimarron Route, just south of Fort Union.

The Mountain Route of the Santa Fe Trail offered a more mountainous route but it had more water and fewer Indian confrontations than did the Cimarron Route through Oklahoma.

The Santa Fe Trail was a 2-way route, after 1824, as many Mexican traders used it to travel northeast as American traders used it to travel southwest. Their numbers increased steadily until the 1840s but no statistics about the comparative numbers between American and Mexican traders exist.

Wagon ruts, visible from the highway, evidence the thousands of wagon caravans that traversed the route during its 59-year period of use.

Susan Magoffin's diary of her trip along the Santa Fe Trail in 1846 details the people and places along the historic route just prior to the War with Mexico.

The route, not like modern travel routes, was more akin to a fluid corridor; it followed high ground in wet seasons and low-lying areas in dry seasons. As easier by-passes were discovered, the trail changed to accommodate the circumstances.

There were numerous branches of the two main routes of the Santa Fe Trail; these served to connect various sites, settlements and natural resources that may have been important to individual travelers.

Bent's Old Fort

The good relationship between William Bent and the Cheyenne and Arapaho Indians led to fewer confrontations between traders and Indians along the Santa Fe Trail and was one factor that influenced traders to travel the Mountain Route rather than the Cimarron Route.

Trade at Bent's Fort took many forms: typical goods changing hands in the trade room included beaver pelts and buffalo robes, powder horns, tobacco, cloth and blankets, pipes, gun powder, tools, dried foods, belts and beads.

The Fort was a cultural crossroads: a stopping place for travelers, employer of Mexican labor, trade site for trappers and hunters and neutral ground for many Indian groups.

Bent's Fort altered the balance of power and trading patterns in the Southwest.

● **Raton Pass**

Raton Pass was a barrier to overcome on the Santa Fe Trail with travel over it sometimes taking a week.

"Uncle Dick" Wootton, recognizing a business opportunity, cleared a rough road through the Raton Mountains and over the pass in 1864, creating a toll road. He charged \$1.50 per wagon, .05 per head of live stock and Indians passed for free.

● **Railroads**

The railroad proved to be faster and more efficient in transporting goods to and from Santa Fe and was the reason for the passing of the Santa Fe Trail as a viable transportation route.

Railroad lines competed heavily for the "best" routes.

● **Wildlife**

Some species of wildlife that do not currently inhabit the Great Plains were common when traders used the Santa Fe Trail: grizzly bears, elk, bison, wolves and lynxes.

Today visitors can see a variety of wildlife along the route, from those typical of the Great Plains (pronghorn, black bear, mountain lions, white-tailed deer, birds of prey, bobcats, coyotes and badgers) to those typical of the pinon-juniper woodlands (elk, mule deer, black bears and mountain lions).

● **Outdoor Recreation**

Outdoor recreation along the modern Santa Fe Trail corridor offers diverse recreational opportunities for visitors: boating, fishing, hiking, bicycling, hunting and photography.

The goose hunting capital of Colorado is around Lamar.

● Early History of the Area

Mexican Land Grants brought the first settlers to the area but, as with the Vigil-St. Vrain Land Grant of 4 million acres, disputes arose between heirs and appointees of Vigil and St. Vrain, Indians and the government over legal ownership of the land.



● Settlers and Settlements

Numerous stage routes, along and adjacent to the Santa Fe Trail, were defined by population centers and provided access to these areas for new settlers.

The end of the War Between the States meant an increase in Westward immigration since many people uprooted by the War had no homes.

As both American and Mexican settlers moved onto the land that had been made accessible by the Santa Fe Trail, stores, churches and other signs of civilization dotted the landscape that had previously been inhabited by Kiowa, Arapaho and others — this eventually led to the locations of towns, many of which remain today.

Boggsville was an important settlement in southeastern Colorado. One resident of Boggsville developed cattle ranching as a viable institution on the Colorado plains and another brought alfalfa to this area as a productive agricultural product.

Boggsville, Trinidad and other towns had trading connections to the Santa Fe Trail, providing services to trail travelers.

The town of Trinidad contains numerous historic structures such as the Baca and Bloom houses, which are part of the Trinidad History Museum, and various historic commercial buildings that are local landmarks or are noted for outstanding architecture.

The Baca residential complex in Trinidad was the home of two families of settlers. The main house was built in 1870 by Trail trader John Hough and his wife Mary. They sold the house in 1873 to Felipe and Dolores Baca, who had lived in Trinidad since 1861. The complex also contains a building which was the living quarters for Baca workers, and a historic kitchen garden where the Bacas grew vegetables and herbs.

The Santa Fe Trail Information Center is part of the Trinidad History Museum, as are the Historic Gardens.



● **The Military**

The Army of the West followed the Mountain Route of the Santa Fe Trail on their way to occupy and eventually annex portions of Mexico in 1848.

● **Geographic Landmarks**

The Arkansas River was a barrier between two nations, a physical obstruction to travel that led to innovations shown in crossings—fording, ferry, bridges. Its life-giving water was also a source of food and fuel.

Santa Fe Trail Scenic & Historic Byway Interpretive Master Plan



Santa Fe Trail Scenic and Historic Byway Statements of Significance

These statements capture the essence of the Santa Fe Trail Scenic and Historic Byway. They are those ideas about the Byway that make it different from any place else. They are the reasons the Byway was designated, why visitors will want to visit it, and represent what people will learn about the Santa Fe Trail.

● The historic route of the Santa Fe Trail has been used as a footpath, then as a horse trail, followed by a wagon route, a railway and finally, as a 20th Century highway. Travel along that corridor has been growing faster and faster with each shift in mode — from 2 months between the Missouri River by wagon and Santa Fe in the mid 1800s to 20 hours by train, nowadays.

● The Byway courses through country that offers to travelers a wide variety of opportunities for outdoor recreation, wildlife viewing and enjoying Colorado history.

Theme

The theme is the single idea that ties together the essence of the Byway. If visitors leave learning just one thing, it should be the theme.

The Santa Fe Trail Scenic and Historic Byway generally follows the route of the historic Santa Fe Trail, a major trade route between the U.S. and Mexico that fostered a cultural exchange between the two countries that still exists today.



Interpretative Media Recommendations

Phase I Recommendations (1996 funding)

Phase II Recommendations (1997 funding)

Additional Recommendations ***Last updated November 2011.***

Interpretative Media Recommendations

Each type of interpretive media that is recommended for implementation along the Byway is outlined here with a description of how it will be used.

Phase I Recommendations (1996 funding)

Low Wattage Radio Messages

The recommended radio messages will be accessible to those within a short radius of the broadcast point. Highway signage should indicate that travelers should tune radios to the given frequency for information. The message at Lamar will promote the byway and invite visitors to stop at the Welcome Center. The message at Pinon Canyon Maneuver Site will communicate messages about the Santa Fe Trail and more recent history of the area along Colorado Highway 350. The messages at the First National Bank site in Trinidad and will be updated to include local events and the one atop Raton Pass will introduce travelers to the Byway and invite them to stop at the Colorado Welcome Center in Trinidad.

Radio Message Guidelines:

- Be fun to listen to
- Include Child's point-of-view and activity recommendations
- Use storyteller (s) to communicate vignettes about life on the trail
- Be approximately 7-8 minutes in length

Sites for Implementation:

- Raton Pass
- John Building in Trinidad (to be moved to El Moro Rest Area)
- Bent's Old Fort National Historic Site
- Colorado Welcome Center—Lamar

● ***Audio Tapes***

Since the Santa Fe Trail Scenic and Historic Byway is such a long byway, it is recommended that one 60-minute audio tape be developed to interpret the natural and cultural history of the area through which visitors will travel.

This tape is made available at major town sites along the Byway.

Audio Tape Guidelines:

- Be 60-minutes in length
- Include site-specific and non-site-specific information
- Include music and sound effects that enhance the message
- Include short vignettes that depict local stories, events or characters

● ***Brochures***

Brochures are recommended for the Byway as an extension of a family of brochures that was developed by SECED. The SECED Santa Fe Trail brochure in that group will be updated and collateral brochures will be developed for Las Animas County. Their purpose is to encourage tourism to this region and to promote special events in each county. New brochures should be printed every two years to make sure that information is current. New sites being developed should be added to the brochure when they become visitor ready. We are planning a new brochure in 2012.

Brochure Guidelines:

- Use existing design elements, size, shape and layout for new collaterals

● ***Pod casts and mobile applications***

Pod casts are now available about the Byway on online at [here](#). The Byway was offered the opportunity to have mobile phone applications for 15 sites on the Santa Fe Trail Scenic and Historic Byway. Colorado Byways program paid for the service for 6 months, it will be up to the Byway to provide marketing for the mobile apps. and continue to expand on the program. The apps are made by tagawhat and we will use the scanner codes on our brochures and other marketing materials to provide these apps to our visitors. They can scan the code on our brochures, magazine ads and it will download the apps into their phones. Self guided tours from your phone.

● ***Wayside Exhibits (Low Profile Waysides)***

Sites along the Santa Fe Trail Scenic and Historic Byway that have been recommended as the most appropriate sites still in need of wayside exhibits include Holly gateway at their new walking trail, Bents New Fort, Interpretation at these sites will stimulate visitors to get involved with and learn about the natural and cultural resources specific to each site and to drive this scenic Byway and adjacent byways. Each will be designed in such a way that visitors will be encouraged to explore the area in more depth. Interpretation at each site will be able to stand alone yet will blend thematically with the Byway theme and with adjacent exhibits.

Outdoor exhibits recommended in this plan should be developed using fused PVC. This medium has been part of interior exhibits for quite some time and has recently been successfully tested against fading, initiating its use as outdoor interpretive signage.

Since fused PVC works from computer-scanned originals, the number of colors that can be utilized in the design of an exhibit panel is unlimited. The embedded product is based on 3mm or 6mm expanded Sintra. The image is fused into the Sintra using heat and pressure then coated with an adhesive 5 mil UV overlamine (Lustex). The resulting interpretive panels are capable of accepting photographs, water color or acrylic paintings as original backgrounds to the interpretive messages.

Exhibit framing should be of powder-coated steel that will meet or exceed the existing NPS standards. These framing / mounting systems should be designed to hold the interpretive panels but not overwhelm the panel design. Their purpose should not be to attract visitor attention but to support the message that is the focus.

Wayside Guidelines:

- Fabricate wayside exhibit panels of fused PVC
- Install low profile waysides at existing developed facilities
- Use visually pleasing balance of graphics / interpretive text to tell the story
- Meet Americans With Disabilities Act Accessibility Guidelines (ADAAG)
- Develop wayside panels in the standard 36"x24" or other sizes as appropriate the story told at the site
- Use color to enhance exhibit design, attract visitors, and serve as a common element throughout Byway interpretation, regardless of medium

● **Sites for Implementation:**

- Holly Rest Area
- Colorado Welcome Center—Lamar
- John Martin Reservoir
- Boggsville
- Connector Road
- Bent's Old Fort
- U. S. Forest Service Office—La Junta
- Santa Fe Railroad Plaza—La Junta

- Hole-In-The-Rock
- Thatcher
- Hoehne or Model
- El Moro Rest Area
- Trinidad Lake State Park
- Colorado Welcome Center—Trinidad
- Exit #1 (Interstate 25) Raton Pass
- Fort Lyon/ Kit Carson Chapel
- Big Timbers
- Sand Creek Massacre
- Amache Historic Site
- Purgatoire Riverwalk- Trinidad
- Fort Wooten - Trinidad

● ***Public Service Announcements***

As a public service, Radio Station KCRT has offered to develop, distribute and broadcast public service announcements about the Byway and related activities. These are also a way we can tell the public about local events on the Byway. We are working with our stakeholders to help bring this information through modern technology, pod casts, and downloadable sound recordings. Currently our low watt radio broadcast is up and running. Signs at the El Moro Rest Area are needed to inform travelers of the audio announcements at 16.10 AM Radio.

Public Service Announcement Guidelines:

Be developed in conjunction with KCRT

● ***Worldwide Web Site***

With the accessibility of the Internet, many visitors have changed how they plan their vacations and recreation time. Numerous parks, forests and byways already have web sites through the Great Outdoors Recreation Pages (GORP). Many states have web pages especially for scenic byways (including Colorado). Other states have general tourism or recreational listings, (i.e. Colorado Tours) and State Resource listings. This is an excellent way to promote the Byway at very little expense.

The NFS is currently working on a homepage for the National Historic Trail that will be part of the NPS homepage system. There are a number of web sites about the Santa Fe Trail and NPS hopes to coordinate with many of these and ultimately link with them. We have an extensive link page for our Byway stakeholders.

Phase II Recommendations (1997 funding)

Wayside Exhibits (Low Profile Waysides)

See Phase I description.

Interior Exhibit

This particular interior exhibit will be installed at Trinidad Lake State Park to promote the Byway and its activities. An important element of many interior exhibits is interactivity. This exhibit will be installed along one large wall in the visitor center and will be designed by an exhibit designer who will be selected by Colorado Division of Parks and Outdoor Recreation. Graphic design elements should mesh with others used along the Byway.

Low Wattage Radio Messages

See Phase I description.

Sites for Implementation:

- Pinon Canyon Maneuver Site

Phase III Recommendations (1998 grant application)

Wayside Exhibits (Low Profile Waysides)

See Phase I description.

Byway Newspaper

The Byway newspaper is a medium that has been used successfully on other byways. Printed once or twice a year, these 8-12 page newspapers are able to offer visitors specific information on where to go and what to see. Advertising in the newspaper offsets the cost of printing and serves the local community by promoting amenities that may be of interest to visitors. Other byways have worked with the local newspaper to handle the printing. A good example of a byway newspaper is that of the Grand Mesa Scenic Byway, in western Colorado.

Activity Book

Since children and families will represent a significant portion of the Byway's visitors, it is recommended that media be developed that is targeted specifically toward children. An activity booklet would contain activities that focus on local natural and cultural resources but relate to concepts that children can take home and relate to other locations. By including some activities that can be done both on the road and at home, this message can make the connection between the Byway and people's daily lives. Some activities should be child-oriented and others can be oriented toward a child with assistance of an adult or older sibling. A center pull-out portion will

be directed toward adults who want more in-depth information or instructions on how to best do the activities with a child.

Funding for this project was granted in 2010 and expected to be available in 2012.

Activity book sales should be tracked through the Byway organization and handled through as many local outlets as are able to sell them.

Activity Book Guidelines:

- Be a give-away publication for the first printing
- Oriented to local historical sites
- Approximately 16 pages in length
- 8 1/2" x 11" format
- Sell for approximately \$2.95 after the first printing
- Checklists, puzzles, fill-in-the blanks, word finds and stories
- Be visually fun
- Print 5,000 copies

• Brochures

See Phase I description of brochures. Promotes both the Santa Fe Trail and the Highways of legends.

Additional niche brochures should be developed for those visitors who are interested in a particular culture of people, or industry which may have influenced the development of the Santa Fe Trail and the history of the region. These include but are not limited to the Native Americans, coal mining, ranching, and railroading. Additionally there should be a brochure which indicates where to go learn about these topics. A museum guide for visitors listing all museums and their particular collection pertaining to the Santa Fe Trail. Funding for these will be available in 2012.

• Day Trips

To be an effective economic development tool, the Byway needs to keep visitors in the area for more than just a pass through. Developing day trips to local points of interest is a further way of keeping the visitors in the area. By including driving as well as biking and hiking routes, the day trips will appeal to a broader segment of travelers and recreationists.

It is recommended that ten such trips along the Byway be developed and interpreted with low profile wayside exhibits as described in Phase I. Additional routes and Wildlife Areas could be promoted (but not interpreted) through the use of the interactive video, promotional brochures, low watt radio highlighting trips and pod casts.

Additional plans are being made with sister Byways for interpreted bus tours. Leaving Pueblo and touring sister Byways in Colorado. Local transportation providers like COG in each town of the Byway will be handling tour bus fleets and our Byway local chambers could arrange for food and lodging to sites. The Byway group promotes and organizes tours. A pilot program is being

developed in Pueblo in partnership with Frontier Pathways. We expect to use this if it is a successful model when planning our program on the Santa Fe Trail Tours begin. This program would help sustain our Byway Program and contribute economic prosperity in our Byway communities.

Day Trip Locations

- Boggsville and Bent's Old Fort National Historic Site
- Vogel Canyon (Comanche National Grassland)
- Downtown Trinidad—River Hiking / Biking Trail extended to Trinidad lake.
- Hoehne to Model County Road Bike Route
- Four-wheel drive route to Lake Dorothy (east of Raton Mesa)
- Trinidad Lake State Park and Long's Canyon Wildlife Viewing Area
- Ghost Town Canyons—Del'agua and Berwin Canyons (Extensions from the Ludlow site on county roads—ending in Cokedale via Riley Canyon)
- Great Plains Reservoirs—north of the Byway
- John Martin Reservoir
- Fort Lyon
- El Corazon de Trinidad walking tour.

Kearney Encampment Interpretation

This interpretation project is in conjunction with the City of Trinidad hiking / biking trail described on page 7. Recommended media is two wayside exhibits. See Phase I for wayside exhibit descriptions. These particular exhibits will interpret the Army of the West and their Purgatoire River encampment in Trinidad. Local stakeholders and Colorado State Parks are planning to extend the Purgatoire Riverwalk out to Trinidad Lake State Park. Additionally Trout Unlimited is planning to reclaim the Purgatoire River as a natural habitat for trout and will provide trails and a handicapped accessible fishing spot along the Purgatoire. It is suggested we provide 4 interpretation signs for the Purgatoire river walk.

Boggsville Interpretation

Since Boggsville is an NPS certified site on the Santa Fe Trail, it plays an important role to the overall Byway, as it does to southeastern Colorado. Interpretation at Boggsville includes five low profile wayside exhibits, pod cast and a promotional brochure have been completed in partnership with Boggsville funded by the Byway.



Additional Recommendations

Interpretation will not achieve its goals if visitors are not aware of its presence. The Byway Committee should work with CDOT to position and install highway Point of Interest signage for

each interpretive site. Historical sites such as Bent's Old Fort and Bent's New Fort, require directional highway signage and day trips should be marked, sites of historic importance open to the public should be signed.

● ***Sign Plans***

Partnerships with the Byway include NPS, CDOT, Santa Fe Trail Association, and many other local groups and stakeholders have planned needed signs. [CDOT sign plan](#) is at that link. Santa Fe Trail through Colorado scenic byway [sign plan](#) is here. NPS has completed the sign plan for four Byway counties and is nearing completion of Las Animas County. Southeast Colorado Regional Heritage Taskforce completed their sign plan in 2008 which includes our area of impact for the Byway. It is located at [SECRT wayshowing plan](#). Where possible the America's Byways brand should be incorporated on any existing Scenic Byway signs when funding is available and space is permissible without blocking critical views for highway safety. NPS is seeking Byway funds to match with the Santa Fe Trail Association to mark the National Historic Santa Fe Trail in Colorado. These would be the signs which mark trail segments and trail crossings, site id signs throughout the entire Byway.

Two interpretive signs were placed at El Moro Rest area and the Byway radio broadcast was moved to this location. During the reconstruction of I-25 our radio broadcast signs were removed and never replaced. We are in need of replacing those signs now in 2011. We have determined with CDOT that three signs are immediately needed to let visitors know it is airing. We will request funds to replace all 8 using unified sign for all the AM broadcast signs.

Highway 50 may be rerouted in the future and visitor access should be taken into consideration when signing new segments.

● ***Trails on the Santa Fe Trail***

The stakeholders on the Santa Fe Trail are all planning linking their towns and historic sites through trails of all kinds. Fishing, hiking, biking, etc... are all wonderful activities for visitors. Trinidad, Trinidad Lake State Park, Bents Old Fort, Boggsville, Amache, Sand Creek, Fort Lyon, Lamar, John Martin Reservoir, Holly, all have wonderful trails. Our "Trails on the Santa Fe Trail" brochure was completed in 2010 and is available online here, "[Trails on the Santa Fe Trail](#)"

● ***Interpretive and way finding for visitors***

Bent's New Fort is in need of interpretive signs and shade for this new visitor location. Partners are working to provide a visitor pull off with trail to the historic site at the edge of a cliff, and two site ID signs placed on the highway. A shaded viewing telescope at the overlook and interpretive signs for visitors is suggested to further enhance the visitor experience at this historic site. Bent's New Fort played a critical role in Santa Fe Trail history is located directly on the Byway. It was from here that the attack on Sand Creek was launched by the US Army. NPS will provide two site ID signs from the highway and are working on visitor parking and public trail to

the site. The site has a breathtaking view of prairie landscape and the Arkansas River flows below the cliff where the fort was located.

Trinidad is putting in a new transit station with lighting along the Santa Fe Trail rail corridor. People can take the NPS guided ["Trails to Rails"](#) trip to Santa Fe from this location. Interpretive signs at this new public location are needed to let visitors know about Trinidad railroading impact on Santa Fe Trail history. The Purgatoire River Trail in Trinidad is being extended all the way out to Trinidad Lake. They need interpretive signs for their new trail which will reintroduce native trout to the Purgatoire River and offer a public ADA accessible fishing spot for the disabled.

These new sites are in need of interpretation relating to Santa Fe Trail History, added to our inventory, and marketed in print and online.

Suggested project for Mile Marker 15, Hwy. 50 needs a solar powered light to mount on the flag pole which sits by the interpretive signs and gravel for the pull off. This is the only location on the 80 mile stretch to La Junta from Trinidad which would have a public lighted area for travelers. Partners put the flag pole in and never got a light for it. A light would meet the requirements for displaying the US Flag and provide a safe pull off for travelers at night on the Byway.

Three signs are needed to let travelers know about our Byway AM radio broadcasts from El Moro. They were removed during I-25 reconstruction and never replaced. Once funds are available CDOT has agreed to install them for us and have them manufactured at their depot. Cost is estimated at \$300 per sign.

● ***Byway Lure Brochure***

Recommendations for a brochure would be a promotional brochure developed for the Santa Fe Trail Scenic and Historic Byway and will show our sister byways on the map. 11"X17" tri fold. It will be made available online and in print in 2012.

● ***Byway tours***

The Byway and stakeholders of Trinidad, La Junta and Lamar are planning to partner to provide guided tours for visitors in the near future. Funding is needed organize and market the tours which will provide for Byway sustainability, create jobs and boost local economies. Chambers of Commerce, local historical societies, tourism groups, community colleges, Council of Governments, transit authorities, are all good possibilities for partners in the Byway tours program.

● ***Bike Racks***

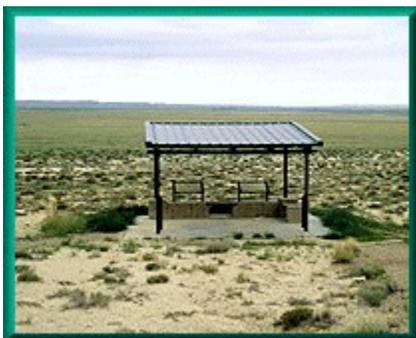
We are faced with an increased need for Bike Racks as a result of the Bike the Byways Program here in Colorado. Most cities have funding for them but small sites such as Fort Lyon/Cemetery, Kit Carson Chapel and Boggsville Historic Site are in need of a bike racks for their location.



 **Interpretive Sites**



-  Holly Rest Stop Site #1
-  Colorado Welcome Center—Lamar Site #2
-  John Martin Reservoir Site #3
-  Boggsville Site #4
-  Connector Road Park Site #5
-  Bent's old fort NHS Site #6
-  USFS office Site #7
-  Santa Fe Railroad Plaza Site #8
-  HOLE-IN-THE-ROCK Site #9
-  Thatcher Site #10
-  Pinon Canyon Maneuver Site Site #11
-  Hoehne Turnoff (Or Model) Site #12
-  John Building Site #13
-  Colorado Welcome Center—Trinidad Site #14
-  EXIT #18 (EL MORO EXIT) Site #15
-  Trinidad Lake State Park Site #16
-  INTERSTATE-25, EXIT#1 Site #17
-  Top of Raton Pass Site #18
-  Comanche National Grassland Sites
-  Timpas #19
-  Sierra Vista #20
-  Iron Spring #21
-  Crack Cave#22
-  Picketwire Overlook #23
-  Picket Wire Trail Head #24
-  Trinidad Purgatoire River Walk #25
-  Amache National Historic Site #26
-  Sand Creek National Historic Site #27
-  Big Timbers Museum #28
-  Kit Carson Chapel at Fort Lyon #29
-  Fort Wooten #30



 **Interpretive Sites**

Recommendations focus on existing facilities and pullouts rather than putting funding into the construction of new pullouts. Furthermore, it recommends clustering interpretation at the sites rather than spreading it out along the length of the Byway since travelers are less likely to stop at numerous small sites than they are at one larger one. Before interpretation media is installed, the contractor must obtain letters of permission to install this media at each location. These letters will be kept on file with the Las Animas / Trinidad Economic Development Office since that office is overseeing the interpretive media portions of the grants.

Recommendations for sites, themes, and interpretive media that are contained in the following section. They communicate messages to the traveling public using different interpretive media as the communication vehicle.

Recommendations focus on existing facilities and pullouts rather than putting funding into the construction of new pullouts. Furthermore, it recommends clustering interpretation at the sites rather than spreading it out along the length of the Byway since travelers are less likely to stop at numerous small sites than they are at one larger one. Before interpretation media is installed, the contractor must obtain letters of permission to install this media at each location. These letters will be kept on file with the Las Animas / Trinidad Economic Development Office since that office is overseeing the interpretive media portions of the grants.

Since 1992 the Colorado State Historical Society's (CHS) Roadside Interpretation Program staff has been planning to replace existing historical markers across the state of Colorado. In 1997 the CHS will either install or replace interpretive signage at 27 sites. Four of those sites are along the Santa Fe Trail Scenic and Historic Byway. Some of these sites and the attendant topics were those identified in ISTEAs grants as interpretive sites, thus they have been identified in two different arenas as being important. It became obvious that two organizations attempting to interpret the same cultural resources along the same stretch of roadway was unworkable without cooperative efforts. Both agree that it is the message that should drive the interpretive media, not which organization drives the first stake into the ground. For that reason, this plan is an attempt to establish a unified approach for all agencies / organizations interested in working to promote the Byway and its resources to the public. Future grant requests and development will require coordination between all participating agencies and organizations to avoid duplication.



Holly Rest Stop Site #1

Site Location:

- One half mile west of state line on U.S. Highway 50

Site Purpose:

- Rest Area

Issues To Consider:

- Colorado Historical Society currently has a large vertical interpretive panel in place at this location.
- In 1997 it was replaced under the then current Roadside Interpretation Program.
- We partnered with SECORT, US Division of Wildlife, and local stakeholders to put in a gateway birding kiosk at this location as well. The project is in progress.

Objectives of This Site:

The messages presented at this site will allow visitors to:

- learn that they are on a scenic byway that connects to other scenic byways
- understand what it might have been like to cross the plains by wagon
- Introduce travelers to Birding in Colorado and the Santa Fe Trail and the Southeast Colorado Heritage Region.

● **Topics for Interpretation:**

- Southern Colorado & Sister Byways
- traveling along the Santa Fe Trail

● **Exhibit Themes:**

- Numerous scenic byways connect across southern Colorado from Kansas to Utah and New Mexico.

• Crossing the plains by wagon on the Santa Fe Trail was a long and difficult trip.

● **Interpretive Media Recommendations:**

- 2-36" x 24" low profile wayside exhibits. Byway funding obligated for 2 gateway watchable wildlife life signs as a substitute in our 08 grant for the gateway signs planned for here. Stakeholders are working with Division of Wildlife for Birding gateway signs for this location as well as many other gateways to watchable wildlife throughout the region. Additional Byway funding will be requested for this site for a Colorado Byway Gateway sign with three panels mounted to a WPA rock style monument which highlight Colorado sister byways in the region.



● **Colorado Welcome Center—
Lamar Site #2**

● **Site Location:**

- 32 miles from state line in Lamar, east side of U.S. Highway 50 in downtown

● **Site Purpose:**

- To disseminate information about Colorado to visitors coming into the state from Kansas

● **Issues To Consider:**

- Colorado Historical Society is planning a 4-panel kiosk for this site under the current Roadside Interpretation Program. Topics are: Amache, Santa Fe Trail, Later history and a regional map.

● **Objectives of This Site:**

The messages presented at this site will allow visitors to:

- learn that they are on a scenic byway that connect to other scenic byways
- understand some of the hardships of Santa Fe Trail travel

● **Topics for Interpretation:**

- southern Colorado Byways
- travel along the Santa Fe Trail

● **Exhibit Themes:**

- Numerous scenic byways connect across southern Colorado from Kansas to Utah and New Mexico.

● **Interpretive Media Recommendations:**

- 2-36" x 24" low profile wayside exhibit. Funded and in progress by the Byway.
- Low wattage radio message completed by Prowers County stakeholders in Lamar.



● **John Martin Reservoir Site #3**

● **Site Location:**

- South of Hasty on County Road 24; interpretation should be located where visitors are able to see the ruts

● **Site Purpose:**

- Dam and reservoir are a U.S. Army Corps of Engineers project

for irrigation and flood control;

- Hasty State Recreation Area's purpose is water-based recreational activities.

● **Issues To Consider:**

- Repeat visitation is high. The public areas are in disrepair and show evidence of vandalism.
- There is a visitor center in the planning stages.
- NFS would like for the exhibit at the ruts meet their design format.

● **Objectives of This Site:**

The messages presented at this site will allow visitors to:

- learn the Santa Fe Trail traversed the site and highlight watchable wildlife at the blind. 2 low profiles funded and in progress.

● **Topics for Interpretation:**

- Santa Fe Trail commerce
- Santa Fe Trail wagon ruts that are still visible

● **Exhibit Themes:**

- The Santa Fe Trail was used as a commerce road between 1821 and 1880.
- The historic route of the Santa Fe Trail followed what is now part of John Martin Reservoir and Hasty State Recreation Area.

● **Interpretive Media Recommendations:**

- 2-36" x 24" low profile wayside exhibits. Byway funded and in progress.



● **BOGGSVILLE Site #4**

● **Site Location:**

- Two miles south of Las Animas on State Highway 101

● **Site Purpose:**

- To interpret the significance of the townsite and some of its famous inhabitants in the shaping of Colorado history

● **Issues To Consider:**

- Interpretive media will follow recommendations in an interpretive plan that is being developed for this site; recommendations of this plan are to follow and implement the recommendations of the site-specific interpretive plan. That plan is scheduled to be finished by August, 1997.

- As per the certification agreement, NFS will be able to provide substantial assistance with interpretive planning for Boggsville.

- **Objectives of This Site:**

The messages presented at this site will allow visitors to:

- learn the Santa Fe Trail traversed the site
- understand the significance of Boggsville in Colorado's early history

- **Topics for Interpretation:**

- Santa Fe Trail stories
- Santa Fe Trail Scenic and Historic Byway

- **Exhibit Themes:**

- The Santa Fe Trail was used as a commerce road between 1821 and 1880 and its travelers influenced Boggsville starting in the early 1860s.
- The Santa Fe Trail Scenic and Historic Byway provides an historic alternative to traveling major highways through southeastern Colorado.

- **Interpretive Media Recommendations:**

- The Byway funded 4 interpretive signs for their nature trail, a site identification sign for entrance and a podcast. Project completed in 2010.



Connector Road Park Site #5

- **Site Location:**

- North of U.S. Highway 50 across from Hadley Rest Area, adjacent to railroad crossing

- **Site Purpose:**

- Provide a small park

- **Issues To Consider:**

- The interpretive media at this site will be installed before the bridge and road are completed between Bent's Old Fort and Highway 50; the small park and interpretive signs will be the "destination" of visitors until the construction is complete. At the time of the writing of this plan, there is funding for the railroad crossing.

- **Objectives of This Site:**

The messages presented at this site will allow visitors to:

- understand about the construction project

- **Topics for Interpretation:**

- the construction project

- **Exhibit Themes:**

- The main factors that determined the route of the Santa Fe Trail were the location of timber, water, food, terrain and the political boundary between the U.S. and Mexico.
- When this project is finished visitors on U.S. Highway 50 will have more direct access to Bent's Old Fort NHS.

- **Interpretive Media Recommendations:**

- 1-36" x 24" low profile wayside exhibit

Bent's old fort NHS Site #6



● **Site Location:**

- 6 miles from La Junta on Highway 194

Site Purpose:

- National Park Service (NPS) National Historic Site interpreting the Santa Fe Trail and the role of Bent's Old Fort along the trail and in the development of the West

● **Issues To Consider:**

- NPS has a conceptual design for a new entrance; interpretive recommendations should conform to that design.

● **Objectives of This Site:**

The messages presented at this site will allow visitors to:

- learn about the fort
- learn about the Scenic Byway and historic locations along it (i.e. Boggsville, Baca House and Santa Fe Trail Museum in Trinidad)
- learn about the Santa Fe Trail

● **Topics for Interpretation:**

- Santa Fe Trail stories
- Santa Fe Trail Scenic and Historic Byway and historic locations along the Trail

● **Exhibit Themes:**

- Bent's Old Fort played a major role in bringing together American, Mexican and Indian traders, forging important relationships between the three races.
- This National Historic Site was the focus of trade and interaction in the mid 1800s.
- The Santa Fe Trail Scenic and Historic Byway is a modern highway that follows much of the Mountain Route of the historic trail and celebrates the historic route.
- Boggsville played a role in the settlement of southeastern Colorado, becoming Chapter 2 to Bent's Old Fort's role as Chapter 1.

● **Interpretive Media Recommendations:**

- 2-36" x 24" low profile wayside exhibit. Bent's Old Fort has installed an interpreted trail.
- Byway funded a podcast for the site.

USFS office Site #7, #19, #20, #21, #22, #23



- **Site Location:**
 - Office building and parking lot on 3rd Avenue and U.S. Highway 50
- **Site Purpose:**
 - Government offices and dissemination of information about the Forest and Commanche National Grassland
- **Issues To Consider:**
 - None
- **Objectives of This Site:**

The messages presented at this site will allow visitors to:

 - learn that they are on a Colorado scenic byway that connects to other scenic byways
 - learn that wildlife is plentiful and wildlife viewing can be easy on the Commanche National Grassland
- **Topics for Interpretation:**
 - Comanche National Grassland and other USFS sites to stop at along the Byway
 - Comanche National Grassland wildlife (to include a child's activity)
- **Exhibit Themes:**
 - The Forest Service maintains several sites of historical interest along the Byway, including Comanche National Grassland that has both natural and cultural resource elements. We partnered with them for signs at all of their visitor ready sites.
 - Wildlife viewing is a year-round activity that can be enjoyed on Commanche National Grassland.
- **Interpretive Media Recommendations:**
 - 6-36" x 24" low profile wayside exhibits at each of their visitor ready sites.



Santa Fe Railroad Plaza Site #8

- **Site Location:**
 - 1st Avenue and Santa Fe Avenue in La Junta
(across from the Chamber of Commerce office)
- **Site Purpose:**
 - Tourist information and a pleasant place to rest

or have a picnic

● **Issues To Consider:**

- There is an existing interpretive panel in the plaza that promotes southeast Colorado.
- Many passengers from the train station across the highway spend all or part of their La Junta layover in this park.

● **Objectives of This Site:**

The messages presented at this site will allow visitors to:

- understand the importance of railroads to La Junta, past and present

● **Topics for Interpretation:**

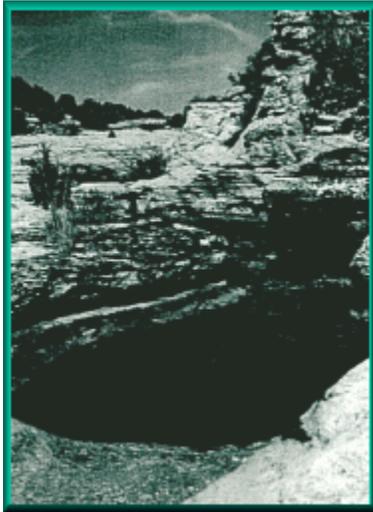
- La Junta History
- railroads in the area

● **Exhibit Themes:**

- Agriculture and railroads were two of the reasons for the founding of La Junta and both are still viable local interests.
- Railroads and agriculture went hand-in-hand in southeastern Colorado.

● **Interpretive Media Recommendations:**

- 2-36" x 24" low profile wayside exhibits. Funding has been applied for the low profiles and visitor exhibit.



● **HOLE-IN-THE-ROCK Site #9**

● **Site Location:**

- West of Highway 350

● **Site Purpose:**

- Campsite for travelers along the Santa Fe Trail

● **Issues To Consider:**

- It will become a certified site on the Santa Fe Trail.
- Ownership was recently transferred to Archeological Conservancy.
- The Conservancy will open the site only for specific days.

● **Objectives of This Site:**

The messages presented at this site will allow visitors to:

- understand the importance of water to determining the location of campsites along the trail

● **Topics for Interpretation:**

- campsites on the Santa Fe Trail
- significance of Hole-in-the-Rock as a stop-over on the trail

● **Exhibit Themes:**

- This campsite had water so it was important as a stop on the Santa Fe Trail.



- Conflicting opinions about the site are evident from the diaries of travelers who experienced the site in different ways.

● **Interpretive Media Recommendations:**

- 1-36" x 24" low profile wayside exhibits

● **Thatcher Site #10**

● **Site Location:**

- 4.6 miles north of Pinon Canyon Maneuver Site on Highway 350

● **Site Purpose:**

- The site consists only of a pullout for parking on the west side of the road and building foundations on the east side.

● **Issues To Consider:**

- The area should be cleaned up before interpretive media are installed.
- Hole-in-the-Rock is under consideration by the National Park Service as an officially sanctioned Santa Fe Trail site.

● **Objectives of This Site:**

The messages presented at this site will allow visitors to:

- understand that the route of the trail was only a general idea and not a specific route as are modern-day roads and pathways.

● **Topics for Interpretation:**

- flexibility of the route of the Santa Fe Trail
- impact of railroads on the trail

● **Exhibit Themes:**

- The Santa Fe Trail, unlike modern highways, was not confined to a specific pathway; for instance, travelers used ridges in wet seasons, swales in dry seasons.

● **Interpretive Media Recommendations:**

- 2-36" x 24" low profile wayside exhibits completed by the Byway.

● **Pinon Canyon Maneuver Site Site #11**

● **Site Location:**

- 10 miles north of Model on Highway 350

● **Site Purpose:**

- The main purpose for the maneuver site is for military training, but the educational component is the thrust of the kiosk located at the junction of the entrance road and Highway 350. Public recreation is welcome on the maneuver site when the military is not training.

● **Issues To Consider:**

- Interpretation at this site is subject to Department of Defense approval. If it is not approved, the town of Model will serve for interpretive media that would have been installed here.

- There is an existing kiosk and the new kiosk should be built identically.

● **Objectives of This Site:**

The messages presented at this site will allow visitors to:

- learn about ranching on this land before the military bought up the ranches for the maneuver site
- learn about the wildlife of the prairie
- learn about the types of recreation visitors can experience here: hunting, camping, picnicking, hiking and exploration.

● **Topics for Interpretation:**

- ranching here before Pinon Canyon Maneuver Site
- Stagecoaching period on the Santa Fe Trail
- wildlife / recreation

● **Exhibit Themes:**

- The public is able to recreate on PCMS if they observe certain restrictions.
- Before this area was a military maneuver site, it consisted of ranch land.
- Wildlife abounds on PCMS.
- Public recreation includes a variety of activities.

● **Interpretive Media Recommendations:**

- 8-Minute low wattage radio message



● **Hoehne Turnoff (Or Model) Site #12**

● **Site Location:**

- 8 miles from the junction of Highway 160 and Highway 350

● **Issues To Consider:**

- This site is subject to Colorado Department of Transportation approval. If it is not deemed appropriate, the town of Model will be used for this interpretation, instead.

- The site should be prepared for interpretive

media by installing parking barriers to indicate the location of the site. Presently it is used as a "short cut" for turning off of and on to Highway 350.

● **Objectives of This Site:**

The messages presented at this site will allow visitors to:

- understand the rigors of homesteading on the prairies of eastern Colorado
- understand the rigors of ranching on the prairies of eastern Colorado
- learn about the positive and negative impacts railroads had on the region

● **Topics for Interpretation:**

- homesteading and ranching

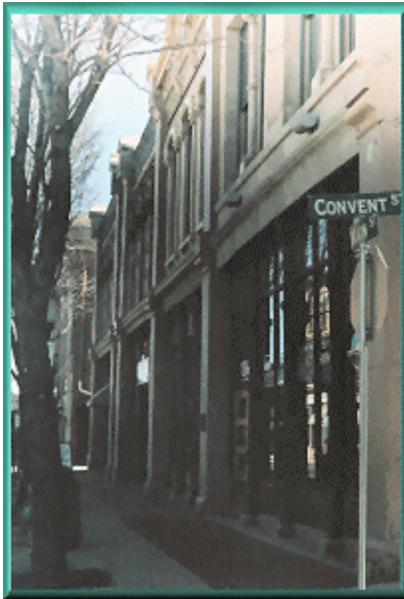
- early railroads

● **Exhibit Themes:**

- Some of the first homesteads in Las Animas County were in this area.
- Ranching was a difficult business on the eastern plains of Colorado.
- Railroads came into the area and made changes to the area that would have long-felt results.

● **Interpretive Media Recommendations:**

- 2- 36" x 24" low profile wayside exhibits completed with Byway funding.
- The site is in need of gravel and a light for the flagpole. We are pursuing funding for making this site a safe pull off for travelers. Currently on highway 350 there are no pull offs except for this one, the highway is totally dark for as far the eye can see for the majority of this lengthy stretch of road between Trinidad and La Junta. No services are offered, no gas, etc... and cell phone service is limited. For safety of travelers it is suggested a solar light be put at this location on top of the flagpole. Additional lighting on this natural landscape along the Santa Fe Trail is not needed at this time since wildlife along this highway could be deterred from their natural habitats. Comanche National Grasslands seeks to keep their portion of the Santa Fe Trail dark for the benefit of the wildlife.



● **John Building Site #13**

● **Site Location:**

- Historic downtown Trinidad

● **Site Purpose:**

- The bank has offered to allow a transmitter for a low wattage radio message to be installed on its roof.

● **Issues To Consider:**

- Memorandum of Understanding (M.O.U.) should be developed between the bank and the Byway Committee to use the site.
- The upkeep and updating the radio message should be solidified between partners.

● **Objectives of This Site:**

The messages presented at this site will allow visitors to:

- learn about upcoming local events and how to participate in them
- learn about the Byway

● **Topics for Interpretation:**

- local events
- scenic byways
- Corazon de Trinidad National Historical District

● **Exhibit Themes:**

- History of the Santa Fe Trail surrounds this area, a hub of activity on the historic trail.
- There was a meeting of cultures in Trinidad due to the influence of Santa Fe Trail trade
- There are a variety of activities and events in and around Trinidad and visitors are encouraged to take part in them.

● **Interpretive Media Recommendations:**

- 6 minute line-of-sight low wattage radio message which was moved to El Moro.



Colorado Welcome Center—Trinidad Site #14

Site Location:

- Tourist information center in Trinidad at exit ISA on Interstate 25

Site Purpose:

- To disseminate information about Colorado to tourists entering Colorado from New Mexico

Issues To Consider:

- The indoor portion of the Welcome Center is managed by the State of Colorado, whose strict regulations about what may be disseminated at this site preclude the idea of promoting local scenic byways through the use of dimensional exhibits. The outdoor portion of the Welcome Center is under the jurisdiction of the City of Trinidad, which has the final say as to what may and may not be installed outdoors.
- The Colorado Historic Society installed a 4-panel kiosk outside the Welcome Center in 1997. These panels are badly cracked and no longer acceptable. We will be working with them to replace the panels.

Objectives of This Site:

The messages presented at this site will allow visitors to:

- learn about local scenic byways, where they go, how to get to them and what to do and see along them

Topics for Interpretation:

- Highlights of the Santa Fe Trail Scenic Byway (to include activities for children)

Exhibit Themes:

- The Santa Fe Trail Scenic Byways is the closest byway to Trinidad and offer visitors access to cultural history.

Interpretive Media Recommendations:

- 1-36" x 24" low profile wayside exhibit (to be located beside one of the sidewalks leading into the Welcome Center or mounted to an outside wall)

EXIT 18 (EL MORO EXIT) Site #15



● **Site Location:**

- The 17 acre highway rest stop has been completed

● **Site Purpose:**

- Rest area and interpretive site

● **Issues To Consider:**

- The site is not yet in final design stages. This is an excellent location for informing the traveling public of the opportunities in Trinidad before they reach the town.
- The audio message at the bank should be moved here once the rest area is finished.

● **Objectives of This Site:**

The messages presented at this site will allow visitors to:

- Learn that there are two scenic and historic byways nearby and what the routes of those byways are
- Realize that Trinidad is an historical town with numerous opportunities to enjoy local history and its interpretation

● **Topics for Interpretation:**

- Santa Fe Trail Scenic and Historic Byway (include activity for children)
- Coal mining
- Early travel along the Santa Fe Trail
- Contrast of what we take when we travel today with SFT travelers' belongings
- Trinidad as historical site and point for local information

● **Exhibit Themes:**

- The Santa Fe Trail Scenic and Historic Byway offers an alternate route for travelers who will see numerous items of historical interest along the byway.
- Coal mining was a major industry in this area starting in the 1800s.
- Travelers along the Santa Fe Trail was difficult.
- Necessities for travel have changed as our modes of transportation have changed; compare what we take on a trip today and what SFT travelers took with them.
- Trinidad is an historical town and offers many opportunities for exploring the history of southeast Colorado and offers to visitors information about Colorado and the local area.

● **Interpretive Media Recommendations:**

- Audio message repeater (moved from First National Bank in Trinidad)

2-36" x24" low profile wayside exhibits completed by the Byway. Signs at this site about the radio broadcast are needed.



Trinidad Lake State Park Site #16



● Site Location:

- Trinidad Reservoir was built in the 1970s as the Purgatoire River was dammed and today it supports fluctuating levels of water and, consequently, intermittent recreational activity revolving around the water.

● Site Purpose:

- To provide irrigation water, flood control and recreation

● Issues To Consider:

- Due to fluctuating water levels, this is not a destination park. The fluctuations can be addressed and when they are, park staff would like to see an enlarged interpretive program.
- NPS and the Division of Parks are developing a low profile wayside exhibit which will be located along the interpretive trail being constructed at the park. It will be located where the visitor can see Raton Pass, Trinidad, and Fisher's Peak. There is no conflict between this exhibit and any media proposed in this plan.
- An indoor 3-dimensional, interactive exhibit has been funded through a matching grant. This exhibit will serve as an introduction to the park's natural and cultural resources for the general public and for school groups that visit the park. \$30,000 is available for this exhibit.

● Objectives of This Site:

The messages presented at this site will allow visitors to:

- understand that this lake is near the junction of two scenic byways (Scenic Highway of Legends on Highway 12 and Santa Fe Trail on Highway 350 and Interstate 25)
- receive an overview of the park's natural and cultural resources

● Topics for Interpretation:

- Southern Colorado Byways
- Recreational activities and interpretive sites at Trinidad Lake State Park and of Las Animas County

● Exhibit Themes:

- Trinidad Lake State Park offers water-based recreation as well as hiking and wildlife viewing activities

● Interpretive Media Recommendations:

- An indoor 3-dimensional, interactive exhibit has been funded with a matching grant.
- 1-36" x 24" low profile wayside exhibit

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INTERSTATE-25, EXIT#1 Site #17



Site Location:

- Scenic overlook pullout on east side of Interstate-25 with parking area for approximately 10 vehicles

Site Purpose:

- To introduce visitors to the Byway, some of the sites along it and to show a map of the two local byways

Issues To Consider:

- This interpretive site needs to be approved by CDOT.
- The Colorado Historical Society has installed a 3-panel kiosk at this site and messages presented via radio message should be consistent with and not overlap with the exhibit panel interpretation planned by the Byway Committee.

Objectives of This Site:

The messages presented at this site will allow visitors to:

- obtain byway information and orientation
- understand resources on the Byway

Topics for Interpretation:

- geology of Fisher Peak
- wildlife habitat (to include activities for children)
- Santa Fe Trail Scenic and Historic Byway (include activity for children)

Exhibit Themes:

- The Santa Fe Trail Scenic and Historic Byway parallels the Mountain Route of the Santa Fe Trail, passing by historic places that have left their names in the history of the West.
- Fisher Peak is composed of sediments that were deposited as beaches and shallow ocean floors; this highly erodable sedimentary rock is protected by overlying resistant igneous rock formed from eleven lava flows that came from small volcanic vents near La Junta.
- Habitat determines what wildlife species live where and there are many different habitats along the Byway.
- Colorado Byways at the state borders should be promoted through a gateway exhibit.

Interpretive Media Recommendations:

- 3 36" x 24" low profile wayside exhibits. Colorado Byways interpretation should have a gateway sign for the Colorado sister byways. A nice WPA style rock monument with three panels is suggested for the Colorado Byways gateway.



Top of Raton Pass Site #18

Site Location:

- The radio antenna adjacent to the abandoned rest area on top of Raton Pass

Site Purpose:

- To broadcast information about the Santa Fe Trail Scenic and Historic Byway, the Trinidad Welcome Center and the Scenic Highway of Legends, and to describe the arduous trip over Raton Pass when the Santa Fe Trail was in use as a transportation corridor.

Issues To Consider:

- Memorandum of Understanding (M.O.U.) should be developed between the radio station and the Byway Committee to use the site.

Objectives of This Site:

The messages presented at this site will allow visitors to:

- obtain Byway information and orientation
- understand why the route of the Byway is important
- learn what is available at the Trinidad Welcome Center

Topics for Interpretation:

- overview of the Santa Fe Trail
- hardships of getting over the Pass on the Santa Fe Trail vs. modern transportation means
- Wootton Toll Road
- information on both byways, the Welcome Center

Exhibit Themes:

- Raton Pass was a major obstacle to travelers on the Mountain Route of the Santa Fe Trail and the difficulties of its travel led to the creation of Trinidad as a resting, refreshing and resupply point.
- Modern-day travelers top the pass in just a few minutes, something that took wagons days; you are entering Colorado via the New Santa Fe Trail.
- The Colorado Welcome Center in Trinidad is a major information point on the Old Santa Fe Trail Scenic Byway.

Interpretive Media Recommendations:

- 8 minute line-of-sight low wattage radio message.

Trinidad Purgatoire Riverwalk #25

Site Location:

- The trail is located along the Purgatoire River in downtown Trinidad.

● **Site Purpose:**

- Offers a place for visitors to rest and relax along the Purgatoire River.

● **Issues To Consider:**

- The city, Trinidad Lake State Park, and Trout Unlimited are planning a trail from the lake to connect with the current trail in town. They are planning a handicapped accessible fishing spot and will create several other fish spawning areas on the Purgatoire, and will return native trout species to the area to get the population up.

● **Objectives of This Site:**

The messages presented at this site will allow visitors to:

- learn about the usage of the site from the trails conception to today.
- handicapped accessible fishing spot on the Purgatoire River.

● **Topics for Interpretation:**

- A place for rest for weary travelers on the Santa Fe Trail before the arduous journey over Raton Pass.
- Wildlife on the Purgatoire
- Stephen Watts Kearneys army of the west rested here before taking Raton Pass, then Mexican territory, without a shot fired. Claiming this as American Territory.

● **Exhibit Themes:**

- Famous events that happened on this spot on the Purgatoire River.
- Wildlife from yesterday and today.

 ***Amache National Historic Site #26***

● **Site Location:**

- Hwy 385 near Granada.

● **Site Purpose:**

- To educate citizens about the internment of 127,000 Japanese American's in the US.

● **Issues To Consider:**

- The local high school and Junior College along with Santa Fe Trail Stakeholders including the Byway are planning a restoration of several of the buildings along a trail at this site.
- We received funding for six signs for this location. The project is in process.

● **Objectives of This Site:**

The messages presented at this site will allow visitors to:

- See reconstructed buildings that the Japanese American's lived in their encampment.
- Learn how these brave Americans endured the hardships and created a city within the barbed wire confines which was more agriculturally productive than anywhere else in Colorado.

● **Topics for Interpretation:**

- Barracks, communal gardens, mess hall, store, post office and gun towers.

● **Exhibit Themes:**

How the people of Amache lived and thrived against un surmountable odds at the time.

 ***Sand Creek Massacre Site #27***

● **Site Location:**

- Hwy 30, north on 287m east in 96 near Chivington. North on CR 59 to CR W between Eads and Sheridan.

● **Site Purpose:**

•To educate citizens about the Military and the Colorado Volunteers who attacked Black Kettle and his band at Sand Creek.

● **Issues To Consider:**

Site planners have constructed a monument, trail and interpretation, and an overlook at the site in partnership with the National Park Service.

• We received funding for six signs for this location. The project is in process.

● **Objectives of This Site:**

The messages presented at this site will allow visitors to:

•Experience the landscape of the region where the massacre that shocked the nation and brought a wave of Indian-white conflict to Colorado's high plains along the Santa Fe Trail.

● **Topics for Interpretation**

•Native Americans of the region

•John Chivington and the Colorado Volunteers

● **Exhibit Themes:**

•Black Kettle and the Cheyenne people of the region.

•Abundance of buffalo in the region during that time.

•Colorado Volunteers and the atrocities they committed to the Cheyenne people at Sand Creek.



Big Timbers Museum Site #28 Completed with 2011 funding

● **Site Location:**

•On the curve of Hwy. 50 just east of the Port of Entry. 7515 US Hwy. 50m Lamar Colorado

● **Site Purpose:**

•To educate citizens about Santa Fe Trail relics and nearby sites of historic importance.

● **Issues To Consider:**

Site planners have redone the museum which houses pioneer gear and pioneer fashions. Newly added is an antique buggy museum completed.

• 2011 funding provided three 36”x24” interpretive panels for the site.

● **Objectives of This Site:**

The messages presented at this site will allow visitors to:

•Learn about the wagons and buggies used on the Santa Fe Trail.

•Learn about the Big Timbers on the Santa Fe Trail.

● **Topics for Interpretation**

•Antique buggies

•The important role Big Timbers played along the Santa Fe Trail.

● **Exhibit Themes:**

•Transportation

•Pioneer attire

•Big Timbers



Fort Lyon Kit Carson Chapel #29- Completed with 2011 funding

Two 36”x24” interpretive signs were completed in 2011 & a Bike Rack for the site will be installed in 2017.

● **Site Location:**

● Located off Highway 50 East

● **Site Purpose:**

● To educate citizens about Ft. Lyon and the part it played in Santa Fe Trail History.

● **Issues To Consider:**

- Site planners have added a trail along this stretch of Highway, the Fort itself is currently a prison but is expected to close because of cutbacks.
- We have applied for funding for interpretive signage at the Kit Carson Chapel and are working with the Pioneer Historical Society in partnership for a biking trail through the cemetery grounds and covered picnic area with vault toilet.

● **Objectives of This Site:**

The messages presented at this site will allow visitors to:

- Learn about Kit Carson. Fort Lyon is where he died. The chapel is made from the stone of the original Fort Lyon.
- Learn about the stockade at Fort Lyon and how it was established to protect travelers on the Santa Fe Trail.
- Provide a place for family get together and reunions at one of Colorado's most beautiful locations.

● **Topics for Interpretation**

- Kit Carson
- Fort Lyon's critical role it played along the Santa Fe Trail.

● **Exhibit Themes:**

- Fort Lyon of Stone
- Place of Kit Carson's death



Fort Wooten #30

● **Site Location:**

● Located one block off Highway 350's Main Street (Santa Fe Trail) in Trinidad.

● **Site Purpose:**

● To educate citizens about history and relics of the Santa Fe Trail Era.

● **Issues To Consider:**

● Currently owned by Las Animas County. They are planning to sell or give it back to the vets because of cutbacks. Site planners have discussed use of the building may include veterans clinic, and will invite other non profits to use the building for offices. Additional structures on the site have great potential for a Santa Fe Trail Interpretive Center. There are may historic relics and ranging all the way to prehistoric times which must remain in the ground because there is no room in our states museums to house these treasures. A Santa Fe Trail Interpretive Center and Certified Museum are very much needed for our byway. Trinidad and Fort Wooten offers both a historical building which is being restored and modernized, and a perfect location right of a major interstate.

● **Objectives of This Site:**

The messages presented at this site will allow visitors to:

- Learn about the trail as whole through five states
- Learn about the people, industry and commerce which built the Santa Fe Trail.
- Learn about the prehistory of the Santa Fe Trail.

● **Topics for Interpretation**

- The many sites of interest along Colorado's Santa Fe Trail.
- The cultures and people of the Santa Fe Trail.
- Preshistoric Santa Fe Trail.

● **Exhibit Themes:**

- Dinosaurs on the Santa Fe Trail
- Kit Carson
- Lawmen and Outlaws of the Santa Fe Trail
- Bent's Old Fort
- El Corazon de Trinidad
- Boggsville
- Amache
- Fort Lyon
- Comanche National Grasslands
- Industries and Commerce on the Santa Fe Trail
- Sand Creek Massacre

and more....



Phasing and Implementation Schedule

Phasing for implementation is recommended as listed below. Each implementation includes a justification as to why it is in the phase it is in. If partners have funds available for any aspect of implementation that deviates from the recommended phasing, the committee should consider changing the phasing to fit the funding. This phasing does not necessarily reflect the grant phasing for funding these projects. Phase I includes projects from several granting cycles that has not yet been allocated.

Phase I \$137,000- Completed

- 4 low profile wayside exhibits (36" x 24")
 - 1 @ Welcome Center — Trinidad
 - 3 @ Exit #1
- 4 low wattage radio messages
 - 1 @ Top of Raton Pass
 - 1 @ First National Bank Building, Trinidad
 - 1 @ Bent's Old fort National Historic Site
 - 1 @ Colorado Welcome Center—Lamar
- 1-60-minute audio tape
- Reprinting of SECED The Historic Santa Fe Trail Brochure
- Development and printing of Las Animas County Brochure

- Development of Home Page for Santa Fe Trail Scenic Byway
- Public Service Announcements on KCRT

Phase II \$182,500

(In addition, a \$50,000 corridor management plan, a \$30,000 State Park Exhibit and a \$25,000 trail marking will be developed in Phase II.)

- 25 low profile wayside exhibits
 - 2 @ Holly
 - 2 @ Lamar
 - 1 @ John Martin Reservoir
 - 2 @ Boggsville
 - 1 @ Connector Road
 - 2 @ Bent's Old Fort
 - 2 @ USFS Office, La Junta
 - 2 @ Santa Fe Railroad Plaza
 - 1 @ Hole-in-the-Wall
 - 2 @ Thatcher
 - 2 @ Hoehne (or Model)
 - 5 @ Exit # 18 (El Moro Exit)
 - 1 @ Trinidad Lake State Park
- 1 low wattage radio message
 - 1 @ Pinon Canyon Maneuver site

Phase III \$117,105

- 10 Day Trips
- 20 Wayside Exhibits
- 30 Point of Interest Highway Signs
- 20 Logo Posts
- Joint Byway Promotional Brochure
- 10 Trail Identification Posts
- Development of Kearney Campsite Wayside Exhibits, Trinidad
- Boggsville
- 5 Wayside Exhibits
- Low Wattage Radio Message from Las Animas
- Brochure
- Connector Road

- 1 Wayside Exhibit (to replace construction topic when road is completed)
- Activity Book

Interpretation Recommendations At-A-Glance

Three phases are recommended for implementing interpretive media. The first two correspond with the annual ISTEA (Intermodal Surface Transportation Efficiency Act) grant cycles. Phase I is grant monies already allocated from ISTEA funds for 1996 and Phase II consists of 1997 ISTEA funds. Phase III recommends media for 1998 grant requests to ISTEA or other funding sources, depending on the status of ISTEA funding from Congress.

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Phase I Non-Site-Specific Recommendations:

- *Brochure Development & Printing*

(Las Animas County Brochure—Development/Printing SECED's Historic Santa Fe Trail—
Revision/Printing)
Cost: \$17,955

- *Worldwide Web*

(Link with partners who have pages)
Cost: In-Kind

- *Public Service Announcements*

Cost: in-Kind

- *60-minute byway audio tape*

Cost: \$16,700

 **Phase I Site-Specific Recommendations:**

 *Colorado Welcome Center—Lamar—Site #2*

Topics for Interpretation:

Overview of the Santa Fe Trail

- Hardships of getting across the prairie on the Santa Fe Trail vs. modern transportation
- Local special events

Interpretive Media Recommendations:

6-8 minute low wattage radio message

Cost: \$14,530

 *Bent's Old Fort National Historic Site — Site #6*

Topics for Interpretation:

- 1821 to 1846—The Castle on the Plains
- Susan Magoffin's stay at Bent's Fort
- Santa Fe National Historic Trail

Interpretive Media Recommendations:

8 minute low wattage radio message

Cost: \$14,530

 *John Building — Site #13*

Topics for Interpretation:

- Local events
- Scenic byways
- Corazon de Trinidad National Historical District

Interpretive Media Recommendations:

6 minute low wattage radio message

Cost: \$14,030

● *Colorado Welcome Center — Trinidad — Site #14 Completed in 2016*

Topics for Interpretation:

- Map and Highlights of the Santa Fe Trail Scenic Byway –
- Santa Fe Trail Scenic and Historic Byway and Kids' Activities
- All Colorado Byways

Interpretive Media Deliverables:

Six 36"x24" posters promoting visitation to: All Colorado Byways, Santa Fe Trail Byway, Historic El Corazon de Trinidad, Bent's Old Fort, Comanche National Grasslands.

Three 36"x24" posters for kids activity area promoting sites on the Santa Fe Trail which have things for kids to do.

● *Interstate- 25, Exit #1 — Site #17 -*

Topics for Interpretation:

- Geology of Fischer Peak
- Wildlife Habitat
- Santa Fe Trail Scenic and Historic Byway and Kids' Activities

Interpretive Media Recommendations:

3 36" x 24" low profile wayside exhibits

Cost: \$6,585

● *Top of Raton Pass - - Site #18*

Topics for Interpretation:

- Overview of the Santa Fe Trail
- Hardships of getting over the Pass on the Santa Fe Trail vs. modern transportation
- Wootton Toll Road
- Information on both byways were included at the Trinidad CO Welcome Center with 2012 funding.

Interpretive Media Recommendations:

8 minute low wattage radio message

Cost: \$14,530

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Phase II Non-Site-Specific Recommendations:

Byway Newspaper

Cost: Covered by Advertising

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Phase II Site-Specific Recommendations:

Holly Rest Stop - - Site #1 Projected completion in 2017

Topics for Interpretation:

- Southern Colorado Byways
- Travel Along the Santa Fe Trail

Interpretive Media Recommendations:

 *Colorado Welcome Center—Lamar — Site #2 Completed replacement of wildlife signs in 2015 and additionally two signs were added at this site in 2014.*

Topics for Interpretation:

- Southern Colorado Byways
- Early days of the Santa Fe Trail

Interpretive Media Recommendations:

- 2-36" x 24" low profile wayside exhibits

Cost: \$4,210

John Martin Reservoir — Site #3 Completed two signs for the site with 2008 Byway grant

Topics for Interpretation:

- Santa Fe Trail wagon ruts that are still visible

Interpretive Media Recommendations:

- 1-36" x 24" low profile wayside exhibits

Cost:

Interpretive Media Recommendations:

- Significance of this site
- 2-36" x 24" low profile wayside exhibits

Cost: \$5,000

10 day-trips

Topics for Interpretation:

- To Be Determined

Interpretive Media Recommendations:

- 20 36" x 24" low profile wayside exhibits
- 30 Highway Point of Interest Signs
- 20 Logo Posts

Cost: \$63,905

Boggsville—site #4 was completed with our 2008 grant

Topics for Interpretation:

- Avenue of Trees
- Ranching
- Stagecoach / Freighting
- Agriculture
- Wildlife

Cost: \$38,200



What is environmental interpretation & what will it do for the byway?



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[Defining Interpretation](#)

There are a variety of definitions for environmental interpretation, each with merit and none that really does the full job of defining the term. Quite simply, interpretation is an approach to communication. Like its counterpart, interpreting languages, environmental interpretation is able to translate the language of nature and the voices of history into stories and experiences everyone can enjoy. It is a communication process that involves visitors and provokes them to appreciate or to learn more about the object or site that is being interpreted.

The key to making this happen is in six principles of interpretation that were given to us in the 1950s by an interpreter named Freeman Tilden. Whether the object is being interpreted through is an exhibit, a guided hike, a brochure or an astronomy program, each message will be enhanced by incorporating Tilden's six principles:

- Interpretation must relate to something with which the visitor is familiar,
- Information, alone, is not interpretation,
- Interpretation combines many arts and sciences,
- The chief aim of interpretation is not instruction, but provocation,
- Interpretation should aim to present a whole story rather than only a part,
- Interpretation for children should not be a dilution of interpretation for adults; it requires an entirely different approach.

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[Purposes of Interpretation](#)

Interpretation is NOT a marketing plan. It may be used as a tool of marketing that is designed to create a sense of appreciation-of-place in visitors and make them want to learn more about a special resource or return to that place, but interpretation, alone, cannot ensure economic development, nor is it meant to.

Interpretation is NOT information. Visitors will gain knowledge through interpretive media but the way information is presented makes it interpretive. There are a variety of interpretive media and all have advantages and disadvantages. It is up to the interpretive planner to understand

enough about the resources, the visitors and the message that the three can be blended into a plan that includes themes, locations and types of media that provide the best solution for each interpretive site.

What interpretation planning CAN do for the Santa Fe Trail Scenic and Historic Byway is to provide a framework and process to guide the design, development and operation of interpretive services. Though still broad in scope, planning connects goals, management and resource requirements, and interpretive opportunities. Interpretation is the bridge between those goals and the visitor.

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Visitor Orientation

Successful visitor services begin with critical orientation, the information that allows visitors to become comfortable with where they are going, to know where they can find restrooms, recreational sites and other important facilities and amenities. This stage of orientation must occur before visitors are receptive to interpretive messages. This does not currently exist on the Santa Fe Trail Scenic and Historic Byway. This plan will recommend solutions to create critical orientation.

The next stages of visitor orientation are to provide a topical overview - the big picture of the natural and cultural history of the area and then, lastly, to provide stories specific to certain sites. The natural location for the first two stages to happen is with the low wattage radio messages currently planned for the top of Raton Pass, in Trinidad, in Lamar and at Pinon Canyon Maneuver Site. The existing Welcome Centers are also locations for critical orientation as well as the overview to take place. These messages will be addressed in depth later in this plan.

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Implementing Interpretation

Implementation of an interpretive plan turns vision into reality. The vision itself, being necessarily broad, sets the parameters for the interpretation. The interpretive plan shows the way between vision and reality.

Interpretive services can utilize a variety of media. For example, visitors may be able to use a driving tour-guide in the form of a brochure with numbered stops or an audio-cassette tape to inform them about the sights along a roadway. This type of guide could be used to direct visitors to other places of interest or to adjacent sites or facilities. Visitors wishing to hike may be encouraged to take advantage of walks around historic sites, self-guided nature trails, or wildlife viewing sites. Interpretive programming might also include guided walks, living history demonstrations, and slide or video programs. The sites and frequency of programs of this sort could be rotated according to visitor use patterns. Strategically located interactive video could

become a popular option to a staffed information center. The variety of interpretive media is endless. Planning will link the most appropriate interpretive stories and media to the best locations for it to take place.

To communicate consistency to Byway visitors, messages must not conflict with one another and the visual quality of facilities and improvements must be consistent. An interpretive plan will provide consistency over time and staffing changes. Although implementation of the plan may take place in phases and can use existing facilities where appropriate, visitors should leave with the impression that the Byway is a unit unto itself and has consistency from one stop to the next.



Interpretation Glossary

- **Interpretation** - Based in natural and cultural history, this communication process gives visitors an insight into, an appreciation of, and a relationship with the world around them by using a wide variety of methods that attempt to connect visitors and resources.
- **Non-Personal Services** - Those interpretive activities that communicate messages through the use of media such as exhibit panels, brochures, audio tapes, etc.
- **Personal Services** - Those interpretive activities that communicate messages through the use of one-to-one (or one-to-many) communication between the interpreter and visitors, such as guided hikes, information desk contact, campfire programs, etc.
- **Exhibit** - One of many media for interpreting natural or cultural history for visitors. Exhibits may be 3-dimensional (the visitor center type) or wayside (trail / roadside) and interactive or static.
- **Interactive Touchscreen Video** - A medium in which a computer is programmed to react to visitors' touch to change monitor screens. Visitors may, by selecting more and more specific topics, gain a message tailored to their special needs and interests.
- **Kiosk** - An upright, sometimes multi-sided, stand that houses one to several interpretive exhibit panels. It may be roofed or not roofed.
- **Low-Profile Wayside Exhibits** - Wayside exhibits that are mounted in stanchions angled at approximately 30 degrees toward the viewer and having the front edge of the exhibit between 32" and 34" above the ground. There are several standard sizes for low profile wayside exhibits.
- **Activity Book** - An interactive booklet designed to involve users with their physical environments through activities that encourage interaction and discovery.
- **Low Wattage Radio Message** - A continuous-running loop radio message broadcast within a short radius; travelers tune vehicle radios to given frequencies to receive the messages.
- **Self-Guided Trail** - An interpretive medium that may use a brochure correlated to numbered stakes, an audio device or other medium to interpret specific resources at designated locations along a designated route.
- **Stanchion** - A framing and mounting system that supports and holds one or several interpretive wayside exhibit panels.
- **Wall-Mounted Exhibit** - An interpretive exhibit framed and mounted vertically to a wall.

