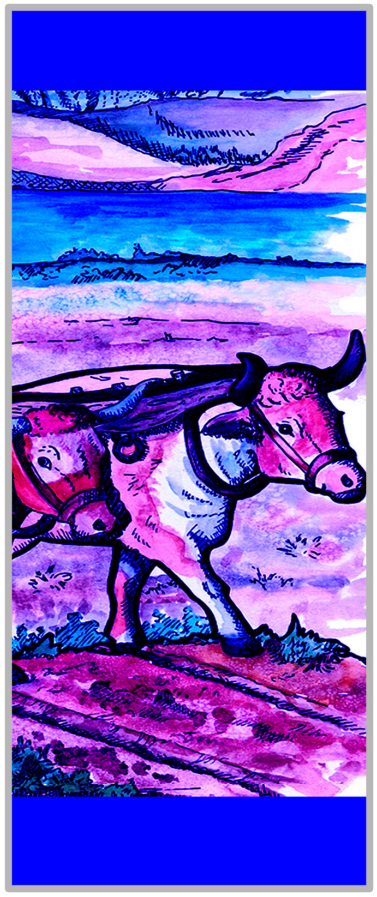
OREGON TRAIL
BEAR LAKE

SCENIC BYWAY
CORRIDOR MANAGEMENT PLAN

JANUARY 2008



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Acknowledgments

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Chapter 1
Executive Summary

Oregon Trail-Bear Lake Scenic Byway Interpretive Sites and Maps

Between 1841 and 1866, as many as 650,000 people left eastern U.S. cities and headed for the farms and gold fields of the West. This great migration was one of suffering, bravery, endurance, tragedy, and triumphs. Most of the men, women, and children were heading to Oregon, California, and Utah. As the pioneers traveled, they recorded remarkable diaries of life, death, and landscapes along the way. The Oregon Trail-Bear Lake Scenic Byway captures and interprets some of the most memorable Oregon Trail sites in Idaho.

Although the byway highlights the pioneer and early settlement experiences in southeast Idaho, it explores much more. Along the byway, you can discover native son, Gutzon Borglum, and learn about his role at Mt Rushmore, and explore Bear Lake State Park, historic Chesterfield, and famous Lava Hot Springs. The Oregon Trail-Bear Lake Scenic Byway, which extends 110 miles from the Idaho/Utah border north to Interstate 15 (I-15), is a true adventure.

See the **Key Site Index** for a list of the key sites along the byway chosen by the Oregon Trail-Bear Lake Scenic Byway Committee. **Figure 1-1** shows the byway and the location of its key sites. **Chapter 3** provides information about each site.

Key Site Index

Site 1	Bear Lake Portal and Overlook	
Site 2	Gutzon Borglum Monument	
Site 3	Bear Lake State Park	
Site 4	Minnetonka Cave	
Site 5	Bear Lake National Wildlife Refuge	
Site 6	Paris Tabernacle and Historic District	
Site 7	The National Oregon/California Trail Center	
Site 8	Big Hill Oregon Trail Site	
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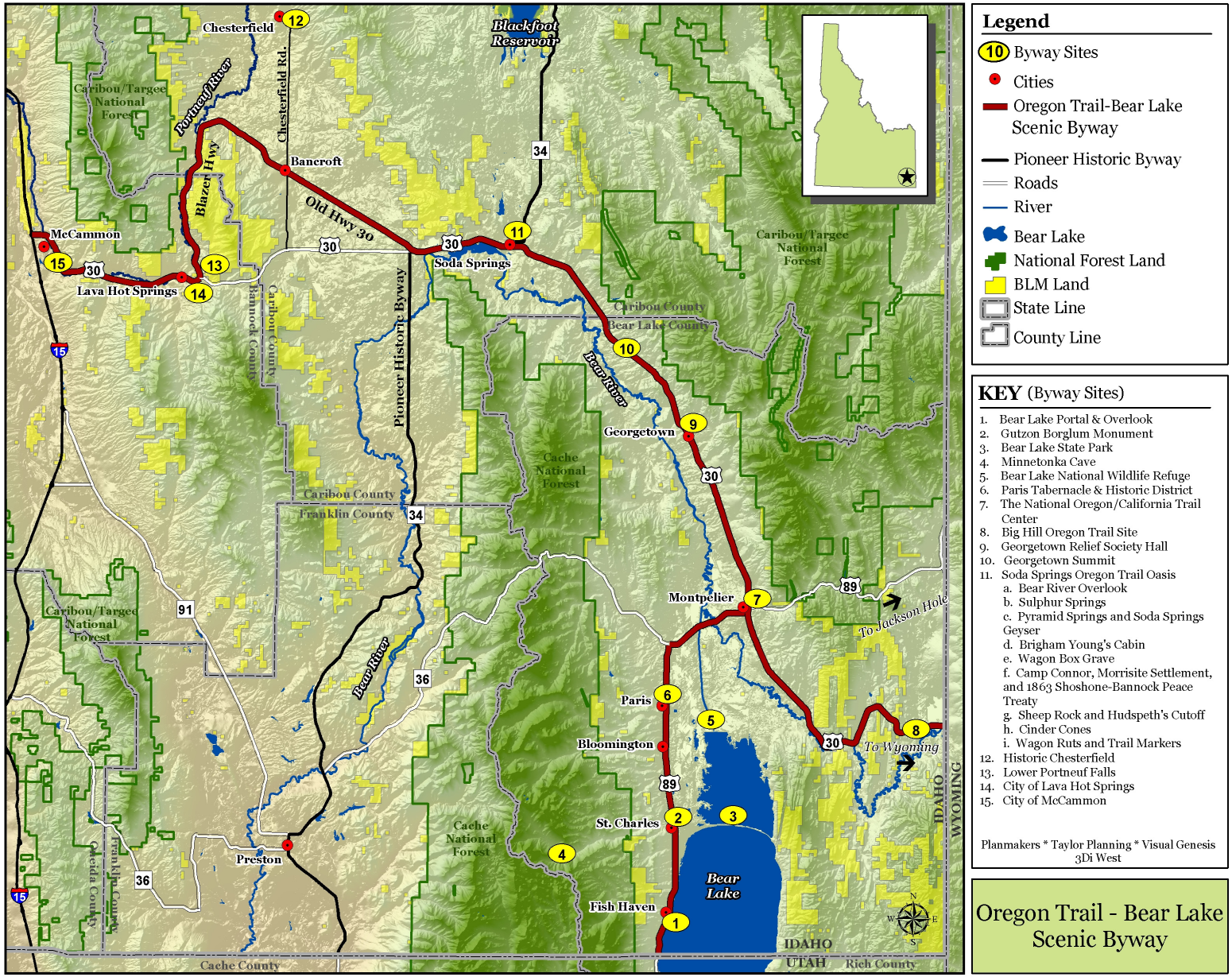
	11h	Cinder Cones
	11i	Wagon Ruts and Trail Markers
Site 12	Historic Chesterfield	
Site 13	Lower Portneuf Falls	
Site 14	City of Lava Hot Springs	
Site 15	City of McCammon	

Figure 1-1. Oregon Trail-Bear Lake Scenic Byway and Key Sites



Purpose of a Corridor Management Plan

A *corridor management plan* (CMP) is required by the National Scenic Byways Program to accompany every designated scenic byway. This essential planning document provides a local and consolidated long-term vision of the byway. The plan provides a written history of the planning process and goals for the byway. Further, it lays out strategies to promote the corridor while balancing the care and conservation of the valuable scenic, historic, and cultural sites. Importantly, a byway management plan is a platform for forming partnerships, seeking funding, and gaining consensus for economic development activities.

A corridor management plan:

- Identifies the location of the route and its corridor
- Describes the physical condition of the roadway and its safety
- Analyzes and describes the intrinsic qualities of the road (cultural, historic, scenic, recreational, and natural)
- Identifies the services and facilities that are in place and those that are needed to meet the requirements and expectations of both visitors and local residents and businesses
- Describes how promotion and marketing of the route will be accomplished
- Describes the byway action plans

The 2007 Oregon Trail-Bear Lake Corridor Management Plan

In 2007, at the request of local byway communities and agencies, 55 additional miles were added to the original 2001 Oregon Trail-Bear Lake Scenic Byway. This document is the result of a regional partnership of nearly 20 officials and representatives of byway cities, counties, communities, and federal and state offices.

This updated plan adds the following new, complementary sites:

- Georgetown Summit (Site 10)
- Soda Springs Oregon Trail Oasis (containing nine key subsites as Site 11)
- Historic Chesterfield (Site 12)
- Lower Portneuf Falls (Site 13)
- City of Lava Hot Springs (Site 14)
- City of McCammon (Site 15)

In addition, the byway committee reviewed and reorganized the original 12 sites from the 2001 corridor management plan.

Following review of the document by byway committee members, opportunities for local public review and comment will be provided in late 2007 in Lava Hot Springs, Soda Springs, and Montpelier.

It should be noted that the corridor management plan is not regulatory and has no legal standing. After the plan is completed, however, it will be adopted by the cities and counties along the byway, which support the vision and goals expressed in the plan.

Advisory committee inside the Paris Tabernacle during a field trip (Source: Ann Torrence)

Essentially, the plan describes the byway and surrounding areas. It includes ideas for enriching the visitor's experience and for obtaining support for tourism and economic development and a "tool box" for implementing the plan.

The plan is intended to be a flexible tool. Annual reviews, including updates and edits, will make the plan stronger and are encouraged.

The National Scenic Byways Program

In 1965, President Lyndon Johnson signed the Highway Beautification Act of 1965, which called for scenic development and road beautification of the federal highway system. However, it was not until 1987 that President Reagan's Commission on Americans Outdoors recommended the establishment of a national network of scenic roadways.

The vision of the Federal Highway Administration's National Scenic Byways Program is "To create a distinctive collection of American roads, their stories and treasured places."

The National Scenic Byways (NSB) program was established under the Intermodal Surface Transportation Efficiency Act of 1991, and reauthorized from 2005 to 2009 under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Under the program, the U.S. Secretary of Transportation recognizes certain roads as National Scenic Byways or All-American Roads based on their archaeological, cultural, historic, natural, recreational, and scenic qualities. There are 126 such designated byways in 44 states. The Federal Highway Administration promotes the collection as the America's Byways®.

History of the Byway

In 2001, the original Oregon Trail-Bear Lake Scenic Byway extended along U.S. 89 from the Utah-Idaho border to Montpelier and then along U.S. 30, terminating at Soda Springs. The original corridor management plan included 12 sites. At that time, the new The National Oregon/California Trail Center in Montpelier provided regional impetus for the byway. During the initial byway planning, the byway committee decided that the byway should be expanded beyond Soda Springs to I-84 at a future date.

In 2005, additional funding from the Idaho Transportation Department (ITD) Scenic Byways Program was procured by the Lava Hot Springs Foundation and the Oregon Trail-Bear Lake Scenic Byway Committee to expand the byway from Soda Springs to I-84.

In 2007, the expanded and revised Oregon Trail-Bear Lake Scenic Byway Corridor Management Plan became a reality. The 110-mile byway now includes 15 sites.

Bear River Valley
(Source: Jerry Flatz)

Project Vision and Goals

In 2001, the byway committee formulated a byway vision statement, which was reaffirmed in 2007. The purpose of the vision is to provide a common understanding of what makes this particular southeast Idaho corridor special. Vision statements provide long-term direction and a policy framework for the subsequent adoption of other plans and new ordinances.

Vision Statement

The Oregon Trail-Bear Lake Scenic Byway is a showcase for balancing economic development efforts and protection of the scenic beauty and rich history of southeast Idaho in order to attract travelers to the region's historic, educational, and recreational resources while respecting local established lifestyles.

Goals

The byway will:

- Provide safe opportunities for travelers to enjoy the natural splendor and rich history through signs, markers, and interpretation along the byway
- Provide new economic development opportunities
- Provide an opportunity to develop sustaining private/public partnerships to manage the byway
- Lengthen the tourist season and the average visitor stay
- Balance new tourism development with the existing quality of life
- Promote local awareness and appreciation of the cultural, and recreational opportunities
- Foster community beautification efforts to ensure a quality experience for visitors and promote local community pride
- Ensure traveler safety while efficiently moving people and commerce along the byway
- Support local public and private efforts to develop visitor facilities
- Provide good stewardship of the area's resources and respect for the rights of property owners
- Keep visitors on the byway as they pass through Idaho to other destinations

Byway Interpretive Sites Criteria

In early summer 2007, members of the Oregon Trail-Bear Lake Scenic Byway Committee traveled the byway to review the existing sites and determine the new interpretive or resource sites (see the byway map in **Figure 1-1**). Numerous potential scenic, cultural, and historic sites were discussed by the committee and evaluated based on the following criteria:

- Site access and safety
- Support for the vision and goals of the byway
- Private property rights
- Development costs
- Equal distribution of the sites along the byway

Chapter 3 (Key Site Strategies) provides background narrative, recommendations, and costs for each interpretive site.

Byway Management and Implementation

The combination of expansive views, beautiful lakes and streams, forested landscapes, and irreplaceable historic resources makes the Oregon Trail-Bear Lake Byway corridor a special resource. Due to the value of these intrinsic resources, careful management and implementation of the byway plan should be a priority for city, county, community, state, and federal officials.

Chapter 2
Resource Management Strategies

Overview

Protection of the byway's, scenic, historic, geologic, cultural, and natural resources is a primary objective of this corridor management plan. Generally, scenic and historic resources are maintained by federal, state, and local government. Locally, regulatory protection strategies exist through local city and county zoning regulations. State preservation standards for cultural and historic sites can assist in the protection of byway sites. Federal cultural resource management and antiquity laws provide for the protection of cultural and historic sites.

Intrinsic Values

A byway's intrinsic qualities encompass archeological, cultural, historic, natural, recreational, and scenic features that are considered representative, special, and scenic, and that are evaluated to be representative, unique, irreplaceable, or distinctly characteristic of an area. These intrinsic values are found in the world-class natural resources that are visible throughout the byway. Although not as visible, rich cultural and historical resources provide the real character for the byway. Viewing Bear Lake, exploring Minnetonka Cave, touring the Paris Tabernacle, hiking trail ruts, touring the Chesterfield Historic District, and soaking in Lava Hot Springs provide memorable and tangible experiences. The byway also offers world-class natural scenery in views of the Bear River and Portneuf River, the Bear River Range to the southwest, and the Preuss Range to the northwest. Together, these and the other unique resources define the Oregon Trail-Bear Lake Scenic Byway.

Interpretive Guidelines

The common theme linking the Oregon Trail-Bear Lake Scenic Byway is its combination of scenery, nature, history, and geology. The byway provides a compelling history of the Shoshone and Bannock people, early explorers, trappers, Bear Lake Rendezvous, Oregon California Trail emigration, Mormon settlement, and pioneer homesteaders.

Handsome mature evergreen trees line U.S. 30 through Montpelier

Interpretation of byway resources is intended to educate travelers, improve their understanding and appreciation of these resources, and enhance their travel experience. Interpretation should inspire and provoke interest. Descriptive information should be conveyed by means of both text and graphics (such as maps, sketches, and photographs). Text should be descriptive and informative and geared toward the general public.

Interpretive Stories

The Oregon Trail-Bear Lake Historic Scenic Byway route map (**Figure 1-1** in Chapter 1) shows the location of each site. Additional information, graphics, photographs, and text are needed to tell the full story of each site. Individuals and agencies should be recruited to gather resource data and prepare interpretive stories for the byway and each site. Additionally, they should create a chronology of important events that occurred along the byway.

Brochures that depict special attractions along the byway are encouraged. One brochure might focus on the byway's plants and wildlife, and include information about hiking trails. Another might feature the byway's Bear River and Portneuf River and the fishing in them. Another might describe the sites of the Oregon and California Trail . Another could feature area agriculture and pioneer homesteaders. Another could feature recreation, including hiking, biking, fishing, and camping. Yet another brochure could focus on early explorers and prehistory.

Potential interpretive themes could include the following:

- **American Indians**
  Bear Lake Valley was a favorite summer area of several tribes. The Shoshone-Bannock who inhabited this region fished for native trout and other species of fish, and hunted bear, deer, elk, buffalo, and small game with spears and bows and arrows. They gathered berries, and roots, and other resources to sustain their lives. By the mid-eighteenth century, they had acquired the horse, which transformed their lifestyle. They became mobile enough to hunt buffalo and other game on the Great Plains. After the Lewis and Clark expedition in 1803, the natives also became extensively involved in fur trapping, which lasted until the 1840s. During this era, fur-trading rendezvous left an important impact on these native peoples and on the trappers. Later extensive mining, immigration, and settlement set the stage for the Bear River Massacre, which eventually forced the natives to move to reservations and opened the region for settlement by Anglo-Americans.

Oregon Short Line Railroad cars and crew in McCammon (Source: Idaho State Historical Society 72-15.3)

- **Exploration**
  Include quotes from Captain Bonneville and Osborne Russell quotes, and John C. Fremont's quotes from his explorations of the West in 1843 describing Bear River Valley.
- **Trapping**
  The area was used extensively by early mountain men. Impressive men in the fur trade who left their footprints along the shores of the Bear Lake include William Ashley, Jedediah Smith, David Jackson, Bill Sublette, Peter Skene Ogden, Jim Bridger, John Weber, Eph Logan, and Benjamin Bonneville.
- **Bear Lake Rendezvous**
  Rocky Mountain trappers enjoyed Bear Lake for summer celebrations and trade fairs. One colorful character was Thomas L. "Pegleg" Smith. In 1848, Pegleg Smith started a trading post on the Oregon Trail at Big Timber on the Bear River, near the present community of Dingle. The mountain man, who amputated his own leg 20 years before, tried unsuccessfully to raise crops before he enjoyed big business when the California gold rush of 1848 brought thousands past his emigrant post. This colorful character was also part of a

horse-stealing enterprise. Pegleg left a legend that part of his fortune was buried in the grave of his Indian wife.

- **Agriculture**
  Illustrate putting up hay with a hay derrick featuring either a Jackson Fork or Overshot Stacker.
- **Folk art**
  Elaborate on local folk art and heritage crafts such as wood birds on a fence, three-dimensional ranch or Indian couple statues or a log cabin humidifier.

Folk art along the scenic byway

- **Oregon and California Trail**
  The trail made a profound impact on this region. News from fur trappers and the expeditions of Marcus Whitman, Henry Spalding, Pierre Jean de Smet, and the mountain men who traveled through the Bear River country sparked the passionate interest of Captain John C. Fremont and Lansford Hastings. These men publicized the Oregon-California Trail in a report and an overland guidebook. These publications influenced thousands of people passing through the Bear Lake region on their way to Oregon and California before the coming of the railroad. Completion of the first transcontinental railroad marked the beginning of a new era.
- **Aquatic and wildlife animals**
  Interpretive information should identify aquatic life specific to the Bear River and Portneuf River. Likewise, the terrestrial creatures and birds and waterfowl that inhabit the byway should be illustrated with interpretive text and graphics.
- **Stewardship**
  Explain the value of environmental stewardship with particular attention to river and creek banks and the important role of riparian vegetation.
- **Geology**
  The geologic features of the Bear River Range, Bear Lake Valley, Preuss Range, Lava Hot Springs features, and Alexander Crater should be explained.

Visitor Experience

The byway's aim is to help visitors experience and appreciate the historic events and natural resources in the area. Goals for a pleasurable visitor experience assume visitors will be able to easily find selected, identified sites where visitor use is appropriate. Optimally, visitors will have opportunities for uncrowded road, highway, and trail experiences.

View Corridor Protection

The visual or scenic quality is a very important value for the corridor. The objective is for management activities to remain invisible to visitors. This is especially true for the foreground areas (up to one-half mile from the viewer). Protection of the view corridor also applies to middle-ground and background areas. Road building and infrastructure development should minimize visual impact along the byway. When there are disturbances, incorporate vegetation screening to camouflage and blend the disturbance with its surrounding landscape. Materials should blend in with the backgrounds from a distance. Billboards harm the visual appeal of the byway and should be restricted by city and county governments. Metal guardrails are recommended rather than concrete jersey barriers. To further ensure high visual quality standards along the byway, interpretive information should encourage the protection and stewardship of the corridor.

Corridor Strategies and Recommendations

Corridor strategies and recommendations for improving and enhancing the byway include the following:

- **Gateway communities**
  Encourage the communities of Fish Haven and St. Charles on the south, the city of Montpelier on the east, and the city of McCammon on the west in enhancing their entryways and providing byway and interpretive signage. Promote Soda Springs, located at the crossroads of the Pioneer Historic Byway and the Oregon Trail-Bear Lake Scenic Byway, as an important landmark community.
- **Directional signage**
  Upgrade guide and byway signs to identify byway sites. Use the existing byway logo to provide continuity and easy recognition.
- **Visitor information centers**
  Offer facilities and staffing for visitor orientation at The National Oregon/California Trail Center and the Montpelier Ranger District in Montpelier, Soda Springs Ranger District, Chevron Station, and South Bannock County Museum in Lava Hot Springs.
- **Key sites**
  Provide consistent standards for access, interpretation, and on-site amenities. Make needed improvements to key sites. Identify key sites by numbers on maps.
- **Interpretive signage**
  Educate visitors about the importance of sustaining the sites and maintaining the byway's environment, understanding that each site tells a piece of the byway's story. Provide accurate and informative signage and displays to stimulate interest.
- **Orientation kiosks**
  Provide self-service orientation by means of kiosks at key locations such as Bear Lake, Big Hill, and Sheep Rock.
- **Trailhead development**
  Develop trails along segments of the byway. Existing trails and a number of new trails are proposed to highlight the visit to a number of the byway sites.
- **Byway mapboards**
  Install additional byway mapboards at the following locations:
  - McCammon entryway at the intersection of 3rd Street and Center Street
  - Sheep Rock interpretive site
  - Downtown Soda Springs Park
  - Junction of U.S. 89 and Alt U.S. 89 at the Idaho-Wyoming border
  - Bear Lake Overlook site
  - Byway portal entry at Big Hill on U.S. 30

Headquarters of the Caribou National Forest

Chapter 3
Key Site Strategies

Overview

The Oregon Trail-Bear Lake Scenic Byway offers visitors a collection of intriguing sites. Fifteen key sites—chosen for their scenic, historic, geological and cultural significance—have been identified by the Oregon Trail-Bear Lake Scenic Byway Advisory Committee for improvement or development along the route. At these sites, visitors will be provided with turnouts and parking designed for safety and viewing pleasure. Interpretive displays at these sites will help educate the traveling public about the area's wildlife, history, geology, and culture. At some locations, nature trails invite travelers to leave their vehicles, while other locations of the byway offer stunning views directly from a vehicle.

Byway sites have been separated into the following two categories.

Landmark Site

Provides interpretive displays, rest rooms, drinking water, and recreational vehicle and automobile parking.

Point of Interest Site

Includes interpretive displays and parking.

The key byway sites for the Oregon Trail-Bear Lake Scenic Byway are listed below. Following is a section for each site that includes a description of existing facilities, interpretive values, proposed recommendations and associated costs, and a list of the organizations responsible for managing the site.

Key Sites
Oregon Trail-Bear Lake Scenic Byway

- Site 1 Bear Lake Portal and Overlook
- Site 2 Gutzon Borglum Monument
- Site 3 Bear Lake State Park
- Site 4 Minnetonka Cave
- Site 5 Bear Lake National Wildlife Refuge
- Site 6 Paris Tabernacle and Historic District
- Site 7 The National Oregon/California Trail Center
- Site 8 Big Hill Oregon Trail Site
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  - 11f Camp Connor, Morrisite Settlement, and 1863 Shoshone-Bannock Peace Treaty
  - 11g Sheep Rock and Hudspeth's Cutoff
  - 11h Cinder Cones
  - 11i Wagon Ruts and Trail Markers
- Site 12 Historic Chesterfield
- Site 13 Lower Portneuf Falls
- Site 14 City of Lava Hot Springs
- Site 15 City of McCammon

Site 1
Bear Lake Portal and Overlook

Location

Bear Lake is the gateway to the scenic byway for northbound traffic, and is located just north of the border with Utah on U.S. 89. The proposed location for the overlook is between Fish Haven and St. Charles, allowing access to Bear Lake.

Coordinates: North 42 02 10.0, West 111 23 18.6

Classification

Landmark Site

Existing Site Conditions

A mapboard that depicts the entire Oregon Trail-Bear Lake Scenic Byway exists at an Idaho Transportation Department (ITD) roadside pullout just north of the Utah line on U.S. 89 at Milepost 2.2. The paved pullout on the east side of the road also includes an ITD historical marker about Bear Lake (Historical Marker No. 384). Utah's 40-mile Logan Canyon Scenic Byway ends at the Idaho-Utah border.

Bear Lake, "The Caribbean of the Rockies" and the centerpiece of southeast Idaho offers some of the bluest water known. At an elevation of 5,924 feet, the freshwater lake is 20 miles long and varies from 5 to 7 miles wide, half in Idaho and half in Utah. Unfortunately, public access on the west side of the lake is very limited in Idaho. The lake has several species of fish found nowhere else in the world, one of which is the Bonneville cisco, a sardine-like whitefish that spawns at winter's frost.

Under morning sun, the lake is a very deep blue, but in late afternoon it is a pale gray or blue-green. According to Dr. Paul Link, a Professor of Geology at Idaho State University, the lake's color is

View of the Bear Lake Plateau and the Bear Lake Normal Fault, which forms the eastern edge of the Bear Lake Valley. This fault is classified as active, having moved in the last 12,000 years. (Source: Jerry Flatz)

due to suspended limestone (calcium carbonate) grains in the water column. At least some of the color has to do with the sky. The color is intense when it is clear, subdued to gray when it is cloudy. The water is very clear because it does not contain much detrital (quartz) silt or clay. Further, much of the source terrain is limestone and the pH of the lake is probably high. Thus, the color reflects suspended calcium carbonate crystals or grains.

Once the site of fur trading rendezvous, the area's more current recreation opportunities include swimming, water-skiing, boating, scuba diving, sailing, and fishing. The harvest of delicious Bear Lake raspberries occurs in early August. In the winter, ice fishing and snowmobiling are popular.

Bear Lake plays an important role as the southern gateway to the Oregon Trail-Bear Lake Scenic Byway. Utah's Logan Canyon Byway connects to the Oregon Trail Byway at the state line, with U.S. 89 serving as a portal for the dissemination of information about the byway.

Swimming and boating at Bear Lake
(Source: ISHS 72-189.136/A)

Bear Lake
(Source: Jerry Flatz)

Site Recommendations

- Purchase property for a byway portal site between U.S. 89 and Bear Lake (approximate location: Milepost 4.5).
- Construct a Bear Lake Overlook at the site with restrooms, drinking water, and parking for automobiles and recreational vehicles (see **Figure 3-1** for a concept plan).
- Build an interpretive kiosk at the proposed Bear Lake Overlook, to include a byway mapboard.
- Construct an elevated boardwalk to the shore of Bear Lake from the kiosk.
- Develop a bicycle-pedestrian path adjacent to the site from the state line to St. Charles Canyon along U.S. 89. The pathway system would eventually circle Bear Lake.

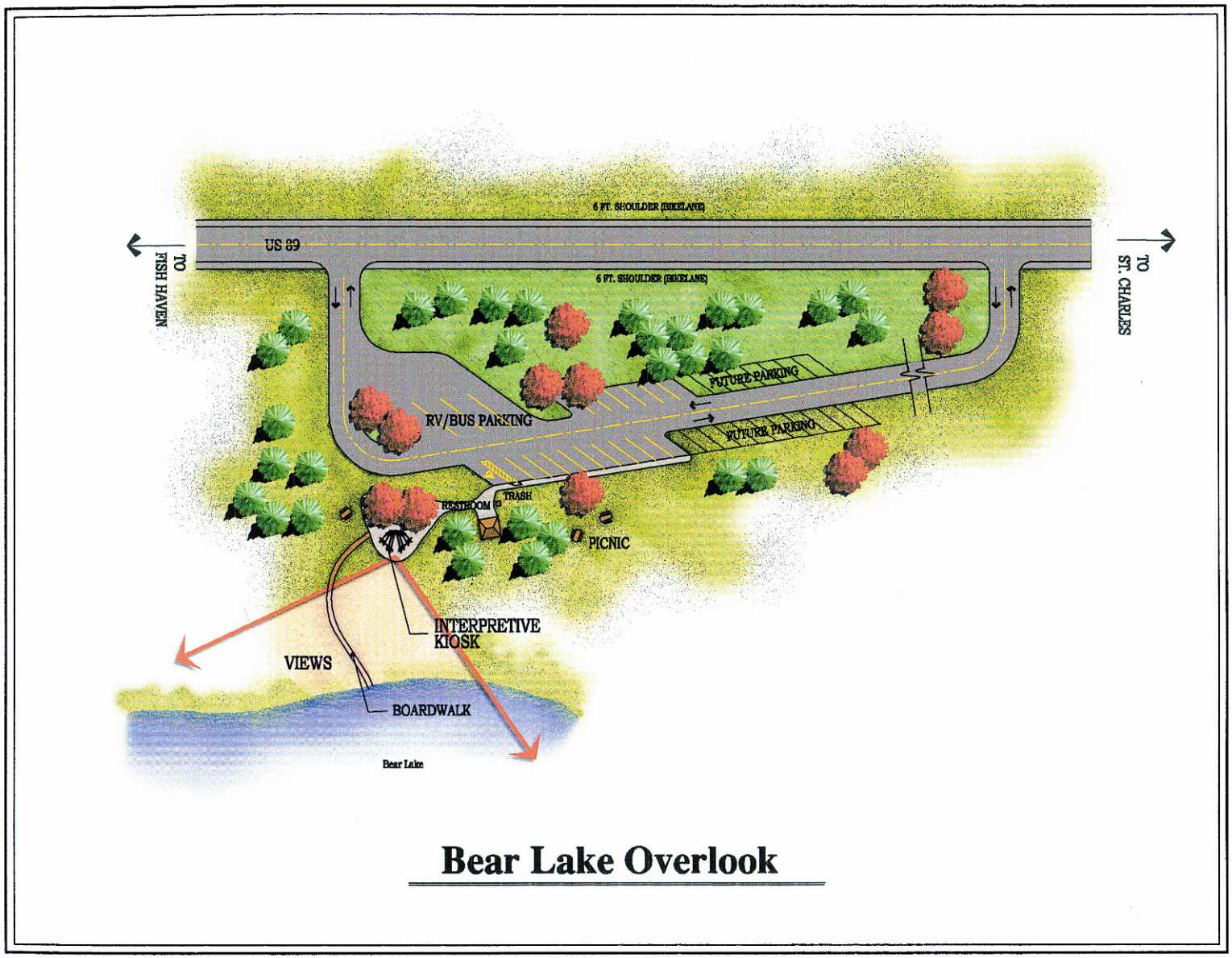
Site Improvements

Property for Bear Lake portal site	$200,000
Bear Lake Overlook	$221,000
Interpretive kiosk, including mapboard	$40,000
Elevated boardwalk	$9,900
Bicycle-pedestrian path along U.S. 89	To be determined
Total	**$470,900**

Management

Bear Lake Regional Commission
Bear Lake County
Idaho Department of Parks and Recreation
Oregon Trail-Bear Lake Scenic Byway Committee
Adopt-a-Byway-Site Program

Figure 3-1. Concept Plan for Bear Lake Overlook



Site 2
Gutzon Borglum Monument

Location

The monument is in St. Charles at Milepost 8 on U.S. 89.

Coordinates: North 42 06 47.2, West 111 23 20.5

Classification

Point of Interest Site

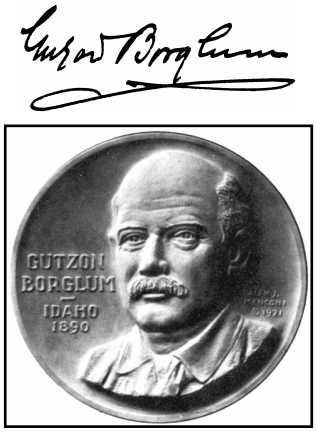
Existing Site Conditions

St. Charles is the birthplace of Gutzon Borglum, a sculptor who is best known for the four presidents' faces he carved on Mount Rushmore. Mr. Borglum was a prolific sculptor; three of his statues are in the National Statuary Hall and his marble head of Abraham Lincoln is in the Capitol Rotunda.

Gutzon was born in St. Charles in 1867, but his family moved a year after his birth. Gutzon's parents' cabin is believed to be located near the Wilhelmina Nelson House located on U.S. 89 in St. Charles. The cabin is listed on the National Register of Historic Places. Wilhelmina Nelson lived next door to doctor J.M.H. Borglum's residence. When the old cabin could not be retained on its original site, she had it moved a short distance to a location close to her original log home. In his unfinished autobiography, Gutzon stated that his father dug the house half into the ground, finishing it with logs and sod. This description fits that of the present cabin, with its low, stout log walls held together with saddle notches at the corners.

Gutzon Borglum matriculated at St. Mary's College in Kansas. Upon finishing, he went to California, where he apprenticed to a lithographer and worked as a fresco painter. He opened his own studio and taught art, but gave that up to study at the San Francisco Art Association. He met and married Elizabeth Putnam, a painter and art teacher considerably older than himself.

Stone Monument Honoring American Sculptor Gutzon Borglum to be Erected Adjacent to St. Charles City Hall



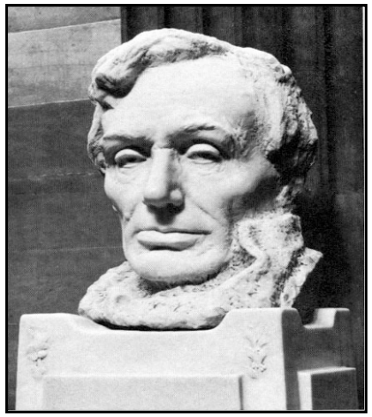
Gutzon Borglum, 1867-1941

In 1890, the Borglums sailed to France, where Gutzon studied at the Julien Academie, The Ecole des Beaux Arts, and with several French masters. He became a close friend of Auguste Rodin, the famed artist. Borglum's interest in sculpture grew during this period and, after a year in Spain, the Borglums returned to California in 1893. Returning to Europe in 1896, he gained recognition by Queen Victoria. Financial success evaded Borglum until he painted a series of panels for the Queen's Hotel in Leeds.

Soon after returning to the U.S. in 1901, he entered the competition to design a monument to General U.S. Grant. Not selected, he then established his studios in New York City and threw himself into the 1904 World's Fair in St. Louis, producing "The Mares of Diomedes," which featured a favorite Borglum theme—horses. The piece was the first such American work purchased for the Metropolitan Museum of Art in New York City. His brother Solon, who was a year younger, also created statuary for the Fair.

Never one to evade a fight, Borglum frequently became involved in public disputes. He helped organize the Association of American Painters and Sculptors in 1912 as a means of helping young artists and to protest the traditionalists. Though he was personally controversial, Borglum was immensely successful and in great demand as a sculptor. Borglum won major acclaim with his famous equestrian statue of General Philip Sheridan in Washington D.C. in 1908. He produced another mounted and heroic Sheridan Statue for Chicago. **Table 3-1** lists Borglum's major works.

Borglum also carved a massive piece of marble into a huge head of Abraham Lincoln, creating a wave of national recognition and favorable comment. It was installed in the Capitol Rotunda. Lincoln was easily Borglum's favorite subject; he even named his son Lincoln. Borglum's first marriage had long cooled and in 1908 he married a long-time friend, Mary Montgomery, a scholar in her own right. The Borglums settled on an estate near Samford, Connecticut, which they dubbed "Borgland." He pursued interests in road design, aviation and politics. During this period he produced another famous Lincoln for Newark, New Jersey. His work included designing the Corpus Christie, Texas waterfront breakwater and marina.



Marble statue of Lincoln installed in the rotunda of the Capitol

It was in 1915 that Borglum first got the notion of carving a mountain into a memorial. In 1923 he began carving the head of Robert E. Lee on Stone Mountain, near Atlanta. After a spat in 1925, he smashed his models and departed. However, he had already been approached about another mountain-size project, the idea of a national monument in the Black Hills of South Dakota. Borglum chose the portraits of presidents, Washington, Jefferson, Lincoln and Theodore Roosevelt to be carved on the 5,725-foot high mountain. Work began in 1927 with the sculptor and his assistants working across the face of the mountain, drilling, blasting and carving. Washington's face, the first completed, was unveiled in July 1930, Jefferson in 1936, Lincoln in 1937 and Roosevelt in 1939.

Borglum died unexpectedly in Chicago while on a speaking tour. He was entombed at Forest Lawn Memorial Park in Glendale, California. Borglum's son, Lincoln, following his father's instructions, completed the last work on Mount Rushmore late in 1941. The entire project had cost slightly less than $1 million.

Site Recommendations

- Build a memorial adjacent to the St. Charles City Hall, to include a bronze statue of Gutzon Borglum and son Lincoln (see **Figure 3-2** for a concept plan).
- Construct a stone plaza on the site to display the statue. Request financial assistance from the Idaho Commission on the Arts, the National Endowment for the Arts, residents, businesses, and patrons of the arts to construct the courtyard.
- Reinstall the sandstone Gurtzon Borglum sign.
- Research, write, fabricate, and install interpretive signs about the life and works of Gutzon Borglum.
- Pave the area adjacent to U.S. 89 for parking.
- Install byway signs.
- Reinstall Gutzon Borglum Historical Marker No. 271, initially installed at the site in 1963.

Site Improvements

Borglum memorial with statue	$67,250
Stone plaza	$45,000
Reinstallation of Gurtzon Borglum sandstone sign	$250
Interpretive signs	$8,000
Parking pavement	$18,000
Byway signs	$2,000
Reinstallation of Gurtzon Borglum Historical Marker No. 271	$4,000
Total	**$144,500**

Management

City of St. Charles
Bear Lake County
U.S. National Park Service
Idaho Commission on the Arts
Borglum Historical Center (Keystone South Dakota)
Idaho Abraham Lincoln Bicentennial Commission

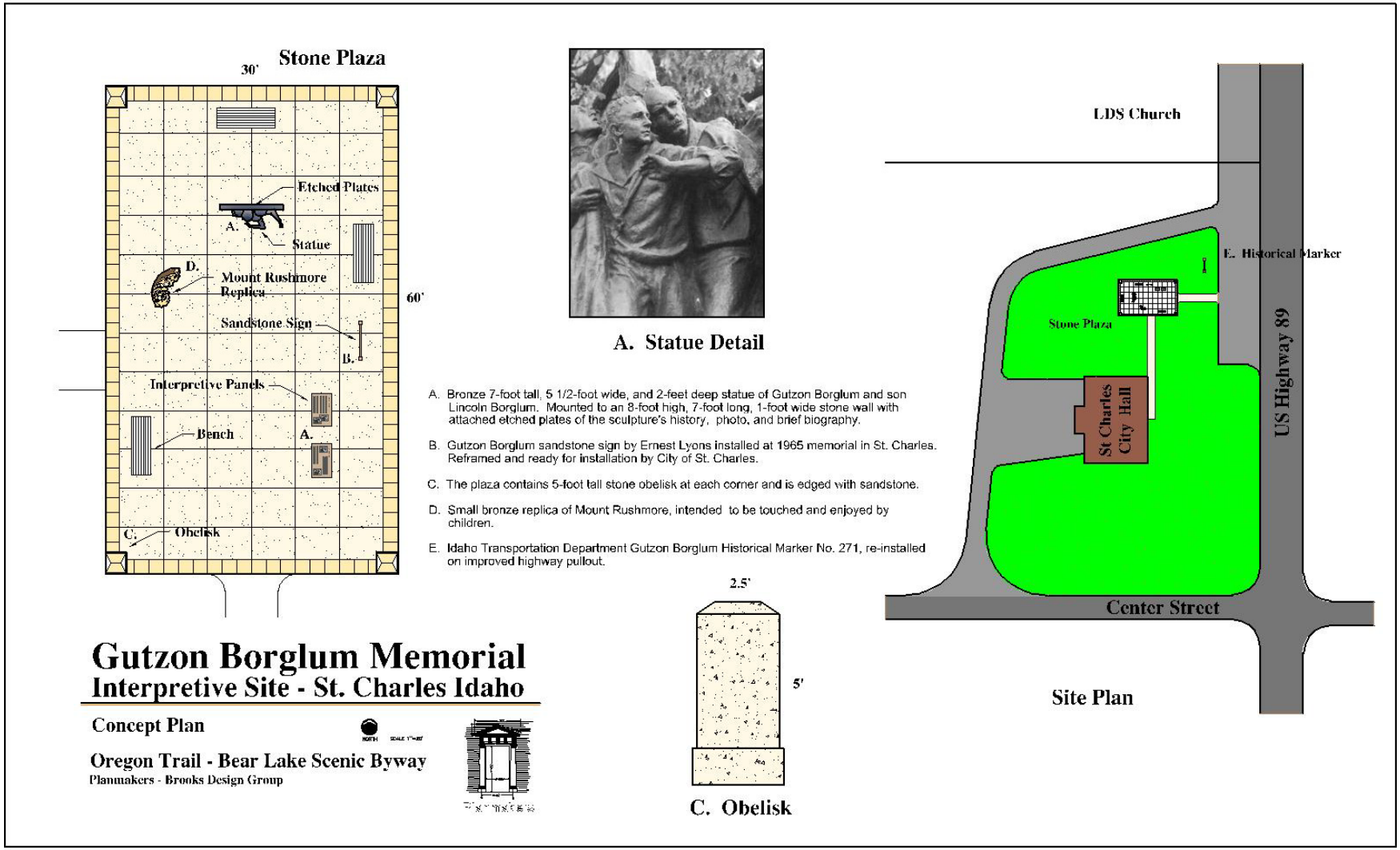
Sheridan Circle statue in Washington, D.C., by Idaho-born sculptor, Gutzon Borglum

Table 3-1. Major Works of American Sculptor Gutzon Borglum

Statue	Media (Size)	Unveiling	Location
Mares of Diomeders	Bronze (103 in)	1904	Metropolitan Museum Art, N.Y.
Abraham Lincoln	Marble (40 in)	1908	Capitol Rotunda, Washington, D.C.
John W. Mackay	Bronze	1908	University of Nevada, Reno, Nevada
General Sheridan	Bronze	1909	Sheridan Circle, Washington, D.C.
Pan American Union	Marble	1910	17th and Constitution, Washington, D.C.
Conception	Marble (15 in)	1911	Springville Museum, Springville, Utah
Baird Z. Vance	Bronze (7 ft 8 in)	1916	Statuary Hall, Washington, D.C.
General Sheridan	Bronze (15 ft)	1924	Lincoln Park, Chicago, Illinois
Stone Mountain Half-Dollar	Silver	1925	U.S. Mint
Wars of America	Bronze	1926	Military Park, Newark, New Jersey
Alexander Stephens	Marble (5 ft 8 in)	1926-1927	Statuary Hall, D.C.
Mount Rushmore*	Stone	1927-1939	South Dakota
Trail Drivers Monument	Bronze	1927	Texas Ranger Museum, San Antonio, Texas
John C. Greenway	Bronze 7 ft 6 in	1928	Statuary Hall, Washington, D.C.
William Jennings Bryant	Bronze	1934	Rock Creek Parkway and 26th, Washington, D.C.
Thomas Brackett Reed*	Marble (26 in)	1943	Cannon House Rotunda, Washington, D.C.

*Lincoln Borglum, son, co-sculptor.

Figure 3-2: Concept Plan for Gutzon Borglum Memorial



Site 3
Bear Lake State Park

Location

The park is located 4 miles east of St. Charles off U.S. 89 on North Beach Rpad The east beach campground and day-use area is 7 miles from North Beach on East Shore Road.

Coordinates: North 42. 07. 402, West 111 23. 434

Classification

Landmark Site

Existing Site Conditions

Bear Lake State Park is composed of two units, one on the north end of the lake and another on the east side. The park office is located in Montpelier on the second floor of The National Oregon/California Trail Center.

During the winter months, Bear Lake State Park manages a three-county snowmobile-grooming program that covers almost 300 miles of trails. Approximately 100,000 visitors use the park facilities annually, and it is not unusual to find 4,000 to 5,000 visitors on a summer Saturday. North Beach is the best natural beach in Idaho. It includes a day-use-only area with 2 miles of beach access, two boat ramps, picnic tables, and vault toilets, but no drinking water. It is on a sandbar, or dike, that divides Dingle Marsh and Mud Lake on the north from Bear Lake on the south. North Beach is leased property and the Idaho Department of Parks and Recreation currently has a 20-year lease with Rocky Mountain Power. Recent improvements to North Beach include a new county road that separates through-traffic and park visitors and three new CXT vault toilets.

East Beach, with 966 acres, features a 48-unit campground with water, electricity, and dump station. East Beach also has two group camp areas with electricity, water, shelters, grills, and tables. South of the campground is a large day-use area with three group shelters

Entrance sign at Bear Lake State Park
(Source: Kirk Beogh)

and 5 acres of grass, drinking water, restrooms, tables, and fire grills. East Beach has about 2.5 miles of beach access. A primitive camp area near the Utah line is ideal for small groups. East Park has a small boat ramp that is usable during high water.

Bear Lake is home to the Bonneville cisco, a fish found nowhere else in the world. The silvery two-ounce cisco feeds on zooplankton and its size seldom exceeds seven inches. The fish, also known as the Bear Lake sardine, spawn in January in shallow water along 2 miles of the eastern lake shore. Cisco always school in a counter-clockwise circular motion. Fishers are allowed a 30-fish limit. Two other species of whitefish, new to science, were discovered here in 1915; both still inhabit the lake. Lake trout, carp, and yellow perch have been introduced to the lake.

Another unique feature of the lake is the Lifton Pumping Station owned by PacificCorp and situated on the south side of the dike road to the park, 4 miles from the highway. This pumping station is part of an ingenious irrigation scheme. Prior to 1900, the lake's natural outlet at the north end meandered through Dingle Swamp to the Bear River, 16 miles north. In 1909, Telluride Power Company began

to construct works that would divert Bear River into Mud Lake and Bear Lake for irrigation storage and power. The natural outlet through Dingle Swamp was closed, and north-south inlet and outlet canals were excavated between the river and the lake. This project was completed in 1918; downstream power plants were finished in 1928. The pumping station has two gates (through which water can move either north or south by gravity flow) and five pumps (which can lift 1,500 cfs into the outlet canal when Bear Lake is too low for gravity flow north). The annual lake fluctuation averages between 2 and 3 feet and this affects recreational use of the lake. Smaller boats can be launched at the day-use area; however, as the water recedes, the ramp is not accessible.

The top 21½ feet of Bear Lake serve as a storage reservoir for the Bear River's spring flood. Runoff is diverted from the river near Dingle to Mud Lake and Bear Lake. As irrigation demand increases during the summer, the water is released north through the 12-mile-long outlet canal back into the river just west of Montpelier. The water then runs through four power plants as it flows from its release points south to Utah and the Great Salt Lake.

Bear Lake is a sensational recreation attraction and North Beach is one of the most popular swimming spots in the three-state area of Idaho, Utah, and Wyoming. Improvements are proposed to take advantage of the state site and enhance public use.

Site Recommendations

- Commission a new master plan for Bear Lake State Park.
- Negotiate a long-term lease with PacificCorp to allow needed improvements at North Beach.
- Construct new restrooms with drinking water at North Beach.
- Realign the county road to avoid conflicts with beach activity.
- Research, write, fabricate, and install an interpretive sign providing information about fish, wildlife, and the ancient lake shoreline.
- Construct a lakeside bicycle-pedestrian path connecting to U.S. 89 and the Utah pathways system.

Site Improvements

Park master plan	$30,000
Long-term lease	To be determined
Restrooms with drinking water	$400,000
Realignment of county road	To be determined
Interpretive sign	$6,000
Bicycle-pedestrian path	To be determined
Total	**$436,000**

Management

Idaho Department of Parks and Recreation
Bear Lake County
Bear Lake Regional Commission

Site 4
Minnetonka Cave

Location

Minnetonka Cave is located 10 miles outside St. Charles. Approximately 0.1 mile north of the North Beach Drive is paved St. Charles Canyon Road, which leads 10 miles west up St. Charles Creek to the cave

Coordinates: North 42 03 17.9, West 111 31 09.4

Classification

Landmark Site

Existing Site Conditions

The most impressive and largest limestone cave in the state, this cavern of fascinating geological formations extends 2,200 feet into the hillside, with improved trails and lights all the way. It becomes progressively more breath-taking with large chambers and narrow

Minnetonka Cave

Scenic Walkway to Minnetonka Cave

passageways, some of which are filled with strange stalactite and stalagmite formations and draperies formed by water trickling along the wall. The cave is dissolved from Mississippian shelf limestone and is probably a fossil cave that was formed before the St. Charles Canyon was deeply cut and dissected. The cave was likely dissolved when the groundwater table was above the level of the cave, and so the present cave is perched high above the water table, where it grows stalactites and stalagmites as groundwater drips along the cracks.

Minnetonka Cave was discovered in 1907 by a resident of St. Charles who was hunting grouse in the mountains. After a number of formations were vandalized, the U.S. Forest Service decided to regulate access. A Works Progress Administration (WPA) project built a trail from the road to the cave and poured concrete steps inside the entrance. The cave has been open to the public since 1937.

Admission ticket

Minnetonka Cave features guided tours from June 15 through Labor Day daily between 10:00 a.m. and 5:30 p.m. Admission fees are charged. Tours are conducted under a Special Use Permit issued to Transtrum Enterprises. The cave is managed by the U.S. Forest Service as part of the Cache National Forest, administered by the Caribou/Targee National Forest. Cave tours are limited to the summer season to reduce any impacts on Thompson Longeared bats in the cave. The cave provides an excellent hibernation and roost site for bat populations. Cave tour highlights include the Bridal Chamber, the Dwarf Kingdom, and the Ballroom (so-named because of its size).

This natural resource is easily accessible by means of a two-lane, paved road that penetrates the mountain barriers. A road ends at a parking area and the cave is reached by a short scenic foot trail. Three U.S. Forest Service campgrounds are within a few minutes of the cave.

This is one of the most scenic and unique geologic sites on the byway. The site is well managed by the U.S. Forest Service and continued operation of tours during the summer season are planned.

Site Recommendations

- Install byway signs at the juncture with U.S. 89.
- Research, write, fabricate, and install interpretive signs at the parking area that speak of the cave's geology and history.
- Develop a self-guided geological tour brochure of St. Charles Canyon.

Site Improvements

Byway signs at U.S. 89 juncture		$3,000
Interpretive signs		$6,000
Geological tour brochure		$3,000
	Total	**$12,000**

Management

U.S. Forest Service
Transtrum Enterprises

Site 5
Bear Lake National Wildlife Refuge

Location

Bear Lake National Wildlife Refuge is reached from U.S. 89 in Paris. Turn on East Second North and travel 2-½ miles.

Coordinates: North 42 12 30.1, West 111 23 27.6

Classification

Point of Interest Site

Existing Site Conditions

This 18,000-acre refuge of marsh, open water and grasslands provides good wildlife viewing opportunities for day use only. Observation sites are available on a motor tour route. Walking trails are also available. An existing kiosk provides maps and interpretive information. The site has guide signs on U.S. 89, located both at Paris and Canal Road.

Established in 1968, the wildlife refuge is a major nesting area for Great Basin Canada geese, sandhill cranes, and mallards, pintails, canvasback, and redhead ducks. Other waterfowl include herons, egrets, terns, rails, ibis, bitterns, grebes, avocets, and white pelicans. The refuge's Mud Lake Unit is a favorite resting area for several thousand ducks and geese each spring and fall.

The refuge provides critical feeding and resting areas during the spring and fall migration. Refuge management activities ensure that the breeding, feeding and space needs of a diversity of species are maintained and protected. Water control is one of the most important management activities. Seasonal fluctuation of the refuge marsh level averages between 2 and 3 feet.

This is one of 520 national wildlife refuges managed by the U.S. Fish and Wildlife Service. Another nearby refuge is Grays Lake, located

Bear Lake National Wildlife Refuge interpretive sign

north of Soda Springs. The Bear Lake Refuge office is located in Montpelier.

For the past 20 years, the Malheur Lake National Wildlife Refuge in southeast Oregon has held a spring festival. The John Scharff Migratory Bird Festival and Art Show occupies the first weekend of April during the height of the spring bird migration. It draws many birdwatchers and their families to Burns each spring for lectures, a banquet, wildlife art auctions, guided bird watching, an art show, wildlife tours, and other events. A similar festival of smaller scope in Montpelier, St. Charles, or Paris, could bring many visitors to the area along the byway. This would be a chance for the community to promote the refuge and the area. The festival could even be scheduled to coordinate with Oregon's established festival and may include a side-trip to the refuge at Grays Lake north of Soda Springs.

This venture should not be considered without the full support of the community in cooperation with the National Wildlife Refuge. A committee of volunteers might consider an investigative trip to the Malheur Refuge to observe this successful festival prior to planning an event for the Bear Lake National Wildlife Refuges.

Site Recommendations

- Install byway signs at the juncture with U.S. 89.
- Install byway trailblazer signs to assist visitors in their trip to and from the refuge.
- Develop several observation sites at locations within the refuge.
- Build trails in the refuge for access to observation sites and to minimize environmental impacts.
- Develop a visitor facility at the refuge that includes an office.
- Construct an overlook tower for the visitor facility.
- Consider a potential program, modeled after the John Scharff Migratory Bird Festival, for both the Bear Lake and Grays Lake refuges to attract eco-tourists and bird watchers.

Site Improvements

Byway signs at the juncture with U.S. 89	$3,000
Byway trailblazer signs for refuge area	$3,000
Observation sites	$48,000
Trails	$10,000
Visitor facility with office	$300,000
Overlook tower	$35,000
Program to attract eco-tourists and bird watchers	To be determined
Total	**$399,000**

Management

U.S. Fish and Wildlife Service

Site 6
Paris Tabernacle and Historic District

Location

Milepost 15.8 on U.S. 89, Main Street, Paris.

Coordinates: North 42 15 33.0, West 111 24 02.7

Classification

Landmark Site

Existing Site Conditions

Paris contains a remarkable architectural legacy. It features one of the most handsome Mormon tabernacles built during the nineteenth century, and numerous beautiful frame houses give Paris its distinct appearance. The Paris Tabernacle, a Romanesque revival style church built of red sandstone between 1884 to 1889, is expansive: 127 feet long and 73 feet wide, with a 110-foot tower and seating capacity for 1,500. The Tabernacle and entire town were listed on the National Register of Historic Places in 1972. A small information office is located in front of the Tabernacle.

The Paris Tabernacle was built to serve the needs of the numerous small farm communities in the Bear Lake Stake, which at the time extended from Paris to Soda Springs to Randolph, Utah, and into Star Valley, Wyoming. In 1863, Apostle Charles C. Rich, on assignment from Brigham Young, guided settlers into the Bear Lake Valley. Rich chose the present site of Paris after receiving permission from Shoshone Chief Washakie to settle in the north end of the valley in return for a portion of the crops produced. The early Mormon settlers began the next year by planning seven other settlements along the Bear River drainage: Bennington, Bloomington, Fish Haven, Liberty, Montpelier, Ovid, and St. Charles.

Paris Tabernacle, built between 1884 and 1889

Rich brought a surveyor, Frederick Perris, who platted the original Paris town site. The village plan had a precedent; it was a model of Joseph Smith's plat for the City of Zion—large square blocks, spacious lots, wide streets at right angles to one another, with farms lying outside the village. Perris' name, though altered now, was given to the community.

The Paris Tabernacle's architecture portrays powerful asymmetry, reinforced by heavily buttressed load-bearing walls of sandstone, pierced by flat and round-headed windows. An unusual feature is the round apse at the east end, which (although common to churches of other faiths) is an uncommon feature in Mormon architecture. The red sandstone was sledded to the site from a quarry 18 miles south of town, on the east edge of Bear Lake. The stone cutting and carving were done by a family of Swiss masons.

Entrance to the vestibule and hall is through a large double door at the base of the central tower. The architect, Joseph Don Carlos Young, son of Brigham Young, followed the pattern of earlier tabernacles by using a single-axis assembly hall with a U-shaped gallery facing the rostrum-choir and flanked by organ pipes. Acoustically the building nears perfection. An impressive vaulted ceiling is decorated with single strips of stained wood arranged in geometric patterns. Its hull-like design was by James Collings, Sr., a New England shipbuilder by trade. Single columns extend from the ground floor through the gallery into an arcade. All of the wood is from local forests. In the vestibule is a bronze monument "In Memory of The Pioneers Who Settled Bear Lake Valley in the Year 1863," erected by the Citizens of Bear Lake Valley in 1913. The building was restored in 1991.

A monument on the Paris Tabernacle grounds honors Charles C. Rich, who (in addition to settling the Bear Lake Valley) went to Europe to find skilled craftsmen to work on Mormon churches. Nearby are the grinding stones and burrs from the first flour mill. Guided tours under the direction of the Paris Idaho Stake missionaries are conducted daily from Memorial Day to Labor Day.

Paris' wide streets contain a variety of architecturally significant commercial, residential, and agricultural structures dating from the 1860s to the 1930s. Good examples of Queen Anne and bungalow-style homes are evident, as are a number of mansard-roof homes of the modest Second Empire style. A planing and shingle mill was established in 1870, which produced much of the wood for this collection of handsome homes.

Significant local buildings include the Pendry Drug, Bear Lake Market, Browing Block, Paris Hotel, Old LDS Tithing Office, and Bear Lake County Courthouse, built from 1884 to 1885. Visit the City of Paris Historical Museum. Printed guides identify Eastside and Westside walking tours. Before the county was surveyed in 1875, local people believed they had settled in Utah and they sent representatives to the legislature of the Utah Territory.

A few structures survive from the decades of settlement. One of the first settler cabins, built in 1863 by Thomas Sleight and Charles Atkins and now owned by the State of Idaho, was moved to a park on the west side of Main Street. It is typical of early housing and sheltered two couples through the first winter. The adobe cabins in the southwest corner of Paris replaced five identical three-room log cabins used by the wives of Charles Rich. When one wife died in 1879, he replaced the cabins.

Site Recommendations

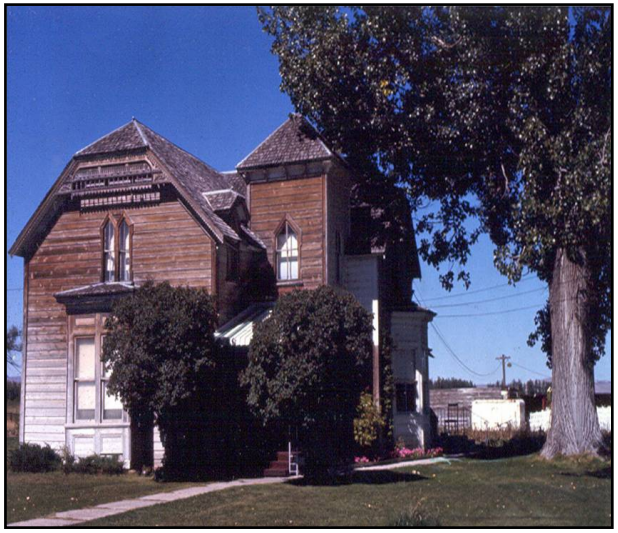
- Update the walking tour brochures.
- Consider extension of the tour season for the Paris Tabernacle.
- Create a driving tour brochure of the town's charming wooden residences.
- Encourage expansion of the Tabernacle's concert series.
- Improve the private welcome signs on each approach to Paris.
- Install byway signs.
- Participate in the proposed museum cooperative (to be jointly funded and led by The National Oregon/California Trail Center and the South Bannock County Historical Center).

Site Improvements

Brochure update	$5,000
Extension of tour season for Paris Tabernacle	To be determined
Driving tour brochure	$2,500
Expansion of Tabernacle's concert series	To be determined
Welcome sign improvement	$4,500
Byway signs	$2,000
Participation in museum cooperative	No cost
Total	**$14,000**

Management

Church of Jesus Christ of Latter Day Saints
City of Paris
City of Paris Historical Museum



One of Paris' many historic homes

Paris City Hall and Library

Site 7
The National Oregon/California Trail Center

Location

322 N. 4th Street, Montpelier, U.S. 30, Milepost 434.5

Coordinates: N 42 19 24.0, W 111 17 49.8

Classification

Landmark Site

Existing Site Conditions

Today you can relive the epic journey of the emigrant trails at The National Oregon/California Trail Center. Located on the site originally known as Clover Creek Encampment, the Center dramatically recreates the trip from Missouri to Clover Creek. As part of the living history tour, a wagon master takes visitors back into the 1860s by letting them experience the creativity of a gun shot, the needed items in an old-fashioned mercantile, and the aura of an evening setting at the wagon train encampment. The journey begins in the outfitting area and then enters a wagon, stopping to hear tales of the trail. On display in the Center's art gallery are Oregon Trail paintings by Idaho artist Gary Stone. A mural painted by Montpelier native John Wayne Cook also depicts the Oregon-California Trail timeline as it relates to the Bear Lake Valley. In Peg Leg's Trading Post, one can find books and literature about the Oregon-California Trail, as well as other souvenirs of western lore. Dinner theater events are held in the Allinger Community Theatre and tour bus meal accommodations are available in the Scenic Trail Chuckwagon.

The Center's summer tours began in 1997 and have progressed to the present with continued summer tours and student outreach programs during the winter months. The Center is open generally between Memorial Day and Labor Day, with special events happening throughout the year. Tours are also available by reservation during the off-season. Tour fees are charged.

The Rails and Trails Museum is operated by the Bear Lake County Historical Society on the lower floor of the Center. The museum contains pioneer artifacts, historic photographs, and items that recall the earliest settlers of Bear Lake Valley. The collection includes over 2,000 pioneer and railroad artifacts, relics from the

Headquarters of The National Oregon/California Trail Center

Actors relive trail experiences at the Center
(Source: Jerry Flatz)

local Daughters of Utah Pioneers (DUP) collection, as well as a Union Pacific display. Funding for the museum, which charges no admission, is from Bear Lake County and City of Montpelier donations. Donations are also accepted at the museum.

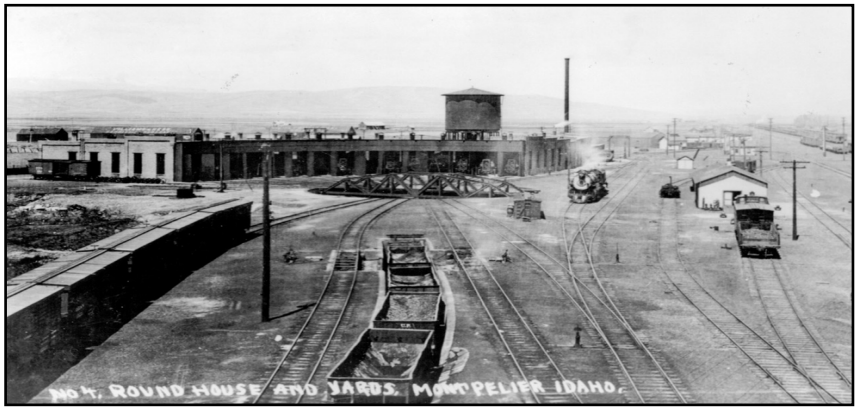
Occupying a wing of the same building is the headquarters of the Caribou/Targee National Forest (Montpelier Ranger District). The U.S. Forest Service office also administers the Cache National Forest, which extends from the Utah border to Soda Springs on the west side of Bear River. Bear Lake State Parks is also housed in the upper level of the Center. A meeting room is available upstairs.

Montpelier is the southeast gateway into Idaho and serves visitors traveling the Oregon Trail-Bear Lake Scenic Byway. Montpelier benefits from being on U.S. 89, a popular route to Jackson Hole, the Grand Teton National Park, and Yellowstone National Park.

The Bear Lake Valley has long been known for its rendezvous and settlement. Trail travelers tell of fresh produce, dairy products, and beef that were available for purchase. Montpelier was settled by Mormons in 1864 and became the Bear Lake Valley's major settlement after rail service arrived in 1881. Brigham Young named it after the capital of his native state, Vermont. Early businesses sprang up along 4th Street, the location of heavy Oregon Trail traffic. Later commercial growth developed on 8th Street, growing toward the depot and railroad.

In 1881, construction of the Oregon Short Line began at Granger, Wyoming. The next year, this line passed through Montpelier, Soda Springs, Pocatello, and eventually reached Huntington, Oregon. Even though the railroad eventually eliminated the Oregon Trail, as a travel route, it opened the Bear Lake region to more settlement, ranching, farming, and small businesses.

A number of buildings are listed on the National Register of Historic Places. The Montpelier Historic District contains four brick buildings on large lots set back from Washington Avenue. They are notable for their scale, materials, and function. The neo-classical revival style city hall was built in 1917 and is distinguished by its portico with pairs of Tuscan columns. The semi-circular LDS Tabernacle on the adjacent corner is the city's largest auditorium and features round, arched entries with ornate terra cotta. The modern-style high school, now the middle school, was constructed in 1937 as a Public



Former Montpelier Roundhouse
(Source: ISHS 71-104.1)

Works Administration project on the land opposite the Tabernacle. It is distinguished by mountain-red variegated tapestry brick and extensive ornamented terra cotta trim.

The Montpelier Odd Fellows Hall is a two-story, cut-stone building in the Renaissance Revival style, built in 1898-1899. Distinctive features include second-floor arched windows with colored glass fanlights and a pediment with eye and chain symbols of the Odd Fellows. The John A. Bagley house, with its three-story octagonal tower, is the finest Queen Anne residence in Montpelier. Bagley was an Idaho attorney general and built the house in 1902.

A memorable day in Montpelier was August 13, 1896, when Butch Cassidy and his gunmen robbed the Bank of Montpelier and scooped up more than $16,500 in gold, silver, and currency. Leaving a surprised cashier and his terrified customers, the gang of robbers calmly rode away. A deputy sheriff, who borrowed a bicycle to pursue them up Montpelier Canyon, was quickly out-distanced. Cassidy never was caught, but Bob Meeks was imprisoned until 1912 for helping in the city's great bank robbery. ITD Historical Marker No 466 named "Bank Robber" (Milepost 25.5) is located near a downtown bank.

1950s postcard illustrating architectural details of Montpelier's Washington Street

John A. Bagley House in Montpelier

Site Recommendations

- Install byway guide signs at the U.S 30 and U.S. 89 intersection.
- Develop Washington St. as a gateway to U.S. 89 with a downtown revitalization program. Encourage upper-floor housing.
- Maintain and expand the evergreen tree corridor on U.S. 30.
- Create walking trails adjacent to the wagon ruts at Thomas Fork Creek, Big Hill, the Peg Leg Smith site, and Georgetown Summit.
- Develop a self-guided auto tour brochure linking the historic sites in Montpelier.
- Develop and launch a marketing campaign for The National Oregon/California Trail Center.
- Create a trail diary for youth.
- In War Mother's Memorial Park, install a railroad artifact as public art. Prepare, fabricate, and install an interpretive sign of Montpelier's railroad history. Establish a farmers' market at the park. Expand the park towards Washington St.
- Along with the South Bannock County Historical Center, lead an effort to establish a regional museum cooperative.

Site Improvements

Byway guide signs	$4,000
Washington Street revitalization program	$100,000
Maintenance and expansion of tree corridor	$15,000
Walking trails adjacent to wagon ruts	$15,000
Self-guided auto tour brochure	$5,000
Marketing campaign	$16,000
Trail diary	$4,000
Enhancements for War Mother's Memorial Park	$60,000
Regional museum cooperative (one-half of the shared $50,000 cost with the South Bannock County Historical Center)	$25,000
Total	**$244,000**

Management

The National Oregon/California Trail Center
City of Montpelier/Montpelier Gem Team Committee
Greater Bear Lake Valley Chamber of Commerce
Idaho Association of Museums

Site 8
Big Hill Oregon Trail Site

Location

Located east of Montpelier at ITD roadside pullouts on U.S. 30 (Milepost 440.1, Milepost 441.7 and Milepost 454.5).

Coordinates: N 42 14 09.73, W 111 13 59.27

Classification

Point of Interest Site

Existing Site Conditions

This is the Oregon-California Trail entrance to Idaho and visitors are provided information on the Thomas Fork and Big Hill trail sites. Four ITD historical markers are at roadside pullouts on U.S. 30 between the Idaho-Wyoming border and Montpelier. These include Thomas Fork (No. 157) at Milepost 454.5; McAuley's Road (No. 456) and Big Hill (No. 335), both at Milepost 441.7; and Smith's Trading Post (No. 159) at Milepost 440.1. Two ITD former rest areas in this stretch have been closed.

Coming down Big Hill into present-day Montpelier

ITD historical markers

When emigrants reached the present eastern border of Idaho, they had a good part of their journey ahead of them even though technically they had been in Oregon Territory since crossing South Pass, at the Continental Divide. The primary route of the Oregon – California Trail stretches across the southern portion of Idaho for nearly 400 miles. From the eastern border of Idaho, the trail cuts across the mountains and valleys to join the Snake River and the site of Fort Hall near present-day Pocatello. U.S. 30 closely follows the trail from Border Junction to Soda Springs.

The Thomas Fork Valley attracted a number of trading ventures due to the excellent camping facilities (water, grass, and wood). Large Indian villages could also be found in this valley. A bad ford gave trouble to wagon trains crossing the Thomas Fork on the trail to California and Oregon in 1848, so emigrants built two bridges here in 1850. An enterprising toll collector came along and charged $1 per wagon, which was more than some could afford. There are no remnants of the ford crossing or the bridges, but the area has an authentic appearance and little development. ITD has placed a roadside marker (No. 157) at Milepost 454.5 with a good view of Thomas Fork, a tributary of the Bear River.

Many thought Big Hill to be the steepest and longest decent encountered on the trip west. The descent was particularly troublesome and the deep ruts caused by the locking of wagon wheels can be seen from an ITD highway marker (No. 335). A McAuley Cutoff pedestal sign at the same pullout, installed by the Oregon-California Trail Association (OCTA) in 1992 reads:

> *Traveled ten miles today and camped on Bear River. Just before coming to the river we had the hardest mountain to cross on the whole route. It was very steep and difficult to climb, and we had to double teams going up and at the summit we had to unhitch the teams and let the wagons down over a steep, smooth sliding rock by ropes wound around trees by the side of the road. Some trees are nearly cut through by ropes. The boys fished awhile then took a ramble around the country and discovered a pass, by which the mountain can be avoided by doing a little road building.*
>
> *Eliza Ann McAuley, July 15, 1852*

The McAuleys and Ezra Meeker completed the cutoff and the builders collected a toll for a few weeks to pay the construction expenses. Building the cutoff reflects the initiative and thought of a group of young Americans in the year 1852. Today the cutoff begins on private ranch land on Sheep Creek, about 5 miles east of the marker. From there, U.S. 30 follows the approximate route of the cutoff around the south base of Big Hill, some 7 1/2 miles farther west.

Site Recommendations

- Construct a new Oregon-California Trail kiosk with a portal and interpretive signage and byway mapboard at the Oregon-California Trail Overlook (see **Figure 3-3** for a concept plan).
- Install byway signs.
- Improve and reopen the abandoned ITD rest area and turn bay.
- Partner with The Oregon-California Trail Association and the Idaho State Historical Society to expand interpretive information and open walking trails along portions of the Oregon-California Trail wagon ruts.
- Research, write, fabricate, and install an interpretive sign at the foot of Big Hill on the east side.
- Promote Oregon-California Trail sites across Idaho.

Site Improvements

Oregon-California Trail kiosk with portal and interpretive signage and mapboard	$90,000
Byway signs	$2,000
Rest area and turn bay improvements	$120,000
Expanded interpretive information and walking trails	$15,000
Interpretive sign at Big Hill	$9,000
Promotion of Oregon-California Trail sites	To be determined
Total	**$236,000**

Management

Idaho Transportation Department
Oregon-California Trail Association
The National Oregon/California Trail Center
Oregon Trail-Bear Lake Scenic Byway Committee
Idaho State Historical Society
U.S. National Park Service

Figure 3-3. Concept Plan for Oregon-California Trail Overlook

Site 9
Georgetown Relief Society Hall

Location

161 North 3rd West Street, one-half block west of Main Street and U.S. 30 in Georgetown, Milepost 423.

Coordinates: N 42 28 26.9, W 111 22 15.0

Classification

Point of Interest Site

Existing Site Conditions

This small log-and-wood-frame building, over 125 years old, is listed on the National Register of Historic Places. In Georgetown's early settlement, it functioned as a local chapel, schoolhouse, and general meeting hall. For many years, it was a focal point for the female society of this small community.

In 1874, logs were hauled from the mountains to build this cabin. In 1896, it was moved one and one-half blocks from its original location to the current site in 1896. The cabin was later remodeled with the addition of clapboard siding, windows, and simple trim. The building served as a relief society meeting site until 1966, when the Church of Jesus Christ of Latter Day Saints (LDS Church) transferred title to the building to the Daughters of Utah Pioneers (DUP), who renovated it as a pioneer relic hall.

Georgetown was settled in 1872 by Mormons, one of the many LDS settlements established throughout eastern Idaho. Georgetown Canyon phosphate development helped diversify the farming and ranching community. The Oregon-California Trail follows U.S. 30 through the city.

Georgetown Relief Society Hall

This small building played a primary role in the community life of this isolated LDS settlement. Everyone in the community was a member of the LDS Church and had little contact or support from outside. As such, the community relied on its own resources and institutions for social welfare and mutual support. The local Relief Society played an integral part in promoting the welfare of the town, providing a place for Mormon women to foster mutual support and to socialize.

The duties assigned to the Relief Society were to oversee the social well-being of the ward. This included manufacturing and distributing emergency food, clothing, and household goods to indigent church members; overseeing burial rites for the ward; manufacturing household goods for resale to support charitable activities; caring for the sick; training nurses and midwifes; establishing hospitals; and constructing storage facilities for grain and other staples to prevent famine. The Relief Society served a role in raising funds for larger church projects (such as the construction of temples, tabernacles and hospitals), and in supporting missionary efforts. It was a forum for the education and advancement of women in the community. Educational classes for younger women were organized, including classes for new mothers.

A small DUP interpretive sign (No. 410, "Georgetown's First Public Building, Twin Creeks Camp") was placed on the hall in 1980. The hall is furnished and opens only on special occasions such as July 4, July 24, and Pioneer Day. The local DUP chapter meets at the building the third Wednesday of each month. The hall faces 3rd Street in the middle of the block and parking is available only on the street. A small side yard adjoins the hall.

ITD installed a directional sign to the building on U.S. 30 and an historic marker (No. 499) at Georgetown City Park.

Relief Society Hall window with simple trim

Site Recommendations

- Install picnic tables and shade trees.
- Research, write, fabricate, and install an interpretive sign.
- Seek additional volunteers to keep the hall open during the summer tourist season.
- Consider property acquisition to expand the parking area.
- Install byway signs.
- Participate in the proposed museum cooperative (to be jointly funded and led by The National Oregon/California Trail Center and the South Bannock County Historical Center).

Site Improvements

Picnic tables and shade trees	$5,500
Interpretive sign	$3,000
Additional volunteers	No cost
Property acquisition	To be determined
Byway signs	$2,000
Participation in museum cooperative	No cost
Total	**$10,500**

Management

Daughters of Utah Pioneers
City of Georgetown

Site 10
Georgetown Summit

Location

Georgetown Summit is located on U.S. 30 (Milepost 426), 3 miles north of Georgetown.

Coordinates: North 42 31.762, West 111 24.336 (at an elevation of 6,294 feet)

Classification

Point of Interest Site

Existing Site Conditions

A paved pullout is located on both sides of U.S. 30 at Georgetown Summit, where physical remnants of historic wagon trail ruts still exist. As illustrated, a number of pristine ruts exist on the west side of U.S. 30, west of Georgetown Summit. These are irreplaceable, visible links to our past and to our nations' development. The Oregon-California Trail Association (OCTA) has installed white fiberglass posts with the Oregon-California Trail name identified by decals. The posts marking the trail are placed at approximately one-quarter-mile intervals or within sight of each other. The Idaho Department of Fish and Game manages the area.

The trail remnants and stories of the migration are an ongoing recreational, educational, and economic resource for the byway. The opportunity exists to create a trailhead and interpretive signs along the trail. The trail would give the public the opportunity to follow the footsteps of thousands of adventurous emigrants and experience the solitude they faced.

Figure 3-4 shows the route of wagon ruts at Georgetown Summit.

White markers identifying the trail route down Georgetown Summit towards Soda Springs

Hiking and equestrian trail paralleling the trail ruts

Figure 3-4. Map of Georgetown Summit Wagon Ruts

Interpretive Value

The trail offers a variety of visitor experiences for hiking, horseback riding, and possibly wagon rides. In some places, it follows an unimproved road that covers the trail and, for stretches, the actual historic locations where pristine ruts are visible. The site presents numerous interpretive opportunities. The Oregon-California Trail is a nonrenewable resource, and what remains must be preserved for present and future generations.

Historians have estimated that over 300,000 emigrants used the Oregon-California Trail between 1840 and 1869. The trails were long and arduous routes for emigrants, who were loaded down with food, supplies, household goods, and farming equipment, and slowed down by accompanying livestock. At an average rate of 12 miles a day, the journey took approximately 5 months. Most emigrants crossed the Snake River plain in late July and August when temperatures commonly exceeded 90 to 100 degrees F. The choking dust of the dry desert made travel extremely unpleasant. Three ruts are visible at the bottom of the hill, indicating that the wagons and oxen spread out to reduce the dust. The route crossed over this summit heading northwesterly for Soda Springs, and then went on to the Snake River at Hudson Bay Company's Fort Hall.

Diary quote from P.V. Crawford, July 12, 1851:

> *Several miles of afternoon travel brought us to a high ridge (Georgetown Summit) that here crosses the valley. Here we found a grade about five miles east of the river, where we crossed with tolerable ease.*

Site Recommendations

- Develop the 2-mile old road trail and trailheads to accommodate hiking and horseback riding, and possibly wagon use along the trail.
- Research, write, fabricate, and install interpretive signs.
- Develop a visitor trail guide to support use and understanding of the Georgetown Summit trail.
- Secure approval for public access from private property owners.
- Protect the ruts from damage.

Site Improvements

Trail development		To be determined
Interpretive signs		$15,000
Visitor trail guide		To be determined
Approval for public access		No cost
Rut protection		No cost
	Total	**$15,000**

Management

Idaho Department of Fish and Game
U.S. National Park Service
Oregon-California Trail Association (OCTA)
Idaho State Historical Society
Idaho Transportation Department
Idaho Department of Lands
Oregon Trail-Bear Lake Scenic Byway Committee
Adopt-A-Byway-Site Program

Site 11
Soda Springs Oregon Trail Oasis

Missionaries and immigrants traveling west on the Oregon-California Trail found Soda Springs one of the truly impressive attractions along the entire route.

Key subsites to experience include the following (described separately afterward). These sites are also identified in the Caribou Historical Society's brochure funded by the National Park Service. See **Figure 3-5** for a map.

- 11a Bear River Overlook
- 11b Sulphur Springs
- 11c Pyramid Springs and Soda Springs Geyser
- 11d Brigham Young's Cabin
- 11e Wagon Box Grave
- 11f Camp Connor, Morrisite Settlement, and 1863 Shoshone-Bannock Peace Treaty
- 11h Sheep Rock and Hudspeth's Cutoff
- 11h Cinder Cones
- 11i Wagon Ruts and Trail Markers

Classification

Point of Interest Site

Management

The following organizations are involved in managing the subsites.

City of Soda Springs and Cemetery District
Soda Springs Chamber of Commerce
Caribou County
Oregon Trail-Bear Lake Scenic Byway Committee
Caribou Historical Society
National Park Service

Site 11a: Bear River Overlook

Location

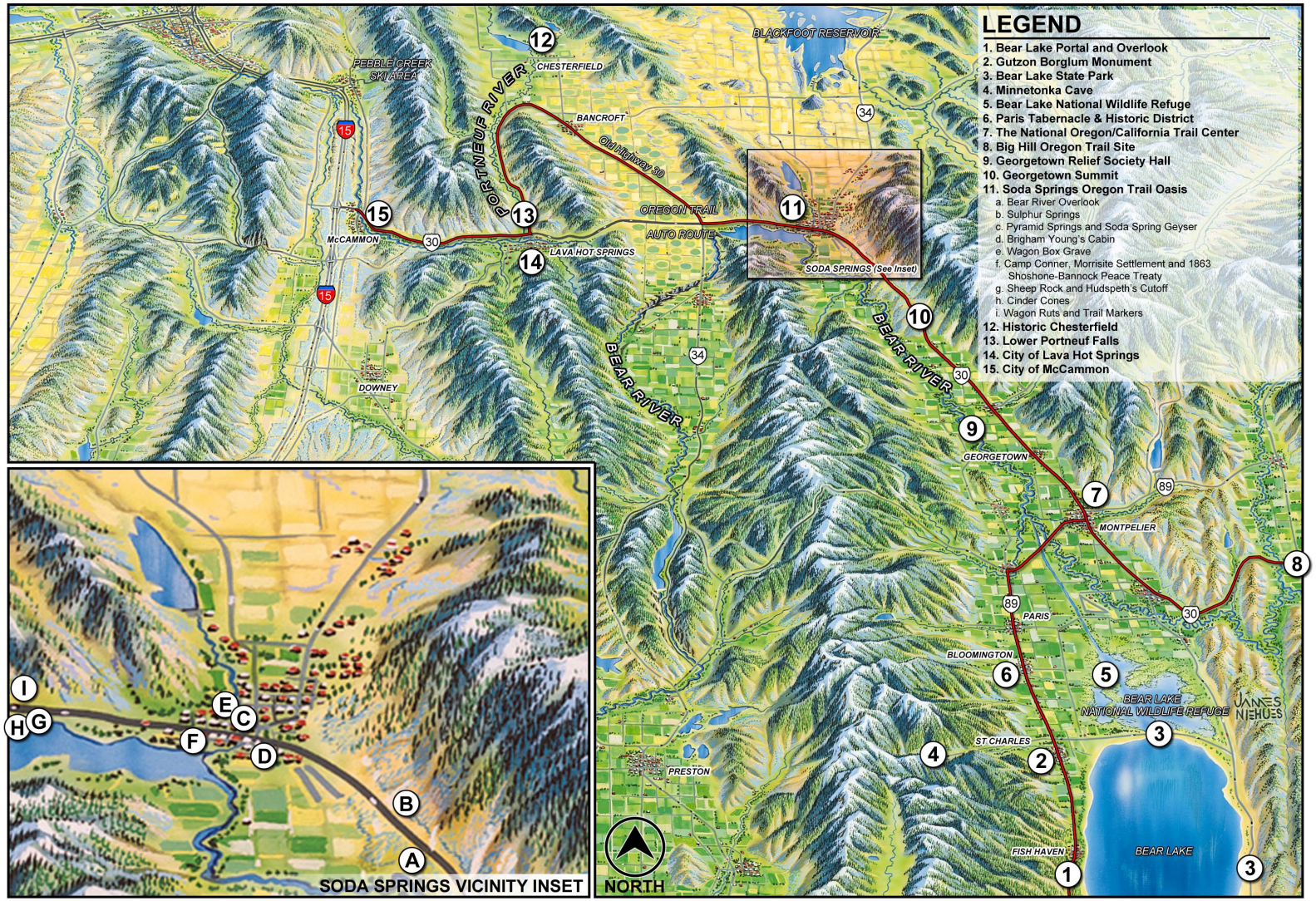
Located 1 mile northeast of U.S. 30 (Milepost 411.9).

Existing Site Conditions

This wide, paved pullout on the west side of U.S. 30 provides a spectacular view of the Bear River. A raised overlook with stairs and end-ramps features an Oregon-California Trail interpretive sign. Sherman Peak, at an elevation of 9,682 feet, can be seen in the distance. The 300-mile Bear River is one of the most circuitous in the United States. It originates on the north slope of the Uinta Mountains in Utah, travels north into Wyoming, and then curves south in a horseshoe through Idaho and back into Utah and the Great Salt Lake, receiving more than 50 tributaries along its route. Portions of the river offer excellent canoeing.

View of Bear River and Bear River Range from overlook

Figure 3-5. Map of Site 11 and Subsites



©PCTC (2001)
Project Planning: Planmakers, Taylor Planning
Map Art Provided By: James Niehues
Date: October 2007

Interpretive Value

From this overlook site, the river flows into Alexander Reservoir, around Sheep Rock, south through the Oneida Narrows (site of a PacifiCorp hydroelectric project), and into the broad Salt Lake Valley. More than a million years ago, Bear River flowed northwest into the Snake River. The Bear River was later diverted southward by basalt lava flows near Sheep Rock, north of what is now the community of Grace, Idaho.

Donald McKenzie and his party came to southeast Idaho in 1818. Observing many black bears in the region, they renamed the river and the lake for the animals. In the 1830s, Warren A. Ferris, Osborne Russell, and Nathaniel J. Wyeth described seeing this "beautiful valley, watered by a shining serpentine river, and grazed by tranquil herds of buffalo."

Paralleling the river is the Union Pacific Railroad route between Montpelier and Soda Springs. The railroad was instrumental in the development of these communities.

Site Recommendations

- Prepare, fabricate, and install a sign showing a map of the Soda Springs Oregon Trail Oasis.
- Install a telescope site on Mt. Sherman.

Site Improvements

Map sign of Soda Springs Oregon Trail Oasis		$6,000
Telescope site on Mt. Sherman		$1,500
	Total	**$7,500**

A view of the Bear River Range showing the Paris Thrust Fault with ancient Proterozoic sediments on the mountain tops and younger, Mesozoic Sandstones in the foothills

Bear River Overlook and trail interpretive sign (Source: Ann Torrence)

Site11b: Sulphur Springs

Location

Sulphur Canyon Road, 1 mile northeast of U.S. 30. Take the left fork to the interpretive sign.

Existing Site Conditions

The scenic valley, located on private land, has an area of small bubbling springs surrounding a miniature pond. The water surface bubbles as it emits a strong sulphur odor. A Sulphur Springs interpretive sign reviews the area geology and notes that it was well known to emigrants, who mentioned it in their diaries.

Interpretive Value

Captain John Codman wrote in his 1897 book, *The Mormon Country*:

> *The Sulphur Lake is a sheet of water an acre in extent, and bubbling over its whole surface with escaping gas, whose noise is heard a mile away. Behind it is a mountain of sulphur. Its shore last year was a yellow sulphur beach, now black as charcoal.*

A sulphur mine was operated near here for several seasons. In 1918, in response to the wartime demand for sulphur, Idaho Sulphur Company was organized and plans were made to mine the ore. The plant was scheduled to begin operation in 1919, but the project proved impractical with the signing of the World War I armistice. In 1927, Sulphur Canyon was described as literally mountains of sulphur.

Sulphur Springs is one of several springs remaining in the area. The springs tap evaporite deposits formed in Triassic time, some 220 million years ago. These Triassic sediments were deposited after the rich marine phosphate deposits of the Phosphoria Formation. The springs produce carbonated warm and cold water in a variety of flavors, with distinctly anti-musical rumbling, gurgling, and hissing noises.

Site Recommendations

- Initiate a conservation easement for public access to the Sulphur Springs area.
- Upgrade the county gravel road and the road to the left at the Y.
- Install a “Not Suitable for Trailers” sign on the entry road and an interpretive sign about sulphur mining at the site.
- Construct a small parking area and turnaround.

Sulphur Springs Valley and County Road

Sulphur Springs

Site Improvements

Conservation easement		To be determined
Upgrades to roads		$10,000
Entry road sign and interpretive sign		$4,000
Parking area and turnaround		$15,000
	Total	**$29,000**

Site 11c: Pyramid Springs and Soda Springs Geyser

Location

1st Street South boulevard entrance off Main Street to Geyser Park.

Existing Conditions

The site of Pyramid Springs is now home to the mechanically controlled Soda Springs Geyser, which spouts mineral waters at scheduled times. A wooden boardwalk around the geyser allows closer examination of the mounding travertine. Two interpretive signs provide information about geyser history and geology and the city's world-famous bottled water.

Geyser Park includes a boulevard entrance, paved parking, interpretive signs, and a city building with a restroom and interpretive panels. Six well-illustrated 4-by-8-foot color panels provide an excellent history of the area. They provide information about the Oregon-California Trail and its early history, geysers and springs, Cariboo Jack, the Caribou/Targee National Forest, and Idaho phosphate. The grass-island boulevard includes several historic artifacts, including the "The Stockman" (1930), a stone monument of a lamb as a tribute to the sheep industry. The City of Soda Springs maintains Geyser Park and restrooms. Signs on U.S. 30 and Main Street identify the site.

Geyser Park is centrally located in the downtown business area of Soda Springs, the county seat of Caribou County. Directly across Main Street and fronting U.S. 30 is Soda Springs Park, featuring the 1902 City Hall, Dinky steam engine, Conda bus, and Tally-Ho Coach House. Facing U.S. 30 are mapboards for both the Oregon Trail-Bear Lake Scenic Byway and the Pioneer Historic Byway, an ITD historical marker for Hooper Springs, and an interpretive kiosk. Other park areas include a children's play area, picnic area, and pavilion. On the west side of Geyser Park, Fairview Cemetery contains Wagon Box Grave (described later) and the resting place of Cariboo Jack. Nearby is the Enders Hotel and Museum and on Center Street is the Pioneer Museum, built and operated by the Daughters of Utah Pioneers. The Soda Springs Pathway is a 1.7-mile walking path that connects Geyser Park to Octagon Spring Park and Hooper Springs. A brochure and map help visitors locate 10 historic buildings in Soda Springs. The Caribou/Targee National Forest operates a visitor center on Idaho 34, near the city center. A summer evening attraction is the Idan-ha Drive-In Theatre that faces U.S. 30.

Soda Springs Geyser atop mounding travertine

Interpretive Value

Early trapper and pioneer diaries are replete with descriptions of the strange geology in the Soda Springs area. In 1845, Joel Palmer noted that the first view he had of Soda Springs was of two or three white hillocks or mounds standing to the right of the road. He also noted that the rocks for miles around were of the soda formation, and that

the soda left crumbled and loose sediment, with an occasional dry mound of 10 or 12 feet in elevation.

Many diarists mention the cones as being the first visible point in the area. In 1845, James Field noted the formation of lime rock that sounded hollow when he walked over it. Artist James. F. Wilkins, who joined an ox-wagon company headed for California during 1849, depicted a series of white mounds in a painting of the area.

Many of the cones have been graded away, but some remaining rocks still show their unusual formation. Pyramid Springs was mapped in an 1878 U.S. Geological Survey by George W. Newman (see **Figure 3-6**). The area around the geyser is active with mineral formation, forming a mound that was mentioned by the pioneers. Approximately ¼ mile north of Pyramid Springs is another mound named Denver Smith Hill.

Soda Springs was named for the many springs—highly charged with carbonic acid and most of them cold—that gush out in this area. The geological survey shows them. A bottling plant operated at the Ninety Percent Spring from the late 1800s until the 1920s. The company's Idan-ha-brand water won awards in Chicago and Paris. The city is a historic crossroads where transcontinental trails, railroads, and highways met.

Site Recommendations

- Consolidate and repaint Geyser Park's existing information and interpretive signs.
- Manage the vegetation around the geyser to reflect the geyser's natural setting.
- Paint the curb at the 1st Street South Blvd. entrance on Main Street yellow to identify it as drop-off parking for Geyser Park.
- Establish a downtown Soda Springs revitalization program to rehabilitate building facades.
- Provide streetscape improvements on Main and 1st Streets (sidewalks, lighting, and landscape).
- Develop a lodging plan to upgrade and highlight the 1950s character of Caribou Lodge and Motel, Lakeview Motel, R-J Inn, and Trail Motel.
- Consider building a replica of the 1887 Idan-ha Hotel.

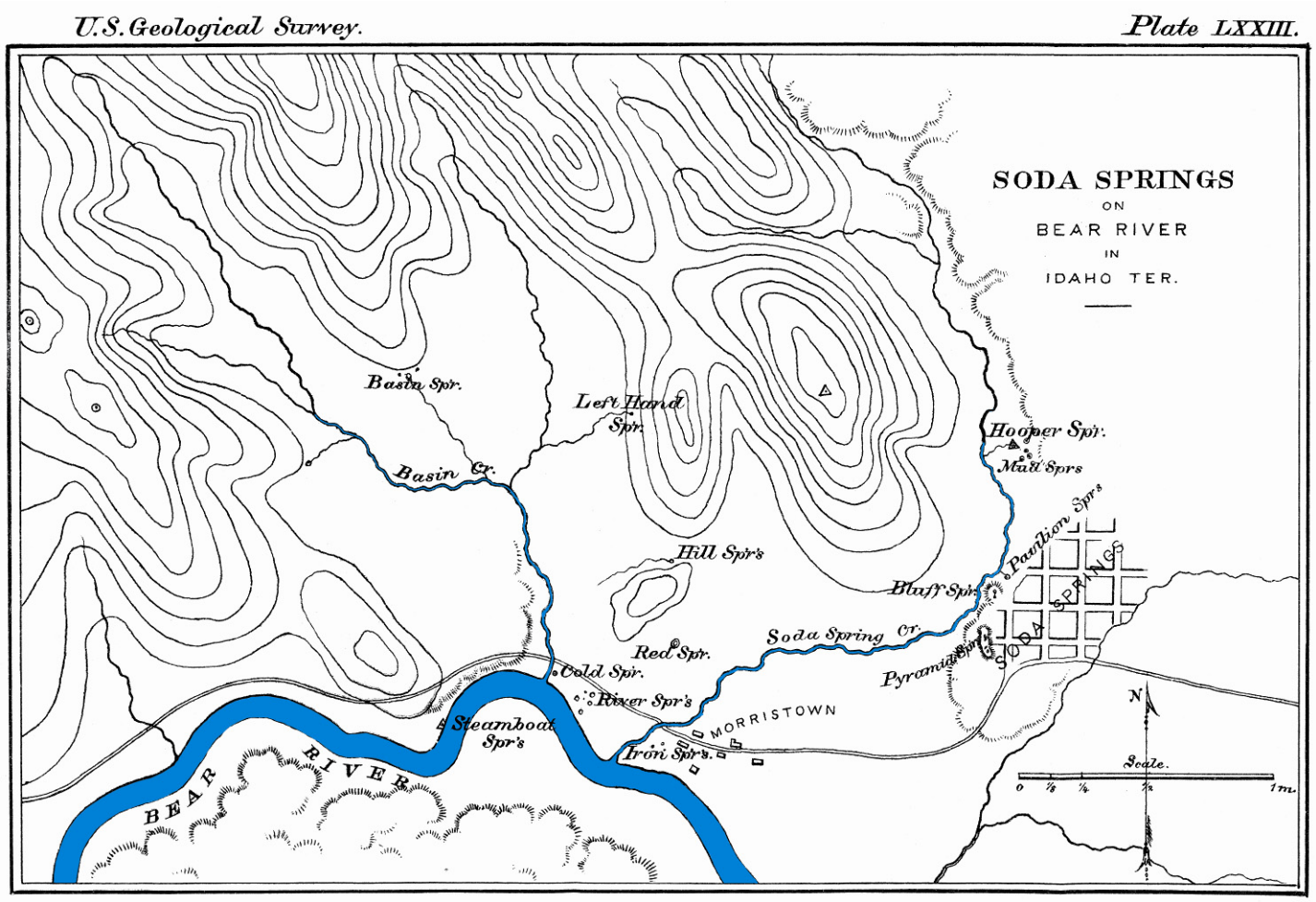
Former Idan-ha Hotel in Soda Springs
(Source: ISHS 2055-A)

- Develop a nature trail along the natural area of Limber Pine, juniper and cedar trees, and trail ruts at the U.S. 30 pullout at Milepost 403.8.

Site Improvements

Work on existing Geyser Park signs	$10,000
Management of vegetation around geyser	$1,500
Parking curb painting	$500
Downtown Soda Springs revitalization program	$100,000
Streetscape improvements	$80,000
Lodging plan for motels	$15,000
Replica of Idan-ha Hotel	To be determined
Nature trail	To be determined
Total	**$207,000**

Figure 3-6. 1878 U.S. Geological Survey of the Soda Springs Area



Site 11d: Brigham Young's Cabin

Location

The cabin is located on the south side of U.S. 30 between 1st and 2nd East Streets.

Existing Site Conditions

Daughters of Utah Pioneers historic marker (No. 260, Brigham Young's Summer Home) stands in front of the Brigham Young Lodge, indicating where the cabin once stood. A summer cabin was built in 1870 for The Church of Jesus Christ of Latter Day Saints (LDS Church) President Brigham Young. The cabin was used for many years as a stopping off place for President Young and other church leaders as they traveled through the area on church business. The home was destroyed in 1944 in an attempt to move it. The site is on private land.

Interpretive Value

Stone and bronze monument erected by the Daughters of Utah Pioneers in 1960

In June 1870, members of the LDS Church residing in the small village of Paris learned that Brigham Young and other LDS Church authorities were planning a trip to Soda Springs. Fifty men led by Charles C. Rich and David P. Kimball loaded seven wagons with building materials and supplies and headed for Soda Springs to prepare for their arrival. Twenty men under the direction of John Walmsley were assigned to erect a home for President Young. The completed 18-by-22 foot log cabin had a floor, windows with calico ruffles, and a shingle roof It was a truly fine home for the times.

Site Recommendations

- Obtain written permission from landowners to direct people to the site and to place an interpretive sign at the site.
- Research, write, fabricate, and install an interpretive site.

Site Improvements

Obtain permission from landowners		No cost
Interpretive sign		$3,000
	Total	**$3,000**

Site 11e: Wagon Box Grave

Location

Wagon Box Brave is located in Fairview Cemetery near the 1st South Street entrance.

Existing Site Conditions

A large headstone marks the site of the Wagon Box Grave, which led to what later became Fairview Cemetery. An interpretive sign near the grave tells the story. The cemetery contains the grave of Cariboo Jack, a prospector for whom the county, a U.S. Forest, a mountain to the north, and an old gold-mining town by the name of Cariboo City are named.

Interpretive Value

The Wagon Box Grave was the first burial in Fairview Cemetery. In the summer of 1861, a family of seven on the way to Oregon was camped in the vicinity of Soda Creek and the Bear River. Their horses had strayed and the family fell behind the main part of the wagon train to search for them. The family was killed by Indians sometime during the night. Members of the larger party found the bodies the next morning.

One man, George Goodheart, related their burial as follows:

> *We then covered them all up with quilts, and took the upper sideboards and sawed them so they would fit across the wagon box. We put some across over the old Folk's faces and some over the children's faces at the foot. Then we got some willows from Soda Creek and cut them as to cover the whole length of the wagon box. We then spread quilts over them, covered them with dirt, and set four formation rocks, one at each corner."*

Site Recommendations

Complete.

A schoolchild on an educational fieldtrip makes a rubbing of the Wagon Box Grave headstone

Site 11f: Camp Connor, Morrisite Settlement, and 1863 Shoshone-Bannock Peace Treaty

Location

One-half block south off U.S. 30, turn right into the church parking lot and go to the west end.

Existing Site Conditions

These sites can be viewed from the west end of the parking lot of the LDS Church on 3rd West Street.

Interpretive Value

Camp Connor. This camp, one of the first military posts in Idaho Territory, was established in 1863 for the protection of the overland emigration to Oregon, California, and the mines in Bannock, Montana. Approximately 300 soldiers were stationed at Camp Connor through three summers and two winters. Most of the soldiers' enlistments expired and they retuned home. A few who had married remained in the area. The camp was abandoned in 1855.

Morrisite Settlement. A group of Mormon dissidents, known as Morrisites, followed Joseph Morris, who planned a grand reformation of the Mormon Church. About 500 followers gathered in a communal group at Kingdom Fort on the Weber River in 1862. In an altercation between the Morrisites and the Nauvoo Legion, who were ordered out by Brigham Young, 10 Morrisites and two Mormons were killed, including Joseph Morris. The Morrisites were taken to Salt Lake City, where General Connor gave them protection. They accompanied General Connor and his troops to the Soda Springs area in May of 1863 and started Morristown at the mouth of Soda Creek. When Camp Connor was abandoned, the settlement began to shrink. Later known as Lower Town the waters of Alexander Reservoir now cover part of the Morristown settlement.

1863 Shoshone-Bannock Peace Treaty. Conflict between the emigrants and American Indians became increasingly frequent as the natives found their means of subsistence disappearing because of emigrant encroachment on their homeland. Conflicts that resulted in

emigrant deaths—such as the Wagon Box Grave tragedy of 1861 and the Massacre Rock incident in August 1862—incited General Patrick E. Connor to attack a Shoshone-Bannock village in January 1863, which came to be known as the infamous Bear River Massacre. Estimates of Indian casualties range from 200 to 275, with approximately two-thirds of them women and children. The battle was one of the worst disasters for American Indians in the West. In late 1863, as a result of this battle and other military actions, General Connor coerced the Shoshone tribes to sign peace treaties at Camp Connor and at Tooele Valley in Utah.

Site Recommendations

- Install a trailblazer sign on 3rd Street to identify the parking lot entrance.

Site Improvements

Trailblazer sign		$500
	Total	**$500**

Site 11g: Sheep Rock and Hudspeth's Cutoff

Location

To reach Sheep Rock, on U.S. 30 at Milepost 399.9, turn south on Soda Point Power Plant Road 1620 into the Idaho Transportation road maintenance shop. A new Sheep Rock interpretive site will be located on BLM land here in 2008. To reach Alexander Dam, continue one-half mile.

Existing Site Condition

The high, rocky, abrupt termination of the Sheep Rock is the northern terminus of the Bear River Range, which continues southward as the Wasatch Mountains. The Bear River flows around the base of Sheep Rock. This stone mountain became a prominent Oregon-California Trail landmark.

Interpretive Value

Sheep Rock (also known as Soda Point) marked the junction of the main route of the Oregon-California Trail and Hudspeth's Cutoff. Because of this, Sheep Rock was often mentioned in emigrant diaries. Hudspeth's Cutoff diverged three-quarters of a mile west of here, striking west across the valley. Its route passed over Fish Creek divide, and the Portneuf Range, south of Lava Hot Springs. Its western terminus was at the City of Rocks, where it rejoined the California Trail. From Sheep Rock, the main branch of the Oregon-California Trail headed northwest toward Fort Hall.

On July 19, 1849, Benoni Morgan Hudspeth, captain of a wagon train with about 70 wagons and 250 people, led his group west along what was to become Hudspeth's Cutoff for California. With John Myers as guide, they opened a new wagon route to California that was shorter than the northern and more established route to Fort Hall. Departing from the established road, the wagon train proceeded almost due west over the mountains rather than around them. This new 132-mile route joined the California Trail to the west on the Raft River. Spurred by the Gold Rush of 1849, most California-bound traffic chose the cutoff route because of the abundance of forage for their animals.

Hudspeth and Myers had scouted the area prior to crossing. Hudspeth was familiar with the area because he had traveled with John C. Fremont on his 1843 expedition to the Great Salt Lake area.

Quote from John C. Fremont August 26, 1843:

> *In sweeping around the point of the mountain which runs down into the bend, the river here passes between perpendicular walls of basalt which always fix the attention, from the regular form in which it occurs, and its perfect distinctness from the surrounding rocks among which it has been placed. The mountain which is rugged and steep, and, by our measurement, 1,400 feet above the river directly opposite the place of our halt, is called the Sheep rock probably because a flock of common mountain sheep (ovis montana) had been seen on the craggy point*

Site Recommendations

- Develop a Sheep Rock interpretive site with a kiosk, signs, parking, and trails.
- Add an Oregon Trail-Bear Lake Scenic Byway mapboard.
- Install byway signs.
- Review additional signage needs.
- Add traveler amenities and services.

Site Improvements

Interpretive site		$150,000
Mapboard		$8,000
Byway signs		$6,000
Review of additional signage needs		No cost
Traveler amenities and services		To be determined
	Total	**$164,000**

Site 11h: Cinder Cones

Location

Along U.S. 30 and Idaho 34.

Existing Site Conditions

Views of craters and lava rock can be seen from U.S. 30 and Idaho 34 west of Sheep Rock. An excellent view can be found from a new roadside pullout on Idaho 34 just south of the U.S. 30 junction.

Interpretive Value

Just west of Sheep Rock is Alexander Crater, a basaltic cinder cone less than 20,000 years old. In 1843, John C. Fremont described Alexander Crater as “a very perfect crater.” He noted that the walls “were perfectly vertical, and disposed like masonry in a very regular manner.” The crater was mentioned in several Oregon Trail diaries. In recent years, the crater has been mined for gravel and landscaping materials.

West of Sheep Rock, lava eruptions at least 140,000 years ago first blocked the Bear River from draining into the Snake River system. The Bear River was forced to drain into what was then Lake Thatcher and Lake Bonneville to the south. The Bear River’s course now forms a giant horseshoe shape from its source in the high Unita Mountains of eastern Utah to where it enters the Great Salt Lake northwest of Ogden, Utah.

Site Recommendations

- Add a geologic sign that discusses craters and other area geology.
- Protect the old crater from cinder mining.

Site Improvements

Geologic sign		$3,000
Protection of crater		To be determined
	Total	**$3,000**

Site 11i: Wagon Ruts and Trail Markers

Location

Ruts can be found in the natural area adjacent to Milepost 403.8, Oregon Trail Park along Alexander Reservoir, along old U.S. 30 to the west, and in the gravel-pit area just east of the airport.

Existing Site Conditions

Wagon ruts have been mapped and signed with white fiberglass posts by the Oregon-California Trail Association (OCTA) near Soda Springs.

Interpretive Value

Oregon Trail Park. This park, on the shore of Alexander Reservoir, reveals shallow swale remnants from wagons bound for Oregon and California. Accessible and easily visible from the park entrance road, the trail provokes the memories of those who traveled it. The park also provides picnic area, restrooms, boat ramp, and dock.

Swale, remnants, and white fiberglass post at Oregon Trail Park

Old U.S. Highway 30. At the intersection of Idaho 34 and U.S. 30, head north and turn left through the park-and-ride lot and follow the old asphalt highway a short way. Among sagebrush and basalt, white fiberglass posts identify the Oregon-California Trail and Hudspeth's Cutoff. One can experience the trails hiking through the open landscape and ponder the choice of heading west across the valley to Fish Creek and California or hugging the mountains to the right on the way on to Fort Hall and Oregon.

Site Recommendations

Completed.

Hudspeth's Cutoff, marked by the Oregon-California Trail Association

Site 12
Historic Chesterfield

Location

Located within the Portneuf River Valley, the Chesterfield historic district is 10 miles north of the town of Bancroft and 15 miles north of U.S. 30. Chesterfield is also a site on the Pioneer Historic Byway, which extends from Franklin, Idaho, to Freedom, Wyoming.

Coordinates: N 42 51 49, W 111 53 59

Existing Site Conditions

Pioneers gazed upon the same beautiful panoramic view that greets the viewer today. The magnificent, rugged, tree-covered Portneuf Range, featuring Haystack Mountain, is to the west. To the north and east, the more gentle, undulating Chesterfield Mountains are visible, and to the south is the rich expanse of the Portneuf River meadows.

Chesterfield, a Pioneer Historic Byway site, offers an excellent visitor experience. A National Park Service sign is located at the site. The most notable structure is the old Chesterfield LDS Ward Meeting House, which the Daughters of Utah Pioneers have preserved as a museum. More than 30 buildings still stand, including the recently reconstructed Amusement Hall. Chesterfield features varied examples of building types, material, and architectural styles. The examples represent mid-nineteenth century Greek revival, late Victorian, and late nineteenth- and twentieth-century American movements. Building styles include saltbox, vernacular house pattern, bungalow, Gothic, Italianate, prairie style, and Queen Anne. They include residences, stores, church, school, tithing office, various outbuildings, barns, granaries, sheds, coops, and privies. Four homes, one church/museum, one amusement hall, one store, and one tithing house are constructed of brick. A school built in 1920 has been torn down. Construction materials and techniques for other buildings include log, slab or plank, and wood frame. Some of the wood-slab homes built of squared logs and chinked with batten strips are most unusual because the logs are vertical. Other homes are constructed with wood frames with brick infill and pressed metal siding. The Daughters of Utah Pioneers Monument No. 86 was erected in May 1942 in front the building known as the Meeting House. Idaho Historical Marker No. 337 (Chesterfield) is located on U.S. 30. The Chesterfield Historic District is listed on the National Register of Historic Places.

Local citizens formed the Chesterfield Foundation, Inc. in 1980 and assumed responsibility for protecting and preserving the buildings. During the past two decades, the foundation has purchased most of the land in the south end of the town site and. With the help of numerous descendants of Chesterfield pioneers, it has stabilized and rehabilitated many of the deteriorating buildings. The Chesterfield Foundation now controls 22 buildings on more than 150 acres. Annual events on Memorial Day and Labor Day weekends bring families together to work on buildings and celebrate history. In the summer of 2007, several music concerts helped increase visitation, public awareness, and appreciation for history.

The Idaho Heritage Trust has financially supported the renovation of Chesterfield and considers it one of the highest priorities in the state for restoration and protection.

Interpretive Value

Mormon pioneers settled the town in 1880 along the Oregon-California Trail. Chester Call, a Mormon bishop, established a 320-acre ranch near Chesterfield in 1879. Call convinced many of his relatives and friends to move to the new settlement. Early settlers came to Chesterfield in 1881 and 1882 and built crude dugout shelters along the bottomland of the Portneuf River. Mormon Church authorities from Cache Valley visited Chesterfield in November 1883 and advised that a townsite be laid out on high ground east of the Portneuf River flood plain. The site was named Chesterfield in memory of Chesterfield, England, and to honor Chester Call. The colony was bolstered when the Union Pacific Railroad constructed the Oregon Shortline through the valley in 1881 near Bancroft.

A traditional Mormon townsite grid was laid out over the hilly terrain: thirty-five 10-acre blocks, seven tiers north and south, and five east and west with every block square. In 1885, colonists drew lots for their land allocations within the town. The Chesterfield town plat was one mile long (north to south) and three-quarters of a mile

wide (east to west). The square blocks were divided into four, square 2-1/2-acre lots. The streets were laid out to be 99 feet (6 rods) wide with 16-foot sidewalks at each side. Because of the town's slow growth and the steep topography, many of these streets never developed, although the pattern is discernable on the landscape.

Rare example of a salt-box style home and log construction

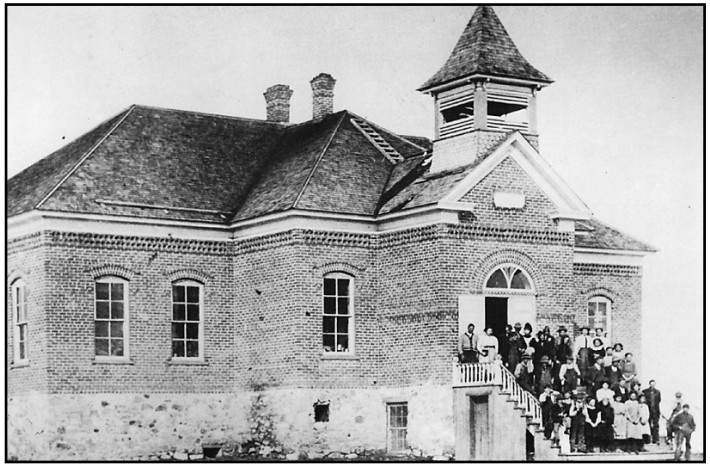
Chesterfield Meeting House, now serving as a relic hall

Following completion of a brick kiln east of town, several substantial red-brick buildings were erected. Within a short period, a church meeting house, social hall, tithing office, and school were built, helping to establish a well-defined physical community and an internal identity as well. However, prosperity came slowly, if at all. The Great Depression of the 1930s was the final blow to the city. Still, proponents of Chesterfield refused to give up their dream. Prolific western novelist Frank Robertson, who grew up in Chesterfield, went on to write 128 books, including eight each in 1935 and 1936. *Ram In the Thicket* is still in print.

Site Recommendations

- Install byway guide directional signs on U.S. 30 to the old U.S. 30-Blazer Highway.
- Install trailblazer signs to Chesterfield and return U.S. 30 signs.
- Establish a Chesterfield Architectural Preservation Program with a curator. This program is proposed to research structures, draft floor plans, and prepare construction drawings for restoring and rehabilitating the historic district's structures. Research and plans for each site would be prepared. The program would be overseen by a Chesterfield curator and initiated by establishing a file of structure photographs. The Chesterfield Foundation would partner with a university architectural program, the American Institute of Architects (AIA), or architects to prepare drawings and restoration plans for each structure. All work in the Chesterfield Historic District should be in compliance with the U. S. Secretary of Interior's standards for historic preservation projects. The curator would oversee conservation of the Chesterfield Foundation's buildings and collections, training programs, and the site's architectural and rehabilitation program, and (awaiting additional funding) initially serve as the caretaker.
- Establish an Historic District and Chesterfield viewshed overlay district. Have Caribou County designate the Chesterfield Historic District boundaries on the Caribou County Comprehensive Land Use Plan. The district would maintain a rural agricultural use. The district would include the townsite and a one-quarter mile (440-yard) radius around it. A viewshed overlay district would protect the surrounding terrain and encourage management in a way that would preserve the historic settings and natural systems. The viewshed identifies the relationship between the historic district buildings to its site, its landscape context, and the unique details of the rural agriculture landscape. Viewshed control would preserve the area's surroundings, preventing any changes that would intrude upon the historic appearance of the Chesterfield Historic District.
- Enhance and expand the 11-unit Chesterfield Campground to include a restroom, tent camping, and a trail system. A larger tent group campground is also proposed nearby.

- Reconstruct the Old School building as a visitor center and museum. Citizen comments support the reconstruction of the handsome Victorian-style brick school destroyed by fire in 1921. Built in 1901, the school would be reconstructed on its original site, across from the meeting house. The interior would be redesigned with a ground floor and also an upper floor of usable space to be used in supporting preservation of the Chesterfield Historic District and operation of the foundation. Idaho's congressional delegation is currently seeking $450,000 through the Save America's Treasures program for the reconstruction.
- Restore and improve the historic district. Each building should have a 30-foot minimum green circle around it as protection against fire and dust. Trees and shrubs should be returned to the site. The historic district should be given the original feel of an early village. Efforts should be made to restore the area, to the extent possible, using the tangible reminder of the buildings, cabins, and foundations to tell the story of Chesterfield. Parking areas should be graded to improve drainage and to inhibit soil erosion. Other suggested improvements include upgrading the water and sewer systems, adding another well, and securing additional water rights for the property.



Chesterfield Old School proposed for a visitor center and museum (Source: Idaho State Historical Society)

- Encourage donors to support the Chesterfield Foundation Endowment fund.
- Install a sign for the Bancroft recreational vehicle dump station.

Site Improvements

Byway signs	$2,000
Trailblazer signs	$3,000
Chesterfield Architectural Preservation Program and curator	To be determined
Establishment of Historic District and Chesterfield viewshed overlay district	To be determined
Enhancement and expansion of Chesterfield Campground	To be determined
Reconstruction of Old School building as a visitor center and museum	$450,000
Historic district restoration and improvements	To be determined
Encouragement of donor support	To be determined
Recreational vehicle dump station sign	$1,000
Total	**$456,000**

Management

Chesterfield Foundation, Inc.
Idaho Heritage Trust
Daughters of Utah Pioneers
Caribou County
Idaho Department of Parks and Recreation
Adopt-A-Byway-Site Program

Site 13
Lower Portneuf Falls

Location

The falls are located in Bannock County on Old Highway 30 between Lava Hot Springs and Bancroft, two miles north of U.S. 30. A loop road provides a place to park and a moderate walk on an undeveloped trail to Portneuf River Falls.

Coordinates: North 42 31. 763 West 222 24. 333

Existing Site Conditions

This Sportsman Access is managed by the Idaho Department of Fish and Game. The site offers wildlife viewing, fishing, and (further up the river) kayaking and canoeing. It was named after a mountain man by the name of Portneuf from Peter Skene Ogden's trapper party. The Portneuf River cuts through the 60-mile Portneuf Mountain range and ends at the American Falls Reservoir. The unfailing mountain river flows through a high agricultural valley with the Portneuf Range's Haystack Peak at 9,025 feet and Bonneville Peak at 9,260 feet to the west and the rolling sage-covered Chesterfield hills with rocky-topped Thirty-Five Mile Point and Petticoat Peak at 8,033 on the east.

The river and its tributaries, filled with a mixture of hatchery and wild rainbow trout, brown trout, and cutthroat trout, cover 297 miles and provide a popular angling destination. Major tributaries and reservoirs in the Portneuf drainage include Dempsey, Mink, Marsh, Pebble, Rapid, and Toponce Creeks and Chesterfield, Twenty-Four Mile, Hawkins, and Wiregrass Reservoirs. Good fishing results from the cooperative efforts of the Idaho Fish and Game Department and other agencies, property owners, and scores of volunteers known as the Friends of the Portneuf, who have worked together to improve the river's riparian habitat. Excellent bird-watching opportunities occur during the fall migration of such birds as the American Coot and Mallard.

Side trips for kayaking and canoeing include the following. (For maps and put-in/take-out details, consult the *Guide to Idaho Paddling Flatwater and Easy Whitewater Trips* listed in the bibliography at the end of this plan.)

Lower Portneuf Falls

- **Nipper Road to Kelly Toponce Bridge**
  For kayaking and canoeing enthusiasts, this Class 1.1 section starts in the Downey Canal. It features a slow stretch of water in which to fish and the possibility of a side trip paddling up the old Portneuf River Channel into Grim Springs, which replenishes the river with cool, clear water.
- **Kelly Toponce Bridge to Pebble Creek Bridge**
  This stretch is a favorite on the Portneuf River favorite. Most of this segment is a class 1.3 to 1.4 with one very short rapid (class 2) that can be easily portaged. The water quality is good and it's a wonderful stretch for fly fishing.

Interpretive Value

On leave from the U.S. military, Captain Bonneville had his request granted to collect information about the west's topography and American Indian inhabitants. Funded by John Astor, the party left

Missouri in May 1932, wintering near present-day Green River, Wyoming. They explored Idaho's Snake River region and the Columbia River Valley. On his return, Bonneville camped on the banks of the Portneuf River and wintered with the Shoshone Indians on the upper Bear River in 1834.

On departing for Oregon in 1842, Osborn Russell wrote:

> *The recollections of the past connected with the scenery now spread out before me put me somewhat in a poetical humor, and for the first time I attempted to frame my thoughts into rhyme. In the year 1836 large bands of buffalo could be seen in almost every little valley on the small branches of the Portneuf River. But now the only traces which could be seen were the scattered bones of those that had been killed. Their trails which had been made in former years deeply indented in the earth were overgrown with grass and weeds. The trappers often remarked to each other as they rode over these lonely plains that it was time for the white man to leave the mountains as beaver and game had nearly disappeared.*

Toponce Creek north of here is a connection to early freighters who carried supplies from the Franklin Oneida Salt Works on the Lander Road and mining supplies and equipment from Corinne, Utah. The trade was lucrative in the early years before large freighting outfits dominated. Freighter Alexander Toponce recalled on one occasion he loaded half a dozen six-mule teams with eggs from Franklin and other Cache Valley communities to sell them in Montana for $12 per dozen—a dollar each.

Site Recommendations

- Install byway directional signs on U.S. 30 to Old U.S. 30/Blazer Highway and byway logo signs and directional arrows in advance of site.
- Upgrade the access road, parking, and trail, and construct a viewing deck. Consider a restroom and picnic and camping areas.
- Continue to work with local groups in restoring the natural areas along the Portneuf River and providing a community recreational resource.
- Research, write, fabricate, and install interpretive signs about the valley history and river environment. Identify terrestrial creatures specific to the Portneuf River. Illustrate the river's freshwater aquatic life with interpretive text and graphics.
- Support the Idaho Department of Fish and Game in encouraging a youth fishing program.

Site Improvements

Directional signs, byway logo signs, and directional arrows	$3,000
Site improvements and viewing deck, and possibly a restroom and picnic and camping areas	To be determined
Continued community involvement work	To be determined
Interpretive signs	$6,000
Youth fishing program	To be determined
Total	**$9,000**

Management

Idaho Department of Fish and Game
Friends of the Portneuf
Idaho State University Outdoor Adventure Center
Adopt-A-Byway-Site Program

Site 14
City of Lava Hot Springs

Location

Access to the city of Lava Hot Springs east and west is via US_30.

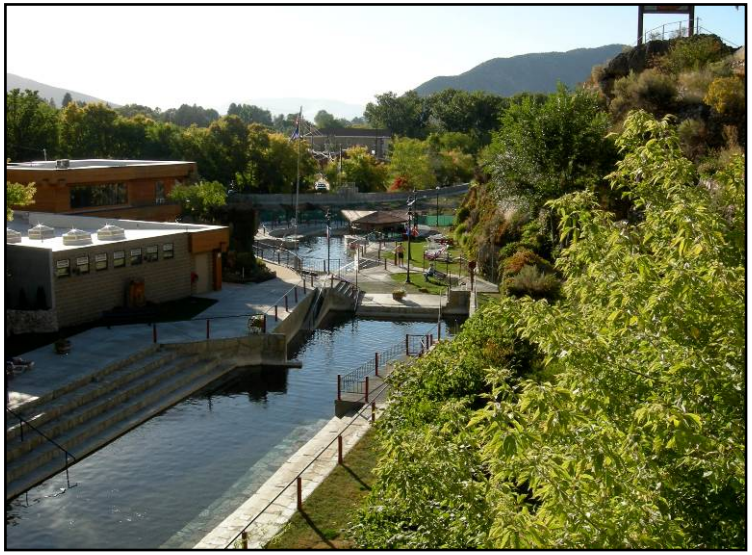
Coordinates: N 42 37. 160, W 112 00. 419

Classification

Landmark Site

Existing Site Conditions

Lava Hot Springs is one of the Northwest's most highly developed natural hot-water facility and resort village. Nestled in the Portneuf River canyon, the charming city has a population of 450 and possesses natural underground hot water springs that feed a mineral pool complex. These hot water pools, surrounded by garden terraces, are owned and operated by the State of Idaho. The clear waters in gravel-bottomed pools at the resort guarantee a wonderful, relaxing visit. The city has numerous accommodations—from old-fashioned hotels to motels and modern condominiums, RV areas, and trailer parks. Private hot pools can be found in some motels. Other activities include golfing, swimming in the Olympic-size pool, tubing the Portneuf River, and enjoying local picnic parks. The South Bannock County Historical Center offers an excellent museum on Main Street. The museum is planning an expansion for exhibit and storage space. A walking tour booklet identifies the city's historic sites. The Community Memorial Auditorium built in 1935-1936 by the Works Progress Administration (WPA) serves as a senior center. The city, with its numerous hot-water pools, natural beauty, historic buildings and friendly services, emanates an aura of tranquility, and has a number of charming shops and good restaurants. With many colorful celebrations held throughout the year, Lava Hot Springs is a favorite place for both summer and winter vacationing. The city has an average of 3,000 visitors per day on the weekends during the summer months.



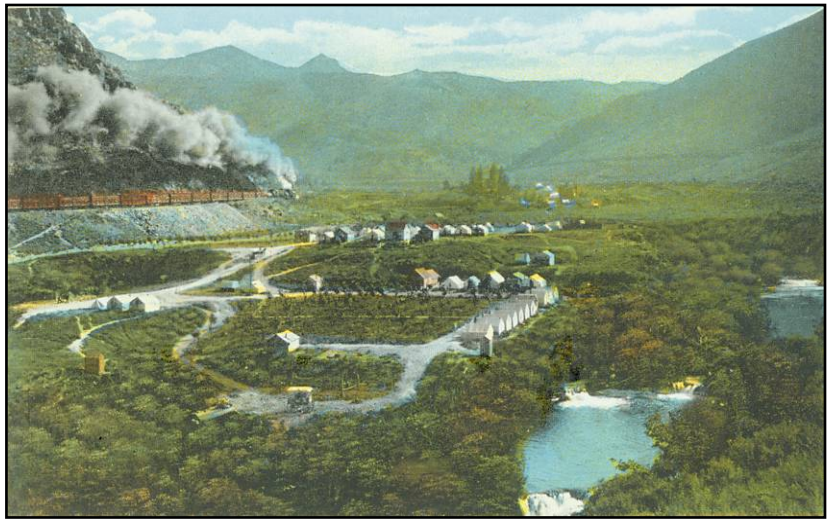
World-famous Lava Hot Springs, refreshing and relaxing

South Bannock County Historical Center and Museum

Interpretive Value

The history of Lava Hot Springs reaches back, in written form, to 1812 when the Wilson Hunt party became the first white men to visit the area. Before that, Indians had long respected the curative quality of the bubbling springs, and they gathered there to bathe and pay tribute to the Great Spirit. The area contains several hot springs that occur along a north-south normal fault southwest of town and along an east-west normal fault that follows the Portneuf River canyon.

In 1860, John Grant established a Hudson's Bay Fur Company headquarters at Lava Hot Springs. In 1878, the first homesteader arrived. The chiefs of the Bannock and Shoshone tribes sold 187 acres to the U.S. Government, which decided that the acreage should be preserved for the "use and benefits of the people." In 1902, the U.S Government deeded the 187 acres to the State of Idaho with the charge to maintain the area as "health and recreational facilities with comfortable and aesthetic surroundings for enjoyment of all." In 1911, the State Legislature appropriated $500 to begin development of the area. By 1919, the Lava Hot Springs Foundation, an autonomous state agency, was created to direct and oversee the development of the property. Directed by a Board of Directors appointed by the governor, the hot springs became self-supporting. Lava Hot Springs grew because of the tourist trade that was developing around the hot mineral baths, which were used for both recreational and medicinal purposes.



Early Lava Hot Springs postcard showing the railroad at the left, bathing facilities, and Portneuf River

Hudspeth's Cutoff, after climbing high over the Portneuf Range south of the Portneuf River, winds down through Henderson Canyon and what is now the Lava Hot Springs golf course to the river at a hill of Silurian dolomite known as Island Butte. The river formerly passed south of the butte, but now flows only on the north side except in large floods. The dry channel can be seen from U.S. 30. The cutoff then heads up a small canyon south of the river and down into what became the rail station of Oneida and now is Arimo. From there it struck out west across Marsh Valley, crossing the Bannock Range south of Garden Creek Gap. Although this part of the cutoff gained and lost considerable elevation, it was at least well-watered.

Mountain Man Bob Dempsey, one of the last of the mountain men in southeastern Idaho, maintained a permanent camp west of Lava Hot Springs, where Dempsey Creek flows into the Portneuf River. From 1851 to 1861, he trapped in the mountains south of Lava Hot Springs, and effectively kept other trappers out. When the Hudson's Bay Company ceased operations in southeastern Idaho, Dempsey moved north to the Montana gold fields. Until 1915, the town of Lava Hot Springs was known as Dempsey, Idaho.

Site Recommendations

- Construct a Dempsey Creek pathway to serve as a pedestrian/bicycle pathway loop between the Hudspeth's Cutoff and the Bob Dempsey Camp site for residents and visitors. Research, write, fabricate, and install a Bob Dempsey Camp interpretive sign. The pathway route would go around the Thunder Canyon Golf Course to Merrick Road, to Maughan, and then east along Dempsey Creek.
- Encourage new and existing businesses to rent bicycles. Install bicycle racks at key sites.

- Seek funding for expansion of the South Bannock County Historical Center & Information Center.
- Expand parking areas for visitors.
- Design and construct a trail for river tubers to use in entering and exiting the Portneuf River and to route them off of Main Street.
- Develop a Lava Hot Springs Conference Center and hotel.
- Expand Lava Hot Springs performing arts with the construction of a community arts center to include a theater with year-round programming. The center would engage the community in the arts. It would draw visitors and provide travelers with activities, thus strengthening the local tourism industry.
- Have the South Bannock County Historical Center, along with The National Oregon/California Trail Center, lead an effort to establish a regional museum cooperative.
- Research the influence of Hudspeth's Cutoff on Lava Hot Springs.

Site Improvements

Dempsey Creek pathway and Bob Dempsey Camp interpretive sign	$400,000
Bicycle racks	$3,300
Funding for South Bannock County Historical Center & Information Center	To be determined
Parking expansion	$50,000
River tuber trail	To be determined
Lava Hot Springs Conference Center and hotel	To be determined
Community arts center	To be determined
Regional museum cooperative (one-half of the shared $50,000 cost with The National Oregon/California Trail Center)	$25,000
Research on Hudspeth's Cutoff influence	No cost
Total	**478,300**

Management

Lava Hot Springs Foundation
City of Lava Hot Springs
South Bannock County Historical Center and Museum
Idaho Association of Museums
Bannock County

Site 15
City of McCammon

Location

Access to McCammon is from I-15, Exit 47. The city is served by three-access points from U.S. 30: Center Street, 12th Street, and Price Road. I-15 guide signs include a sign for Lava Hot Springs Recreation Area, a swimming symbol, and a sign for Jackson Hole via Idaho 34. McCammon serves as the western portal to the Oregon Trail-Bear Lake Scenic Byway.

Coordinates: N 42 38. 964, W 112 11. 533

Classification

Point of Interest Site

Existing Site Conditions

Center Street (I-15 Business) provides the best-east bound access through the small community, turning left on Price Road and returning to U.S. 30. Several services are available. Start the visit at McCammon City Park on Center Street between 7th and 8th Streets. Notice the old water standard on the corner of 7th and Center Streets. McCammon was known for its water, which flows from a mountain spring, and motorists often stopped here to quench their thirst. Former roadside signs stated “Best Water In Idaho.” The stone wall along 7th Street illustrates the craftsmanship the Civilian Conservation Corps (CCC) provided the school ground in the 1930s. On Front Street, one can visit the City Hall and Community Center in the former depot built in 1914. Nearby is the McCammon Rodeo Grounds, which features an annual rodeo during the first week of July. Located near the city entrance, Gentile Cemetery features the impressive headstones of town founder, H.O. Harkness and his wife. Nearby on South Railroad Street is the H.O. Harkness Stable, listed on the National Register of Historic Places. Other sites include old City Hall and Howell’s Big Store at 3rd and Center Streets. The Portneuf River flows through McCammon, providing a natural setting, and opportunities exist to develop an interpretive site.

West Falls on the Portneuf River

Former depot, now the McCammon City Hall and Community Center

Interpretive Value

Henry O. Harkness took over the operation of William Murphy's stagecoach service between Corinne, Utah, and the Montana gold mines in 1870 and set up operations at the toll bridge over the Portneuf River at what is now McCammon. Harkness was an archetypal American entrepreneur of the late 19th century and a testimony to the power of the American Dream. In 1871, he married Murphy's widow, Catherine, who had inherited her husband's property rights to land on the Fort Hall Indian Reservation.

In 1874, Harkness turned to ranching and purchased land at Oxford, just south of the border of the Fort Hall Indian Reservation. He also became a partner in a bank in Corinne, Utah, which moved to Ogden in 1878. For his ranching endeavors, Harkness imported the best stock and bred horses, cattle, and mules. He grew rich fields of potatoes and grain.

In 1881, Assistant Attorney General Joseph K. McCammon successfully negotiated with the Shoshone and Bannock tribes to secure a right-of-way for the railroad. In honor of his efforts, the railroad named the station McCammon Depot and eventually McCammon became the name of the town.

The building of the Utah & Northern Railway to Pocatello saw the end of the freighting business and steady use of the Portneuf River toll bridge. Harkness turned to other ways of making money. The Oregon Short Line railway bridges over the Portneuf River at McCammon were constructed near Harkness bridge and farm. He built the grand and spacious Harkness House Hotel to take advantage of the increase in traffic brought by the railroad. His chief competition was the Pacific Hotel, operated by the railroad in Pocatello, 25 miles away. By 1891, he had built a flour mill powered by waterfalls on the Portneuf River. "We lead, others may follow" was advertised on bags of his flour. By 1893, the Harkness hydroelectric generating plant was established. Harkness expanded into the booming sheep business in the 1900s. In 1905, he marketed a trainload of sheep in Chicago. In 1907, Idaho ranked third in the nation in amount of wool produced and fourth in size of flocks. Bad floods occurred on the Portneuf River after January rains in 1911, destroying some of Harkness's buildings. The stress brought on by the

Harness headstones

flood no doubt hastened his death in April 1911 at the age of 77. Two years later, fire destroyed the Harkness House Hotel.

Side trips from McCammon include the following:

- **Marsh Creek Conservation Area**
  Access to the Marsh Creek Conservation Area is by Robin Road west from McCammon. Marsh Creek flows through a pastoral valley and is a splendid bird-watching area. The Class 1 stream has just enough water for canoeing or kayaking from early to mid-summer (see the *Guide to Idaho Paddling Flatwater and Easy Whitewater Trips* listed in the Bibliography at the end of this plan). Put-in occurs at Arimo or Robin Road Bridge and one can take out at either Goodenough Road or the I-15 Exit 47 bridge. A bike shuttle is possible on paved secondary roads. The put-in and take-out areas need improvement. Another inviting site is the Garden Creek Gap, where the creek's geologic downcutting resulted in close-up views of the exposed canyon.
- **Indian Rocks**
  Located north of McCammon, this former state park spans 3,500 acres parallel to I-15. The Bureau of Land Management (BLM) site is accessed by a dirt road just east of I-15 Exit 47. Indian Rocks is a scenic stopping point for experiencing sagebrush, juniper, and ancient lava rock.

Site Recommendations

- Install byway directional signs on U.S. 30 and Center Street eastbound and U.S. 30 and Price Road westbound. Install trailblazer signs at Center Street and Price.
- Research, write, fabricate, and install an interpretive sign at McCammon City Park.
- Design and construct a public drinking fountain to commemorate McCammon's water.
- Prepare a self-guided walking and driving tour brochure to link McCammon's historic and natural sites.
- Support the city of McCammon in revitalizing the city center through the renovation of historic buildings and expansion of commercial services to support the byway.
- Landscape and maintain the small lot between Center Street and Gentile Cemetery to serve as a gateway.
- Acquire and develop an interpretive site at West Falls on the Portneuf River.

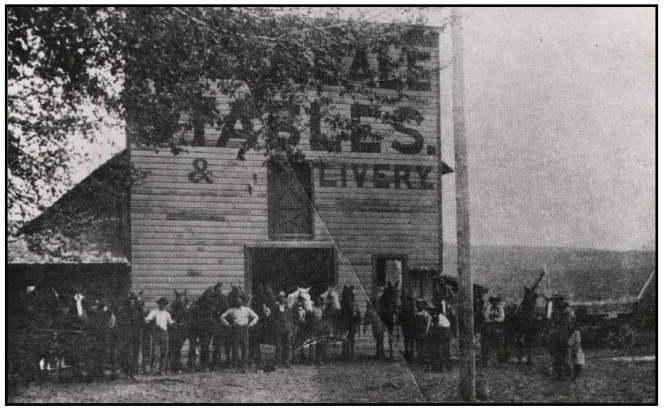
Site Improvements

Directional and trailblazer signs	$6,000
Interpretive sign at McCammon City Park	$3,000
Commemorative public drinking fountain	$2,000
Self-guided walking and driving tour brochure	$6,000
City revitalization effort	To be determined
Landscaping and maintenance of gateway lot	$7,500
West Falls interpretive site	To be determined
Total	**$24,500**

Management

City of McCammon
Bannock County
South Bannock County Historical Center and Museum
Oregon Trail-Bear Lake Scenic Byway Committee
Adopt-A-Byway-Site Program

Early postcard of McCammon's West Falls on the Portneuf River



Photograph of Harkness Stables in 1915 to use as a guide in restoration

Chapter 4
Signing Plan

Overview

Together, the byway sites will tell a story of the region's heritage, nature and culture. Therefore, it is one goal of the corridor management plan to identify and develop a unified signing plan that is easily understood and that provides essential information and directions to each site. The byway signs and facilities need to be quickly recognized and uniform, and also coordinated with the signing of other Idaho scenic byways.

The byway signing plan involves the creation of new signs along the corridor and at each byway site along the Oregon Trail–Bear Lake Scenic Byway. Additional recommendations also include replacing portal signs at the gateways to the scenic byway, new informational kiosks at key locations, and interpretive signs at each site.

Scenic Byway Signing Plan

This chapter describes the different sign types with their intended uses. All signs should follow the Idaho Transportation Department *Standards and Procedures for Multi-Colored Byway Signs (Historic or Scenic Byways) on the State or Local Highway System* and the *Manual on Uniform Traffic Control Devices* (MUTCD) (see the bibliography at the end of this plan).

Byway Portal Signs

New byway portal signs are needed at the byway entrances to Idaho on both U.S. 89 and U.S. 30.

Presently, a gravel roadside pullout on U.S. 89 where it enters Idaho from Utah contains a sign that lists the current sites along the byway.

The current byway map signs need updating to reflect byway expansion and to correct byway information on the segment from Fish Haven to Soda Springs. These signs give the byway visitors a first impression of Idaho and the byway. The byway portal signs are located at the entrances to the scenic byway and present an overall map of the byway showing the location of key sites. A mapboard is also located in Corrigan Park in Soda Springs facing U.S. 30.

One portal sign would be located at the proposed Bear Lake Overlook along U.S. 89 and another would be located soon after the entrance to Idaho on U.S. 30. A third byway portal sign would be located in Soda Springs for motorists entering the byway as they travel southeast on U.S. 30.

U.S. 89 pullout entering Idaho

Oregon Trail-Bear Lake Scenic Byway Signs

New scenic byway signs have recently been approved by the ITD for use throughout the state. Each byway will use a uniformly sized sign conveying the byway name. Central to the sign will be a colored scenic byway logo, specific to each individual byway.

Byway Logo Signs

A logo for the Oregon Trail–Bear Lake Scenic Byway has been developed with participation by the southeast Idaho community. The byway logo will be applied on scenic byway signs and used extensively to unify all aspects of the byway, from promotional strategies such as brochures and advertising to signage at each key site.

The byway signs that are now periodically located along the byway will be replaced with the new signs. The byway signs will be located approximately one-quarter mile ahead of the entrance to each key site to alert visitors to the upcoming site. This approach distance should be uniform throughout the byway. A supplemental sign below the standard byway sign will list the site number. At the entrance to each key site, a byway sign will be supplemented with a directional arrow indicating the site entry.

Milepost Signs

Milepost signs are maintained by ITD and serve several functions. They aid in highway maintenance and record keeping, and are a means of identifying locations for emergency incident response. They also help visitors locate key sites along the byway.

Directional Signs

Directional guidance may be needed to help direct visitors to a number of the byway sites. In some cases, such as Bear Lake State Park, guidance signs would help travelers return to the highway.

Nationally approved symbols for information and recreational and cultural facilities should be incorporated whenever possible. These uniform symbols and signs are especially helpful to the international travelers.

Byway Interpretive Kiosks

Kiosks will be built to interpret the byway and to provide visitor information about southeast Idaho. At this time, one interpretive kiosk is proposed for the Bear Lake Overlook on U.S. 89, the north-bound portal to the byway. Portal signs should be included in the kiosk to identify the byway and locate each key site. This kiosk is meant to be similar in design to those built for the nearby Logan Canyon Scenic Byway, using log construction, metal straps, porcelain enamel signs in metal frames, and stone foundations. Because of the similar design, travelers will notice the continuity of the two adjacent interstate scenic byways that connect at the Utah-Idaho border.

Proposed interpretive sign, similar to Logan Canyon Scenic Byway kiosk

Oregon Trail Kiosk

A stone Oregon Trail kiosk is recommended for the Oregon-California Trail portal site at Big Hill. This would serve as the entrance to the system of historic trail routes in Idaho and provide information about the Oregon-California Trail through the region. The nearby sites of Thomas Fork Creek and Big Hill would also be highlighted at this site.

Similar kiosks along the Oregon-California Trail have been built by the ITD at Snake River View, Coldwater Hill, Massacre Rocks, and Timmerman Rest Areas. As suggested by the Pioneer Historic Byway plan, another stone Oregon Trail kiosk is proposed for the Sheep Rock interpretive site and is planned for completion in October 2008.

Oregon Trail kiosk recommended for the Big Hill site

Interpretive Signs

Interpretive signs, kiosks, overlooks, and other facilities can enhance the traveler's experience by showcasing the scenery and telling the history of an area. Additional interpretative signs are proposed that inform travelers about the byway's historic, geologic, natural, and cultural significance. This information is intended to instill respect for what the travelers see and experience during their visit. Maps will provide a view of the area around the site and a close-up view of the facilities offered at the site. New interpretive signs will be similar in design to the byway orientation kiosk, using log construction, metal straps, porcelain enamel signs in metal frames and a "stone" foundation of concrete.

The kiosks and interpretive signing will need a commitment to be well maintained to protect the image of the Oregon Trail–Bear Lake Scenic Byway.

Example of interpretive sign design for the byway

Idaho Highway Historical Markers

Idaho is fortunate to have established an historical marker program for the state highway system. Beginning in 1956, the ITD with assistance from the Idaho State Historical Society has developed and installed over 300 historical markers throughout the state. Along the Oregon Trail-Bear Lake Scenic Byway, the ITD has installed and now maintains the historical markers listed in **Table 4-1**.

The marker's design features heavy timber that frames a 4-foot by 8-foot panel. The panel contains a map of Idaho, the legend, and the sign number. All markers have adequate highway turnouts, and signs are installed 1000 feet in advance of the site to inform motorists of the location of the historical marker. ITD has also published a booklet entitled *The Idaho Highway Historical Marker Guide*.

Historical marker #499 at Georgetown Park

Where appropriate, additional interpretive signs should be installed to complement Idaho Highway Historical markers along the byway.

Table 4-1. Highway Historical Markers for the Byway

Milepost	Title	Sign No.
	Idaho 89	
2.2	Bear Lake	384
8	Gutzon Borglum	271 (removed)
13	British Settlers	319
15.8	Paris	275
15.8	Paris Tabernacle	386
25.5	Bank Robbers	446
	U.S. 30	
371.2	Lava Hot Springs	13
376.2	Hudspeth's Cutoff	161
378.8	Chesterfield	337
399.9	Bear River Lava	220
399.9	John Bidwell	219
403.8	Soda Springs	158
403.8	Camp Connor	218
405.2	Hooper Springs	385
440.1	Smith's Trading Post	159
441.7	Big Hill	335
441.7	McAuley's Road	456
454.5	Thomas Fork	157
406	First Public Building	499

Source: *Idaho Highway Historical Marker Guide*, Idaho Transportation Department, 2003.

Chapter 5
Highway Safety and Management

Overview

The beautiful Oregon Trail-Bear Lake Scenic Byway in the southeastern corner of Idaho spans approximately 110 miles. Beginning at the Utah-Idaho border near Fish Haven, Idaho, U.S. 89 is a two-lane roadway that intersects with U.S. 30 at Montpelier. U.S. 30 turns northward and continues to Soda Springs. Approximately 6 miles west of Soda Springs, the byway turns north on Old Highway 30 to investigate Bancroft and historic Chesterfield. Old Highway 30 (also known as Blazer Highway) returns visitors to U.S. 30, continuing on to the city of Lava Hot Springs and eventually terminating at the city of McCammon near Interstate-15 (I-15).

U.S. 89 and U.S. 30 generally provide safe and easy routes, with gentle vertical grades along the west side of Bear Lake through pastoral rolling countryside from Montpelier to McCammon. U.S. 30 is a heavily used trucking route and U.S. 89 serves as a primary access to Yellowstone National Park from Utah.

In 2007-2008, extensive roadway improvements are underway between McCammon and Soda Springs as part of the Connecting Idaho program.

Byway Safety and Management Recommendations

The Oregon Trail-Bear Lake Scenic Byway Committee supports the following safety and roadway recommendations for the byway:

- U.S. 30 widening and improvements to a 33-mile corridor between McCammon and Soda Springs. In 2007-2008, the ITD will be completing construction of roadway improvements from Topaz Bridge to Lava Hot Springs.
- *U.S. Highway 89 Corridor Plan* (draft report for the ITD, DKS Associates in association with Winterbrook Planning, March 2007) recommendations for safety improvements between the Idaho-Utah border and the city of Montpelier. These include:
  - Widening the roadway
  - Adding turn lanes
  - Limiting access
  - Adding bicycle-pedestrian trails
  - Improving the Ovid intersection (at U.S. 89 and Idaho 36)

General Roadway Performance

General Conditions

The byway generally travels on four separate highway road segments, although U.S. 30 and U.S. 89 are the major thoroughfares:

- U.S. 89 from the Utah border to Montpelier
- U.S. 30 from Montpelier to Soda Springs
- Old Highway 30-Blazer Highway Loop from the U.S. 30-Idaho 34 intersection to Bancroft, Chesterfield, and Lava Hot Springs
- U.S. 30 from Lava Hot Springs to McCammon

The byway can be subject to extreme winter weather, as altitude varies from 4,768 feet (McCammon) to 5,964 feet (Montpelier), and crosses the Georgetown Summit at 6,283 feet.

See a map of the byway in **Figure 1-1** (Executive Summary).

U.S. 89

Designated as part of the National Highway System, U.S. 89 extends from the Mexican-Arizona border at Nogales to the Canadian border at Glacier National Park in Montana. U.S. 89 is an important gateway to Idaho, entering the state at the Utah-Idaho border along Bear Lake just north of Garden City, Utah. From there, the two-laned roadway continues north-northeast through several small communities to Montpelier, then east through Montpelier Canyon in the Caribou/Targee National Forest to the Wyoming border. (Source: *U.S. Highway 89 Corridor Plan*, draft report for the ITD, DKS Associates in association with Winterbrook Planning, March 2007.)

U.S. 30

U.S. 30 is a main east-west United States highway route. It travels across the northern tier of the country. The western end of the highway is at Astoria, Oregon; the eastern end is at Atlantic City, New Jersey. In Idaho, U.S. 30 extends 416 miles from the Wyoming state line southeast of Montpelier to the Oregon state line west of the city of Fruitland. (Source: http://en.wikipedia.org/wiki/U.S._Route_30).

Traffic Volumes

Average daily traffic (ADT) volumes provide a valuable guide for anticipating needed byway safety improvements. The ITD takes annual traffic counts at three identified locations along the byway and projects future traffic volumes at these locations. **Table 5-1** provides an overview of the 2006 and 2026 anticipated average daily traffic on the byway. As expected, higher traffic volumes are concentrated around the population centers of Fish Haven, Montpelier, Soda Springs, Lava Hot Springs, and McCammon.

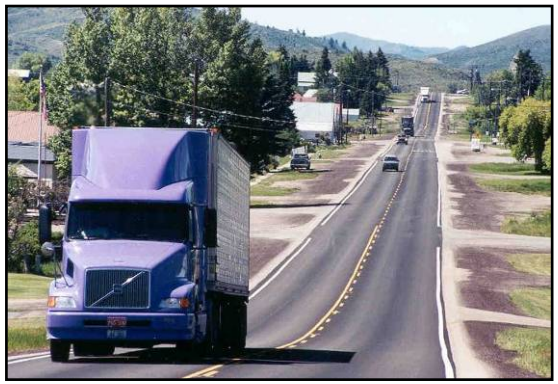
U.S. 89

In 2006, existing average daily traffic (ADT) volumes were found to range from roughly 1,300 to 5,500 vehicles per day (vpd) along the corridor. Because of the large component of recreational traffic carried on U.S. 89 during the summer months, substantial seasonal variation in average daily traffic volumes are likely. Forecasts of future traffic growth along the corridor are projected to be the highest in the Montpelier area, where volumes are forecasted to reach 7,180 vehicles per day (VPD) by 2026.

U.S. 30

U.S. 30 is a vital link for commerce between Wyoming and Idaho. Currently, an average of 4,340 vehicles travel between McCammon and Lava Hot Springs every day. Large commercial trucks make up an average of 28 percent of the traffic, with certain segments exceeding 40 percent trucks. Improved byway safety and capacity will result from the current (2007-2008) major widening of a 3.3-mile segment from two to four lanes by the ITD. This segment is part of a larger project to widen 33 miles of U.S. 30 between McCammon and Soda Springs.

Truck Traffic



Commercial truck traffic through Georgetown

The ITD operates a Weigh-In-Motion (WIM) site on U.S. 30 near Georgetown. This site constantly collects information about truck traffic on the highway. **Table 5-1** shows the percentage of trucks along the corridor, as provided by the ITD. The truck traffic on U.S. 30 is substantial and seems aggressive. A safety issue is that farm equipment frequently enters and leaves the highway in the segment between Fish Haven and Gerogetown. Truck traffic is typically intent upon transporting goods via this U.S. highway in the shortest possible travel time. A scenic byway encourages visitors to search for the historic or scenic points of interest along the byway. These two uses of the roadway conflict and successful resolution will need to accommodate both.

In places where access from U.S. 30 is suggested for the key byway sites, both right-turn and left-turn bays should be designed with adequate room for acceleration and deceleration for vehicles entering and exiting the flow of traffic.

Level of Service (LOS)

Level of service (LOS) is a measure of a roadway's adequacy considering the amount of traffic present. LOS is usually measured at the worst traffic times or the peak hour, and is commonly thought of as an evaluation of the amount of delay that a motorist experiences due to the roadway geometry under the existing traffic volumes.

Three parameters are used to describe LOS for rural two-lane highways:

- Average travel speed
- Percentage time delay
- Capacity utilization

The roadway characteristics shown in **Table 5-2** represent a conservative estimate of the corridor under study and were used as a basis of the analysis. In rural areas, the LOS is typically measured by the percentage of time spent following other vehicles of average travel speed. The traffic volumes and associated LOS shown in **Table 5-3** are the results of the analysis uses these roadway characteristics.

Table 5-1. Average Daily Traffic (24 hours)

Highway	From	To	Annual Daily Traffic (ADT)		Design Hourly Traffic Volume (DHV)		Percentage Trucks	
			2006	2026	2008	2026	2006	2026
U.S. 89	Utah border	St. Charles	2,640	3,480	530	680	9.8%	10.9%
U.S. 89	St. Charles	Paris	1,460	2,020	300	400	10.1%	10.8%
U.S. 89	Paris	Ovid	1,900	2,500	390	490	9.1%	10.2%
U.S. 89	Ovid	Montpelier	2,850	3,750	580	740	7.0%	7.9%
U.S. 30	Montpelier	Georgetown	3,370	5,020	360	510	30.4%	34.0%
U.S. 30	Georgetown	Soda Springs	2,390	3,600	250	360	36.8%	40.8%
U.S. 30	Soda Springs	Idaho 34-Old Hwy 30	4,820	7,090	580	800	23.8%	26.9%
Old Hwy 30-Blazer Hwy	Idaho 34-Old Hwy 30	Lava Hot Springs	4,250	6,610	520	750	28.8%	32.8%
U.S. 30	Lava Hot Springs	McCammon	4,340	6,440	530	740	28.2%	31.7%

Source: Idaho Transportation Department, October 2007.

Table 5-2. Roadway Characteristics

Item	Characteristic
Shoulder width	2 feet
Lane width	12 feet
Terrain type	Rolling
Traffic directional split	60%/40%
Peak hour factor (a measure of how traffic is distributed over time)	0.80
Percentage of large trucks	35%
Percentage of recreational vehicles	10%
Percentage of no passing zones	30%
Roadway access points	8 per mile

Observation of traffic on the Oregon Trail–Bear Lake Scenic Byway Indicates that 2026 traffic volumes may required capacity improvements to some segments of the corridor. However, levels of service are anticipated to be adequate along much of the corridor, with motorists able to travel at comfortable speeds without many restrictions due to the roadway or to traffic volumes.

Ideal conditions for a two-lane rural roadway accommodate speeds of at least 60 mph, lane widths of 12 feet, shoulder widths of 6 feet, without no-passing zones, with passenger cars only, a 50/50 directional split, level terrain, and no impediments to through-traffic (no turning vehicles). This perfect roadway does not exist in large continuous segments.

In some locations, the Oregon Trail–Bear Lake Scenic Byway has trucks, no passing zones, narrow shoulders, inclines, and intersections. All these features, many unavoidable, can degrade the LOS. Even with its imperfections, much of the byway has traffic volumes low enough to allow motorists the freedom of movement and, consequently, LOS values are adequate.

Table 5-3. Traffic Volumes and Associated LOS

Design Hourly Traffic Volume (DHV)	Level of Service (LOS)
0 to 180	A—Free flow. This rating represents the highest quality of service; speeds are controlled by driver's desires.
180 to 390	B—Reasonably free flow. Drivers are delayed up to 50 percent of the time in groups. The need for passing to maintain speed becomes significant.
390 to 730	C—Stable traffic flow. Drivers are delayed up to 65 percent of the time in platoons with a larger group. Unrestricted passing demand exceeds passing capacity. Congestion is due to turning traffic.
730 to 1,560	D—Approaching unstable traffic flow. Passing becomes extremely difficult. Passing demand is high, but passing capacity approaches zero. Turning vehicles cause a wave in the traffic stream.
1,560 to 1,890	E—Unstable flow. Passing becomes nearly impossible and platooning becomes intense. Interruptions encountered are due to turning or slow vehicles.
Over 1890	F—Forced or heavily congested flow. Volumes are lower than capacity and speeds are highly variable.

Sources: Paragon Consulting, Inc., October 2007; Idaho Transportation Department, *Highway Capacity Manual*, 2000 (for LOS definitions).

Safety Issues

The accident records for the byway for the years 2002 to 2006 reveal a total of 527 accidents over the 110-mile length (see **Table 5-4**). There were 338 injury accidents and 14 fatal accidents on the byway route during this time period. The segment with the highest number of accidents was on U.S. 30 from Montpelier to the intersection with Idaho 34, just west of Soda Springs.

Origins of U.S. 89 at Bear Lake
(Source: Idaho State Historical Society 61-139/B)

Table 5-4. Accident Summary (2002-2006)

Segment	Location	2002	2003	2004	2005	2006	Total
1	Utah-Idaho state line to the junction of U.S. 89-U.S. 30 (Montpelier)	29	30	25	26	29	139
2	U.S. 89-U.S. 30 intersection to U.S. 30/Idaho 34 intersection	43	59	48	54	41	245
3	U.S. 30-Idaho 34 intersection along Old Hwy 30 to Bancroft	1	3	1	2	1	8
4	Bancroft to U.S. 30 junction with Blazer Hwy	1	2	3	4	4	14
5	Blazer Highway intersection with U.S. 30 to McCammon at I-15	22	23	36	25	15	121

Source: Idaho Transportation Department, October 2007.

U.S. 89

Detailed segment improvements and short-term and long-term recommendations are found in the *U.S. Highway 89 Corridor Plan* of March 2007. The two most significant and necessary improvements to the roadway include:

- **Ovid Corner**
  Realign Idaho 36 to a "T" into U.S. 89, and construct left-turn and right-turn lanes. This would begin with the conceptual study and progress through the design process with the eventual production of plans and specifications.
- **U.S. 89 improvements**
  New turn lanes and wider shoulders will improve the safety of the byway between the Utah border and Montpelier.

U.S. 30

Currently under design or construction, improvements to U.S. 30 between McCammon and Lava Hot Spring include three bridge replacements and roadway widening from two to four lanes. Because of the amount of truck traffic on U.S. 30 between McCammon and Montpelier, passing lanes have been added in recent years to reduce conflicts.

Other Modes and Means of Transportation

Pathways

The Oregon Trail-Bear Lake Scenic Byway travels through serene areas with scenic vistas and generally low vehicular traffic volumes. These characteristics make the byway desirable for recreational cyclists and pedestrians. However, bicycle and pedestrian facilities are limited, with the only current pathway extending from just south of the Idaho-Utah state line into Utah and sidewalks adjacent to U.S. 89 in Paris and Montpelier.

The ideal dimension for a shoulder bikeway is 6 feet wide (with a 12-foot-wide travel lane for motorists). The minimum dimension for a shoulder bike lane is 4 feet (with an 11-foot-wide travel lane). The total pavement width minimum is then 30 feet. A painted fog line helps motorists keep adequate separation from the shoulder bikeway.

A separate bicycle-pedestrian path has benefits. However, the acquisition of right-of-way for a separate path on the byway would be difficult, time consuming, and expensive. With these factors in mind, bicycle lanes or widened shoulders are a better choice for the situation along the Oregon Trail-Bear Lake Scenic Byway.

U.S. 89

South of the Idaho border, the Utah highway has a separated bicycle path that is well used during the tourist season. The Idaho roadway north of Utah has a similar need, but presently no facilities for cyclists or pedestrians exist. The roadway is narrow and shoulder space is minimal.

The previous corridor management plan suggests that a future pathway include widening of U.S. 89 from the Idaho state line at Utah to the road to Minnetonka Cave (a distance of 8.9 miles). This would give pedestrians and cyclists a safe route connecting the resort areas in Utah to destinations in Idaho, especially Minnetonka Cave Road, North Beach Road, Bear Lake Wildlife Refuge, and the communities of Fish Haven and St. Charles.

In 2007, continued public and private efforts are resulting in great successes for a pathway system on U.S. 89. Exciting long-range plans call for the U.S. 89 pathway to eventually circle Bear Lake so that visitors can travel the entire perimeter of the lake on bicycle. Under the leadership of private developers, the Bear Lake Regional Council, and Bear Lake County Commissioners, and supported by the ITD, new pathway projects are becoming a reality. Recent events and projects include:

- In 2010, the ITD will fund the construction of the first 0.5-mile segment of a 12-foot-wide pathway on the west side of U.S. 89 from Fish Haven to Cemetery Road. Two other segments that will take the byway to the Utah state line are anticipated.
- Bear Lake County developers with projects adjacent to Bear Lake are taking the lead in providing public access to Bear Lake and building multi-use pathways with future connections to public pathways.

U.S. 30

U.S. 30 has adequate shoulders, but also has higher vehicular volumes—including much heavier vehicle traffic that could conflict with recreational use by cyclists.

Other Transportation Modes

U.S. 89 is influenced by externally generated traffic from Salt Lake City, which has the closest major international airport to Yellowstone National Park and The National Oregon/California Trail Center in Montpelier. Consequently, U.S. 89 serves as a major corridor for tour buses, especially during the summer. Other modes of transportation within or near the byway include public airports in Montpelier, Bear Lake County, Soda Springs, and Bancroft.

Highway Maintenance

The ITD maintains both U.S. 89 and U.S. 30. The Bannock County Road & Bridge Department maintains Blazer Highway (from Bancroft to U.S. 30) and the Caribou County Road & Bridge Department is responsible for Old Highway 30 (Idaho 34 to Bancroft). Roadway agencies repair the roadways as needed, plow the roads, maintain the signs, paint the pavement stripping, and complete other tasks to keep these roadways in top condition for efficient and safe travel.

Statewide Transportation Improvement Program (STIP)

The Statewide Transportation Improvement Program (STIP) lists the intended projects scheduled for all roadways in the State of Idaho under the jurisdiction of the ITD. This program, officially adopted by the Idaho Transportation Board, includes projects for fiscal years 2007 through 2010 and also projects in preliminary development for fiscal years 2008-2012. The STIP is a document that prioritizes the needed projects within the State of Idaho and sets a project schedule with funding for implementation.

Table 5-5 shows locations on U.S. 89 and U.S. 30 within the scenic byway that are listed for improvements, with information about construction year, approximate beginning and ending mileposts, and projected construction cost.

GARVEE Funds

In May 2006, the Idaho Legislature authorized the sale of nearly $200 million in Grant Anticipation Revenue Vehicle (GARVEE) bonds to finance the first phase of the Connecting Idaho program. GARVEE financing allows Idaho to sell bonds and use the proceeds to build highway projects. The bonds will be paid back with future federal highway dollars.

The U.S. 30 corridor from McCammon to Soda Springs is approximately 33 miles long and provides a vital link between Idaho and Wyoming. This is one of the six GARVEE-funded projects in Idaho. In 2007-2008, the ITD is spending nearly $45 million for a major widening of U.S. 30 between McCammon and Lava Hot Springs, which includes three new bridges. The design and construction of the improvements are funded with GARVEE bonds through the Connecting Idaho program. Additional funding will be sought from the State Legislature to construct the remaining improvements between McCammon and Soda Springs. This funding is not secured at this time. However, once constructed, the improvements will increase safety and capacity of U.S. 30, a heavily used trucking route. (See http://itd.idaho.gov/Projects/ for more information.)

Other Roadway Improvements

Project: Portneuf Bridge is being replaced on the Blazer Highway. Bannock County. FY 2008. Funded by the Local Highway Technical Assistance Council (LHTAC), which assists cities, counties, and highway districts in dealing with managing and operating the local highway system throughout Idaho. (See www.lhtac.org for more information.)

Table 5-5. Intended STIP Projects

Project	Construction Year	Projected Construction Cost
Sealcoat, U.S. 89, Ovid to the junction with U.S. 30	FY 2008	$520,000
Sealcoat, U.S. 30, Bennington to Montpelier	FY 2008	$370,000
Sealcoat, U.S. 30 junction with Idaho 34 to Soda Springs	FY 2008	$623,000
Pedestrian-bicycle path, U.S. 89, Bear Lake	FY 2010	$161,000
Sealcoat, U.S. 30, Soda Springs to Nounan Road	FY 2010	$1,550,000
Sealcoat U.S. 89, Ovid Corner to the state line	FY 2011	$1,005,000
Railroad Gate at Ivins Road near Soda Springs	FY 2009	$350,000

Source: Idaho Transportation Department, 2006.

Chapter 6
Marketing and Promotional Plan

Overview

Byways not only offer travelers rich American experiences, but they present new business opportunities for existing regional businesses and local entrepreneurs that can capitalize on support services required by travelers, and unique local heritage, culture and products. Successful marketing and promotion of a byway requires a plan, with goals that meet the desires of the local communities.

Old pennant from Fish Haven

Today, along the Oregon Trail-Bear Lake Scenic Byway, impressive state and local byway marketing activities are already planned or underway. Not the least are the cooperative endeavors of Idaho and Utah tourism agencies working together to promote the Bear Lake area. Maps and literature promoting the byway and its attractions are available from Fish Haven to Lava Hot Springs. The Oregon-California Trail Center in Montpelier is a central byway location and information center. In addition, the Pioneer Country Travel Council of Southeastern Idaho sponsors a user-friendly website that promotes the travel, recreation, and culture of southeast Idaho (http://www.seidaho.org/).

The overall goal of a byway marketing and promotional plan is to recommend strategies that will:

- Reach specific audiences (local, regional, national, and international visitors)
- Present a unified byway theme
- Create a desire to visit the byway

This chapter of the corridor management plan:

- Describes the considerable local economic impact of tourism.
- Reviews some of the extensive state and local marketing efforts already underway
- Lists the draft byway marketing and promotional goals as set forth by the byway committee
- Recommends other specific tools and techniques that may be useful in marketing and promoting the byway

Economic Impact of Tourism in Idaho

Impact Statewide

Statewide tourism represents one of the most important sectors of the state and local economies. Highlights of a 2005 study for the Idaho Department of Commerce by Global Insight (September 2005) concluded the following.

Spending by travelers in Idaho totaled $2.97 billion in 2004

- In 2004 travelers spent $484 million on lodging, $546 million at restaurants, and $1.94 billion on a broad range of goods and services including transportation, entertainment, and shopping.

Traveler spending supported 68,839 jobs and $1.35 billion in wages

- Traveler spending supported 68,839 jobs in Idaho in 2004. Of these, 47,203 were directly employed by tourism sectors. Tourism generated an additional 9,679 indirect jobs and 11,957 indirect jobs.
- Direct tourism-generated employment comprises 7 percent of all jobs in Idaho. Total tourism-generated employment accounts for nearly 11 percent of all Idaho jobs.
- Travel and tourism account for 5 percent of Idaho Gross State Product.
- Over $728 million in wages was generated by direct tourism employees, with in excess of $1.35 billion in wages related to all tourism-generated employment.

Traveler-generated federal, state, and local tax revenue totaled $438 million in 2004.

- In 2004, spending by travelers in Idaho generated $176 million in state and local taxes (including lodging taxes), and $262 million in federal taxes.
- Sales tax receipts generated by tourist activity tallied $92 million in 2004.

Impact Along the Byway

In the same study by Global Insight, county tourism data was analyzed. Table 6-1 shows the financial significance of attracting visitors to the byway region:

Developing a Byway Marketing and Promotions Plan

A marketing and promotion plan is an essential element of a successful byway. Such activities focus on bringing the region's scenic, historical, and geological assets to those who live here, existing visitors, and tourists from-outside the region. Promotions are incremental—expanding first to the area, and then to the region, the rest of the U.S., and beyond.

Table 6-1. Total Visitor Spending by County—Total Travel 5-Year Trend (in millions of dollars)

County	2000	2001	2002	2003	2004
Bannock	128.78	144.59	142.66	143.70	153.81
Bear Lake	21.56	23.21	25.91	23.75	24.32
Caribou	2.41	2.30	3.34	3.43	3.45

Source: *The Economic Impact of Travel & Tourism in Idaho*, Global Insight, September 2005, page 12.

Primary Market

The primary byway area includes the residents of the byway corridor, their visitors, and heritage travelers. The primary market population of the region originates in Utah, including nearby Logan and the Wasatch Front. Other markets include Pocatello and Idaho Falls north of the byway. Other potential market populations include travels from California, Nevada, and Canada.

Many visitors are summer drivers attracted by Bear Lake and Yellowstone National Park and winter travelers on their way to Jackson Hole, Wyoming.

The scenic byway benefits greatly from it location on U.S. 89, which is a popular route to Jackson Hole, Yellowstone National Park, and Grand Teton National Park. With proper strategies, the byway is also capable of enticing pass-through travelers from the adjacent I-86 and I-15 corridors.

Another target market worth pursing is the 'heritage' tourist—travelers seeking experiences that are real, authentic, and hands-on, based upon the rich history and culture of the area.

Scenic-tour operators, motorcoach operators, travel agents, and the general travel media are key marketing contacts worth pursuing.

Current Marketing and Promotions

Along the Byway

Numerous local agencies and groups along the Oregon Trail-Bear Lake Scenic Byway are already coordinating marketing and promotions for specific sites, activities, or locations along the 110-mile byway. Some of the market areas being promoted include:

- Bird watching
- Oregon Trail
- Pioneers
- Hot pools
- Heritage
- Historic communities
- Famous people
- Boating
- Hiking
- Geology

The Fish Haven Brass Band

From Bear Lake to The National Oregon/California Trail Center to Soda Springs and historic Lava Hot Springs, marketing and promotion activities are already impressive. Some of the organizations are highlighted below.

Organizations Marketing and Promoting the Byway

Bear Lake Convention & Visitors Bureau
www.bearlake.org

Bear Lake Regional Commission
www.bearlakechamber.org

Bear River Heritage Area
www.bearriverheritage.com

Chesterfield Foundation
www.chesterfieldfoundation.org

City of Soda Springs
www.sodaspringsid.com

Greater Bear Lake Valley Chamber of Commerce
www.bearlakechamber.org

Idaho Scenic Byways
www.idahobyways.gov

Lava Hot Springs Chamber of Commerce
www.lavahotsprings.org

Lava Hot Springs Foundation
www.lavahotsprings.com

Montpelier Chamber of Commerce
www.montpelieridaho.info

Pioneer Country Travel Council
www.seidaho.org

Soda Springs Chamber of Commerce
www.sodachamber.com

The National Oregon/California-Trail Center
www.oregontrailcenter.org

Recent accomplishments include:

- Byway brochure racks installed at businesses and government offices in Soda Springs, Grace, Preston, and Franklin
- *Travel Magazine* articles published
- $5,000 raised by byway communities and agencies for a byway brochure
- State byway website linked to Pioneer County Travel Council and local city and county home pages

Bear River Heritage Area

The Bear River Heritage Area consists of seven counties:

- In Idaho: Bear Lake, Caribou, Franklin, and Oneida counties
- In Utah: Box Elder, Cache, and Rich counties

It is a consortium of many organizations in government, business, education, tourism, recreation, and other areas dedicated to economic development through promotion and stewardship of the cultural and natural resources that are unique to the region. The Heritage Area is governed by the Bear River Heritage Area Council, which consists of representatives of all organizations that have signed the *Inter-local Agreement* that created the Heritage Area, and a Board elected by the council from its ranks. (Visit www.bearriverheritage.com for more information.)

The Bear River Heritage Area is seeking designation as a National Heritage Area through an act of Congress. This would bring funds into the region for economic development and promotion of our heritage.

The four purposes of the Heritage Area as defined in the proposed legislation are:

1. Foster a close working relationship with all levels of government, the private sector, residents, business interests, and local communities in the States of Idaho and Utah.
2. Empower communities in the States of Idaho and Utah to exercise stewardship of their heritage while strengthening future economic opportunities.
3. Interpret, develop, and encourage stewardship of the historical, cultural, and recreational resources within the Heritage Area and the natural and scenic features of which they are a part.
4. Expand, foster, and develop heritage businesses and products relating to the cultural heritage of the Heritage Area.

Interpretive kiosk, byway mapboards, and historic marker in Soda Springs City Park facing U.S. 30

Idaho State Marketing and Promotions

The Idaho Division of Tourism Development is committed to building Idaho's economy by increasing visitor expenditures throughout the state. The division's activities are funded by a 2 percent lodging tax, paid by travelers and collected by the state's hotel, motel, and private campground owners. Tax collections have grown to over $5 million annually. The Idaho Division of Tourism Development makes statewide grants in support of tourist facilities. Visit www.tourism.idaho.gov/ for more information.

The Idaho Transportation Department's Scenic Byways Program maintains an innovative website committed to promoting all state byways. In addition, an award-winning byway guide is distributed throughout the state and mailed to prospective travelers. Visit www.visitidaho.org to obtain a copy.

Marketing Goals

Goal 1: Increase the number of visitors to the byway.

Objectives:

- Print placemats for local restaurants to encourage travelers to tour the byway.
- Generate familiarization tours for journalists and influence them to write about the byway in their publications.
- Partner with regional biking organizations to promote biking events around Bear Lake or mountain biking events in the byway region.
- Create press releases for local newspapers and radio stations and encourage talk show participation.
- Jointly promote the Pioneer Historic Byway and Oregon Trail-Bear Lake Scenic Byway through the Region V Pioneer Country Travel Council and Bear River Heritage Area.
- Promote Oregon-California Trail sites across Idaho.
- Organize a speakers forum along the byway that features relevant and events.

Goal 2: Increase visitor length of stay on the corridor.

Objectives:

- Produce an CD tour, which will heighten visitors' interest in the byway scenic, historical, and cultural resources.
- Develop an interpretive book which encourages the visitor to spend more time on the byway.
- Provide hospitality training to employees of tourism-related businesses and educate them about the byway.

Goal 3: Educate visitors about their role in protecting the environment and managing the byway's resources.

Objectives:

- Produce a coloring book for children, which will enlighten individuals for generations to come.
- Develop an education series for local schools and groups.
- Install interpretive signs at sites along the byway to better educate the visitor about protecting the resources.

Goal 4: Expand winter use and off-season use along the byway.

Objectives:

- Promote winter recreation destinations in the region.
- Target winter and off-season users.

Goal 5: Obtain national byway designation.

Objectives:

- Obtain funding to administer and support byway improvements.
- Increase local, national, and international tourism.

Goal 6: Partner with the Bear River Heritage Area to seek national designation.

Objectives:

- Expand awareness of the area byways, increasing tourism and visitor spending.
- Develop new economic development opportunities for southeast Idaho residents.
- Support continued coordination and cooperation with Utah in tourism development.

Marketing Action Strategies

The scenic byway marketing strategy will be to maintain a presence in the tourism marketplace through coordination with the Idaho Travel Council and the Heart of the Rockies organization. Several new promotional materials discussed below are proposed, including an Oregon Trail-Bear Lake Scenic Byway guide, rack card, Internet website and audiotape. Interested local leaders should also develop promotional campaigns to build awareness and interest in the scenic byway. Preparation of tour packages, media kits and videos, may also become a part of promoting visitor trips to the region and the exposure of the scenic byway.

Another key component of the marketing plan includes developing strategies to increase use of the byway in the off-season. Marketing efforts should target winter and off-season users, encouraging winter snowmobiling and ice fishing. Watching birds return to the refuge in the spring is an important attraction. After the nearby rush of the summer season at our two famous national parks, autumn is a favorite season for many tourists. The byway promoters should encourage hiking or biking along the lakeshore or visits to the view autumn colors of the scenic byway. Visitors will find fewer crowds as a peacefulness falls over the Bear River Valley.

Cooperative Byway Development Strategies

Close coordination with other communities and groups is critical to developing a workable and effective byway marketing program. New and or expanded opportunities include the following.

Uniquely Idaho

Uniquely Idaho is a new place-based economic development strategy that helps communities identify, enhance, and market their unique sites, heritage, culture, and products primarily through community planning, community development assistance, and marketing materials such as guide books. This program draws from the "HandMade in American" model, which has the end goal of identifying, protecting, and enhancing unique sites, products, and services in defined geographic areas. Typically, tours and maps focus on arts, history, agriculture, and food. This effort is similar to the National Heritage Area program sponsored by the U.S. National Park Service. Either program will benefit byway development.

Partnering agencies include the Idaho State Historical Society, Idaho Department of Agriculture, University of Idaho, Idaho Transportation Department Scenic Byways Program, and Idaho Parks & Recreation.

For more information, contact the Idaho Department of Commerce at delta.james@business.idaho.gov.

Hospitality Service

Idaho is known for its friendly people. Visitors' memories of the corridor will be influenced significantly by their encounters and experiences with local service providers. Business and agencies will benefit from assistance in developing good customer service and employee hospitality programs.

Interpretive Materials

Brochures, Posters, Placemats, and Coloring Books

Attracting visitors to the byway can best be accomplished if various methods of interpretation are available.

Brochures, posters, placemats, and coloring books can be tailored to meet the needs of different audiences and located at information centers, chambers of commerce, and restaurants. Placemats with a map of the byway and information teasers about each site could be produced by the byway committee and offered to local restaurants.

Rack Card

A 4-by-9-inch color rack card would serve to lure visitors. Typically, such publications are four-color on one side and black and white on the other. It would include high-quality photos and an eye-catching headline near the top of the card. The backside of the card would provide a small locator map, information, and contact information to request a packet of materials.

Educational and Tourist Computer Links

Several byway key sites could also disseminate information to visitors through computer linkages to various resources in southeast Idaho. Resource sites with computer access for visitors could include The National Oregon/California Trail Center, Caribou/Targhee National Forest, Soda Springs Ranger District,

Montpelier Ranger District, Idaho State Parks, and U.S. Fish and Wildlife.

Computers at these sites connected to an Internet browser would access information about the byway that also included links to sites with much more detailed information. An online service at one of the portal sites could provide information about history, geology, nature, events, other facilities, and overnight accommodations.

Promotional Campaign

Promotional campaigns targeted toward the primary market need to be created to build awareness of and interest in the Oregon Trail–Bear Lake Scenic Byway. Such campaigns might include newspaper magazine supplements, and media spots and advertisements in publications such as the *AAA Tour Book*. Other tools include media kits, special events, and videos. The Bear Lake Regional Commission currently used two billboards to promote Bear Lake visitation, one at Afton, Utah, and the other on I-15. Newspaper magazine supplements about the Oregon Trail and Bear Lake are currently available. Proposed marketing strategies include educating the Logan, Utah, area about byway attractions and enticing pass-through travelers on I-86, I-15, U.S. 30 and those traveling to Yellowstone National Park and Grand Teton National Parks to enjoy the Oregon Trail–Bear Lake Scenic Byway.

CD/Podcasts

An CD or podcast tour is another avenue for increasing public awareness of the scenic, historical, geologic, and cultural features along the byway. Interested visitors could obtain and return CDs at three possible sources: Soda Springs Ranger Station, Montpelier Ranger District headquarters, and The National Oregon/California Trail Center.

Speakers Forum

Identify a sponsor or sponsors for and then host an historic byway lecture series. Speakers could create a stimulating exchange of ideas. The program could draw on the talents of local and visiting speakers. Potential speakers could include historians, archaeologists, geologists, biologists, educators, writers, filmmakers, and recreationists. The forums could vary from a reading to a performance. They could extend learning and raise awareness of the byway's special resources. Costs should include printing, mailing, advertising, honorariums, travel, space rental, refreshments, and staff management and event time.

Stunning architecture of the Paris Tabernacle

Chapter 7
Byway Implementation

Overview

Implementing the vision, goals, and projects for the Oregon Trail-Bear Lake Scenic Byway will require local commitment, diversity of resources, and creativity. Perhaps most important is a formal organization or partnership dedicated to guiding the byway's success. This continuing effort is essential to raise local and national awareness of the byway, which in turn brings new regional economic development opportunities.

The 2007-2008 byway committee has worked diligently to produce a corridor management plan as a guide for developing the optimal Oregon Trail-Bear Lake Scenic Byway. The next step, and the most challenging, is to implement the plan. This chapter discusses the following for the byway:

- Organization and partnership options
- Resource management strategies, tools, and actions
- Key site implementation costs
- Priority of projects

Organization and Partnership Options

Creation of a new private/public byway partnership using a 501 (c)3 to sustain the implementation and momentum of byway projects is essential. Inviting a diversity of agencies that support the byway substantially improves the likelihood of successful implementation.

The existing Oregon Trail-Bear Lake Scenic Byway Committee with regional cooperation and representation from throughout the byway (see the Acknowledgments) has worked for over one year to complete this corridor management plan. With the completion of the plan, it is recommended that a new *byway partnership* build from the existing committee membership and extend an invitation for new partners that share the byway vision.

View of Bear Lake from the hillside above Garden City, Utah

Memorandum of Understanding

An important starting point for undertaking byway projects is to organize a more formalized partnership. A memorandum of understanding (MOU) is a signed non-binding agreement among all partners (including cities, counties, state and federal agencies, special interest groups, and interested businesses and residents) agreeing to work together in the interest of the Oregon-Trail-Bear Lake Scenic Byway. The MOU is important tangible evidence of the group's mission and commitment to the byway. Financial contributions may or may not be part of a MOU.

Potential partners might include:

- Bannock County
- Bear Lake County
- Bear Lake Development Corporation
- Bear Lake Regional Commission
- Bear Lake Valley Convention & Visitors Bureau
- Bear River Heritage Area
- Borglum Historical Center (Keystone, South Dakota)
- Chesterfield Foundation, Inc.
- Caribou County
- Caribou Historical Society
- City of Bancroft
- City of Bennington
- City of Georgetown
- City of Lava Hot Springs
- City of Lava Hot Springs Chamber of Commerce
- City of McCammon
- City of Montpelier/Montpelier Gem Team Committee
- City of Montpelier Chamber of Commerce
- City of Paris
- City of Paris Historical Museum
- City of Soda Springs and Cemetery District
- City of St. Charles
- Daughters of Utah Pioneers
- Friends of the Portneuf
- Greater Bear Lake Valley Chamber of Commerce
- Idaho Abraham Lincoln Bicentennial Commission
- Idaho Association of Museums
- Idaho Commission on the Arts
- Idaho Department of Fish and Game
- Idaho Department of Lands
- Idaho Department of Parks and Recreation
- Idaho Heritage Trust
- Idaho Museum of Natural History
- Idaho State Historical Society
- Idaho State University Outdoor Adventure Center
- Idaho Transportation Department
- Idaho Travel Council
- Lava Hot Springs Foundation
- Montpelier Ranger District
- Oregon-California Trail Association (OCTA)
- Oregon Trail-Bear Lake Scenic Byway Committee
- Pioneer Country Travel Council
- Soda Springs Chamber of Commerce
- Soda Springs Idaho Historical Museum, Inc.
- South Bannock County Historical Center and Museum
- Southeast Idaho Council of Governments
- The National Oregon/California Trail Center
- U.S. Bureau of Land Management
- U.S. Fish and Wildlife Service
- U.S. Forest Service, Soda Springs Ranger District
- U.S. National Park Service

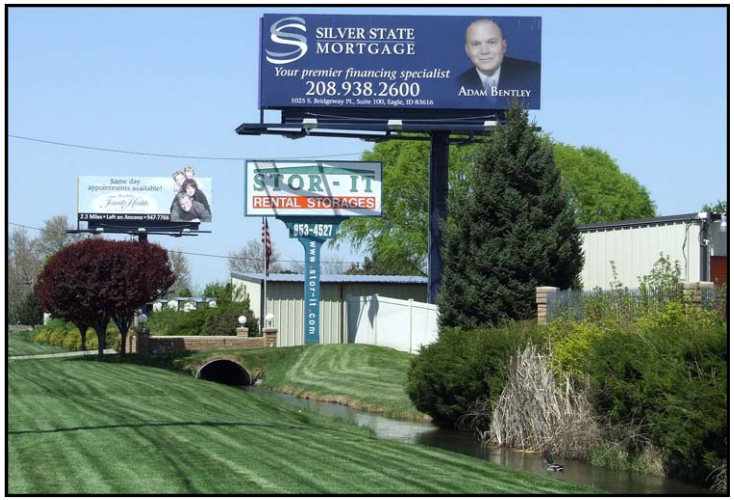
Byway Resource Management Strategies, Tools, and Actions

Protecting the byway's exceptional scenic, historic, geologic, cultural, and natural resources is the primary objective of the corridor management plan. If these resources are degraded, the byway experience is diminished. Fortunately, some scenic and historic resources are protected by federal, state, and local government laws. However, city and counties adjacent to the byway should have effective land development, zoning, landscaping, and signage ordinances in place.

Strategy #1
Review local city and county development, signage, and landscaping ordinances to ensure protection of byway vistas.

The byway should have ordinances governing the following:

- **New infrastructures**
  Certainly the beautiful byway scenery is *the* byway experience. Protection of these view corridors is very important. New infrastructures such as roads and overhead power lines along the byway should be carefully monitored. Preferably the power lines should be placed underground. New junkyards and dumps should be required to be at least 1,000 feet from the federal highway.
  Recommendation: Review city and county zoning, *subdivision, and engineering standards.*
- **Compatible new development**
  Landscaping can provide good screening and add beauty to the byway. Plants and trees can soften new development and add an attractive element.
  Recommendation: Review city and county landscaping standards.
- **Appropriate billboards and signage**
  Perhaps the most detrimental incursions on the byway are inappropriate billboards and signage. They are virtually impossible to remove once these are in place. As part of the Highway Beautification Act, Federal Law requires the ITD to provide continuing, effective control of outdoor advertising. Is this sufficient control? Typically, ITD specifies size and placement criteria, which vary depending on the location of each sign. It is important that cities and counties have signage ordinances in effect that apply to private properties (visit itd.idaho.gov/row/new/workfiles/outdoor_advertising.html for more information).
  Recommendation: Review city and county billboard and signage standards.



Billboard and sign clutter

Strategy #2: Promote the use of open space preservation tools.

It is essential that the byway retain its scenic beauty in the face of regional development. Fortunately, new tools are available to cities, counties, and private landowners. For example, conservation easements are a popular new voluntary method that preserves private open space through tax incentives. To qualify, the easement must be permanent and protect the natural habitat. Such areas can have some human development as long as the wildlife exists in a relatively natural state. Currently, the Idaho Foundation for Parks and Lands, The Nature Conservancy, and private land trusts offer conservation easements.

New Idaho legislation (House Bill No. 262) is expected to be introduced in 2008 that could give the green light to more open space preservation. The Idaho Working Lands Initiative would offer tax credits to eligible landowners who preserve their land through conservation easements.

House Bill No. 262 calls for a 50 percent tax credit on the fair market value of land belonging to a "taxpayer who makes a voluntary conservation donation to a qualified sponsor." Credits would be capped at $500,000 per donation and $3 million per year for the entire program.

Strategy #3: Encourage downtown revitalization.

A key strategy for improving and expanding commercial services to support the byway is to establish a regional Main Street program. The communities of Montpelier, Soda Springs, Georgetown, Paris, St. Charles, and Bennington have the potential to be strong attractions for visitors.

A regional Main Street program (modeled after the National Main Street Center's four-point approach) can assist and advise byway towns on downtown revitalization techniques. An initial component is hiring a Main Street manager to act as a circuit-rider coordinator, who would help renovate older buildings, promote special events, recruit new business, and seek funding. Funding is available to help downtown revitalization, historic preservation, entryway improvements, and other relevant community development programs.

Strategy #4: Continue to locally promote new byway services, accommodations, and events

One of the byway's greatest potentials is to "grow" new economic development opportunities and specialty niches. Many Southeast Idaho organizations already in place do an excellent job of promoting tourism, lodging, and regional events. From McCammon to Fish Haven, agencies are actively marketing the byway and region. The Pioneer Travel Country Council, Lava Hot Springs Foundation, Greater Bear Lake Chamber of Commerce, Bear Lake Valley Convention and Visitors Bureau, and many other groups are actively supporting new and expanded tourism opportunities. This is an impressive regional effort that is producing exciting results including bike paths, overlooks, a vacation resort (Bear Lake County, Bear Lake Regional Council), improved public bathing facilities (Lava Hot Springs Foundation), and a new Guston Borglum monument (St. Charles).

Downtown Montpelier

Strategy #5: Encourage the development and promotion of local products

Handicrafts, art, music, food, sites, and specialty agriculture can highlight the region's heritage and culture attract travelers Two programs particularly promote the byway area already:

- **Bear Lake Heritage Area**
  This heritage area is sponsored by the National Park Service of the Department of the Interior. It consists of seven counties: Bear Lake, Caribou, Franklin, and Oneida counties in Idaho and Box Elder, Cache, and Rich counties in Utah. It is a consortium of organizations in government, business, education, tourism, recreation, and other areas dedicated to economic development through promotion and stewardship of the cultural and natural resources unique to this region. (Visit www.bearriverheritage.com for more information.)
- **Uniquely Idaho**
  This program is directed by the Idaho Department of Commerce. It supports economic development by promoting, protecting, and enhancing unique Idaho sites and products.

Strategy #6: Maintain the byway sites.

Byway site maintenance includes trash collection, general site upkeep, vandalism repair, snow removal, graveling, and periodic grading of parking areas.

The ITD's successful Adopt-a-Highway program, which helps control litter, is recommended to help maintain the Oregon Trail-Bear Lake Scenic Byway.

A key component of the byway is encouraging local adoption of the 15 byway sites. An Adopt-a-Byway-Site program patterned after the Adopt-a-Highway program could have the following benefits:

- Expand local awareness of the byway and its historic assets
- Create a stronger sense of local ownership for these sites
- Reduce maintenance costs

Similar programs elsewhere have shown that local volunteerism, particularly with youth, tends to reduce vandalism.

West side of Bear Lake looking northeast

The Old Rock House Bed and Breakfast in Soda Springs

Key Site Implementation Costs

Detailed key site improvements and costs are found in Chapter 3. **Table 7-1** shows the comparative costs for each site.

NOTE: The table reflects *estimated* costs and may include volunteer labor and land donations. Also, the costs do not reflect recommended improvements for which no costs have yet been determined.

Table 7-1. Estimated Comparative Implementation Costs

Site	Description	Estimated Cost
1	Bear Lake Portal and Overlook	$470,900
2	Gutzon Borglum Monument	$144,500
3	Bear Lake State Park	$436,000
4	Minnetonka Cave	$12,000
5	Bear Lake National Wildlife Refuge	$399,000
6	Paris Tabernacle and Historic District	$14,000
7	The National Oregon/California Trail Center	$244,000
8	Big Hill Oregon Trail Site	$236,000
9	Georgetown Relief Society Hall	$10,500
10	Georgetown Summit	$15,000
11	Soda Springs Oregon Trail Oasis 11a—Soda Springs Oregon Trail Oasis ($7,500) 11b—Bear River Overlook ($29,000) 11c—Pyramid Springs and Soda Springs Geyser ($207,000) 11d—Brigham Young's Cabin ($3,000) 11e—Wagon Box Grave (none) 11f—Camp Connor, Morrisite Settlement, and 1863 Shoshone-Bannock Peace Treaty ($500) 11g—Sheep Rock and Hudspeth's Cutoff ($164,000) 11h—Cinder Cones ($3,000) 11i—Wagon Ruts and Trail Markers (none)	$414,000
12	Historic Chesterfield	$456,000
13	Lower Portneuf Falls	$9,000
14	City of Lava Springs	$478,300
15	City of McCammon	$24,500
	Subtotal	**$3,363,700**
	Marketing	**$15,000**
	Total	**$3,378,700**

Funding Sources and Strategies

The byway committee will need to use a variety of funding sources to implement the Oregon Trail-Bear Lake Byway Corridor Management Plan. The agencies and organizations represented on the byway partnership should seek funding from a variety of sources including federal, state, and local government and agencies, grants, foundations, corporations, special-interest groups, service organizations, and the general public. Examples of funding opportunities include the following.

National Scenic Byways Program

The National Scenic Byways Program (NSBP) was established under the Intermodal Surface Transportation Efficiency Act of 1991. Under the program, the U.S. Secretary of Transportation recognizes certain roads as National Scenic Byways or All-American Roads based on their archaeological, scenic, cultural, historic, natural, and recreational scenic qualities. There are 126 such designated byways in 39 states. The Federal Highway Administration (FHWA) promotes the collection as the America's Byways®.

The NSBP is founded upon the strength of the leaders for individual byways. It is a voluntary, grassroots program that recognizes and supports outstanding roads. It provides resources to help manage the intrinsic qualities in the byway corridors so that they may be treasured and shared. An underlying principle for the program has been articulated best by the byway leader who said, “The program is about recognition, not regulation.”

America's Byways® serves as the umbrella for recognizing and promoting National Scenic Byways and All-American Roads. The FHWA promotes the collection with the America’s Byways map, on its traveler web site at www.byways.org, and through public and private cooperative projects. Promotion of the America's Byways® brand and logo increases visitor recognition of the program and encourages travelers to include byways in their trip plans.

Funding for Byways

The National Scenic Byways Discretionary Grants program provides funding for byway-related projects each year, as part of the Federal Highway Administration’s Discretionary Grants Program. Projects to support and enhance National Scenic Byways, All-American Roads and State-designated byways are eligible. Applications are prepared online but submitted through a State's byway program agency.

With support from their State Scenic Byways Coordinator, local citizens nominate roads for possible designation by the U.S. Secretary of Transportation as a National Scenic Byway or All-American Road. Careful thought and a significant amount of effort go into each nomination. Stakeholders in the effort need to know what benefits could result from the designation and what their responsibilities are when their byway becomes part of the collection of America's Byways®.

Benefits of designation have been characterized as the four P's: promotion, preservation, partnerships, and pride. Along with those benefits are responsibilities taken on by byway groups and by the program that combine to build a strong byway community.

For additional information, contact Garry Young, Scenic Byways Coordinator/Program Manager for the Idaho Transportation Department, at (208) 334-8214.

Idaho Transportation Department (ITD)

The ITD is the key player in the disbursement of state and federal funds for roadway projects. When a project is selected for funding, it should be actively supported by a concerned group of citizens. There must be a need for the project and this need must be adequately presented to ITD. This process can be very political and time-consuming. The byway committee needs to be an advocate for the recommended improvements for the Oregon Trail-Bear Lake Scenic Byway. The byway committee must maintain contact with elected officials, the ITD district staff, the Planner and District Engineer for District 5, and the Idaho Transportation Board. The

committee's goal is to reinforce the value of the byway to Southeast Idaho's economy as well as to produce and support the necessary applications for improvements to the byway. Some of the funds that ITD oversees include the following.

Surface Transportation Program (STP)

This program, administered by the ITD, provides funding for the reconstruction or rehabilitation of roadways on the state highway system. This includes interstate, U.S., and state highway routes. The funds originate from the Federal Highway Administration (FHWA), which covers 92.66 percent of the costs of projects. These projects are identified and prioritized by ITD district engineers.

STP Local Rural

Local Rural funds are allocated for projects in rural areas, and in cities with populations below 5,000. They may be used for new construction, reconstruction, or rehabilitation of roadways functionally classified with FHWA as *rural major collectors* with a small percentage allowed for *minor collectors*. STP funds can also be used for activities such as transportation planning, corridor studies, and the purchase of minimally corrosive anti-icing material. The local match requirement is 7.34 percent. The Idaho Transportation Board has designated approximately $10 million annually for the program. The funds are awarded through the Local Federal-aid Incentive Program administered by LHTAC.

Eligible projects are identified, prioritized, and requested by the Local Highway Jurisdictions through a formal project application process November through February. Project proposals are reviewed and ranked by LHTAC and a prioritized list of projects, based on funding, is then presented to the Idaho Transportation Board, for inclusion in the draft Statewide Transportation Improvement Program (STIP) in June.

STP Rural Highway Investment Program

This is a grant program that provides funding for road paving, drainage structure replacement, signage upgrades, transportation planning, roadway reconstruction, and most other types of construction on any public road. Matching funds are encouraged but not required. If the project is $50,000 or more, the work must be contracted out.

The program is financed through an exchange of STP-Rural funds by LHTAC with the ITD at $0.61 per $1.00 up to a maximum of $2.8 million in state funds.

Each September LHTAC makes the application available to all Local Highway Jurisdictions not located within a city of over 5,000 in population . After the applications are returned by the November deadline, LHTAC rates the applications and the highest-rated applications are funded up to the amount of funds available in any given year. Up to $100,000 can be applied for to help with an emergency.

STP Safety

STP Safety funds are for projects to reduce accidents at identified hazardous locations and for bicycle and pedestrian safety improvements, including public trails, and traffic-calming activities, or for projects that improve motorist protection at railroad crossings. These funds are available for any state or local public road. The local or state match requirement is 7.34 percent.

Accident reduction projects at railroad/highway crossings are identified from a systematic review of hazardous crossing. All proposed local or state projects are prioritized statewide within available funding levels on a ranking formula, which considers vehicle traffic, train traffic, accident history, and other relevant crossing data. The Idaho Transportation Board makes the final project selection.

STP Enhancement

Enhancement funds are available for projects in 13 categories. Categories relevant to the byway are:

- Facilities for pedestrians and bicycles
- Acquisition of scenic easement and scenic or historic sites
- Scenic or historic highway programs, including the provision of tourist or welcome centers

- Landscaping and other scenic beautification
- Historic preservation
- Preservation of abandoned railway corridors
- Control and removal of outdoor advertising
- Archaeological planning and research
- Mitigation of wildlife mortality caused by vehicles
- Transportation museums

Projects are selected through an annual statewide application process and prioritized by the Enhancement Advisory Committee established by the Idaho Transportation Board. There is a $500,000 limit on Federal-aid funds. The local or state match requirement is from 2 to 10 percent. Final project selection is by the Idaho Transportation Board. Information and current year applications are available at http://itd.idaho.gov/planning/.

Forest Highways Funds

These monies are for highway improvement projects on highways serving forest highways. These highways may be state highways, local roads, or federal agency roads. Funding, project development, and project contracting are administered by the Western Federal Lands Highways Division (WFLHD) of the FHWA in Vancouver, Washington. There is no match requirement on forest highway projects.

Statewide project priority is jointly determined by the ITD, FHWA, and U.S. Forest Service based primarily on the benefits of the project to the management of U.S. Forest Service resources. WFLHD makes the final project selection with the concurrence of the Idaho Transportation Board.

Idaho Department of Commerce

The Idaho Department of Commerce includes offices of tourism and community development that oversee dispersal of funds at the local level. A call to the agency at (208) 334-2470 is recommended.

- **Travel Grant Program**
  Money is available through the Travel Grant Program, funded by a 2-percent lodging tax paid by travelers and collected by Idaho hotel, motel, and private campground owners. Its mission is to stimulate and expand the state's travel industry through local efforts and matching funds. Technical and marketing assistance is available to tourism suppliers interested in pursuing the international travel market.
- **Community Development Block Grant (CDBG)**
  Federal monies for local city and county improvements are administered by the Idaho Department of Commerce. The CDBG program provides grant monies, on a competitive basis, for downtown revitalization, sewer and water facilities, fire stations, housing, and other eligible projects.

Museum Cooperative

This plan proposes that a cooperative be formed among the museums and centers in Bannock, Caribou, and Bear Lake counties to ensure their future success. Under such a program, assistance would be provided for grant writing, staffing and internships, collections, exhibits, programming, brochures, and membership. The cooperative could play a large role in providing professional assistance to museums and responding to the growing number of visitors. Another element could be a lecture series with speakers stimulating interest and raising awareness of the byway's historical and cultural resources.

The South Bannock Historical Center in Lava Hot Springs and The National Oregon/California Trail Center in Montpelier would take the lead roles. Cooperative museums would include:

- The Daughters of Utah Pioneers Museum in Chesterfield
- Caribou County Historical Museum in Soda Springs
- Georgetown Relief Society Hall in Georgetown
- City of Paris Historical Museum

Other byway sites such as the Bear Lake National Wildlife Refuge and the Gutzon Borglum Monument could also benefit from the museum cooperative.

Chapter 8
Byway Evaluation

Overview

After the Oregon Trail-Bear Lake Scenic Byway corridor management plan is finalized, a new byway partnership (see Chapter 7) should be organized and ready to move ahead. Some of the byway tasks the partnership may be charged with include:

- Management
- Funding
- Project implementation
- Periodic review of the plan
- Evaluation of site improvements
- Marketing and promotional strategies

Bear River Valley

Annual Byway Evaluation Meeting

It is recommended that an annual "state of the byway" meeting be organized by the byway partnership to discuss byway status, successes, efforts, partners, funding, and management. Invitations to the meeting should be extended to the public (especially the stakeholders), property owners, city and county officials, and representatives with interests in the byway.

In addition, this meeting is the time to reassess goals and prioritize projects for the upcoming years.

Annual Byway Review

Annually, a short report prepared by the byway partnership should be published and provided to interested byway agencies and representatives. This "report card" should address the success (and delays) of implementing tasks, funding, visitors, local involvement, and other defined indicators. This annual review would provide a written history of the byway efforts and facilitate the continuity of the byway management team.

National Scenic Byway Designation

With support from Garry Young, Scenic Byways Coordinator/ Program Manger for the Idaho Transportation Department, the byway partnership may nominate the Oregon Trail-Bear Lake Scenic Byway for possible designation by the U.S. Secretary of Transportation as a National Scenic Byway or All-American Road. There are 127 National Scenic Byways at this time.

Careful thought and a significant amount of effort goes into each nomination. Stakeholders in the effort need to know what benefits could result from the designation and what their responsibilities are when they become part of the collection of America's Byways®.

Benefits of designation have been characterized as the *4 P's*: promotion, preservation, partnerships, and pride. Along with those benefits are responsibilities taken on by byway groups and by the program that combine to build a strong byway community. Importantly, a national byway designation may include funding of $25,000 per year for up to three years.

Byway Expansion

Expansions to the byway should always be considered an option. In fact, this plan itself reflects the expansion of the original byway route. Popular side trips and loop excursions can add new, rich experiences for the traveler.

This section describes several possible byway site expansions—byway sites that have already identified as key scenic, recreational, and historical sites. The information can serve as a reference for future enhancement projects. The sites are not prioritized. Some of them are on private land and it is not our intent to infringe upon private land rights. However, in the future, opportunities may arise to acquire them through a willing seller/buyer arrangement, donation, or cooperative agreement.

Peg Leg Smith's Trading Post

This historic building is located along the Bear River south of Montpelier.

Bear Lake Hot Spring Resort

This private resort is located 2.8 miles east of the Lifton Pumping Station, which is signed off U.S. 89. It is being upgraded to its former resort condition. The facility, with its pool and boats, was hurt in the 1920s when the lake level fluctuated, and the old hotel was lost in the 1940s. Today, the therapeutic mineral water from the springs is piped to an indoor pool. The large site along the lake offers a small restaurant/store and campsites.

City of Bancroft

Milkshakes at the Bancroft store (Source: Ann Torrence)

The Oregon Short Line Railroad was completed to the upper Portneuf River by 1882. The railroad mainline angled across the valley from the turn of the Bear River in the southwest until it picked up the Portneuf River in the northwest. This led to Bancroft Station (not to Chesterfield to the north, which was the route of the Oregon-California Trail). The small farming community of Bancroft was named in 1905 for the vice president of the Oregon Short Line.

Key sites include Bancroft City Park and historic buildings on Main Avenue. The best milkshakes in the region can be found at the Bancroft Store.

Bennington

The Bennington area was settled in 1864 by Mormons and remains a ranching and farming community. The Oregon-California Trail follows the route of U.S. 30 through this area. A potential interpretive site could be Scholer Park, with its old school house, park swings ,and old merry-go-round. Another site is the Amos Wright cabin.

Bloomington Canyon

Handsome Victorian houses are located along a 2-mile paved entrance to the scenic canyon. Access up Bloomington Canyon is for high-clearance vehicles only.

Bloomington Lake

This high-elevation (8,200 feet), 10-acre glaciated lake has a spectacular setting of cliffs and water falls. It is located 9 miles from U.S. 89 and is accessible only by high-clearance vehicles. The last one-quarter mile is limited to foot travel.

Bloomington Lake

Fish Haven

This site was a summer Bear Lake campsite for Shoshone Indians, and later a beautiful resort spot and lakeshore for summer cabins. Several early resorts were hurt by fluctuations in the level of the lake. During the early 1900s, a substantial commercial fishery operated on Bear Lake, catching Bonneville cisco—a fish found nowhere else. Commercial fishing was outlawed in the 1920s. Most use today is for summer homes and condominiums.

Anna Nielson Scofield House

Located at 2788 U.S. 89 in Fish Haven, the Anna Nielson Scofield historic house sits on a large parcel on the east side of the highway, which reaches the shore of nearby Bear Lake. It illustrates the rural architectural development of the community and is a fine example of local Folk Victorian architecture. The house is one of the few historic structures in Fish Haven that retains its historic character, and is listed on the National Register of Historic Places.

Ovid

Ovid was settled in 1864 and named for a town in New York by Charlie Rich. A small fort was built here. It is located at the junction of U.S. 89 and Idaho 36. A good side trip from Ovid is to Emigration and Strawberry Canyons, Mink Creek, and Preston. Along Idaho 36, a Pioneer Mail Route monument (No. 61) erected by Daughters of Utah Pioneers marks the fist mail route and telegraph line in Idaho.

Former Ovid School Building

Paris Ice Cave

Located in Paris Canyon, this small cave is a blue limestone and ice formation about 18 by 40 feet. The ice never melts in the cave.

Paris Springs

These small springs are located in Paris Canyon.

William and Nora Ream House

This especially elaborate Queen Anne-Colonial Revival style house is located 1 mile south of the center of Dingle. It is also known as Arcadia Farm. It is owned by the Ream Family Association.

Sherman Peak

This peak is located in the Cache National Forest and is 9,682 feet high.

Shoshone Indian Trail

Indians traveling to and from Bear Lake and Cache Valley used this route. Later mail carriers used the route during the summer and winter.

Swan Lake

Located less than a mile off U.S. 30, an arch of stone 500 feet wide and 40 feet high sits across the mouth of Swan Lake Creek and has impounded a reservoir known as Swan Lake. The lake is on private property and past abuses led owners to limit use and restrict it to walk-in day-use area. Nearby is the Swan Lake Gulch trail, which skirts 8,302-foot-high Sulphur Peak.

Glossary of Terms

ADT
Average daily traffic

corridor
The road or highway right-of-way and the adjacent area that is visible from and extending along the highway. The distance the corridor extends from the highway could vary with the different intrinsic qualities. (Federal Register, National Scenic Byways Program, 1995)

corridor management plan
"A written document that specifies the actions, procedures, controls, operational practices, and administrative strategies" to maintain the scenic, cultural, historic, recreational, archeological, and natural qualities of a scenic byway. (Federal Register, National Scenic Byways Program, 1995)

DHV
Design hourly traffic volume

ISTEA
Intermodal Surface Transportation Efficiency Act (Federal)

ITD
Idaho Transportation Department

LOS
Level of service. A measure of a roadway's adequacy considering the amount of traffic present. LOS is usually measured at the worst traffic times or the peak hour, and is commonly thought of as an evaluation of the amount of delay that a motorist experiences due to the roadway geometry under the existing volumes.

MOU (memorandum of understanding)
A memorandum of understanding (MOU) is a signed non-binding agreement among all partners (including cities, counties, state and federal agencies, special interest groups, and interested businesses and residents) agreeing to work together in the interest of the Oregon-Trail-Bear Lake Scenic Byway. The MOU is important tangible evidence of the group's mission and commitment to the byway. Financial contributions may or may not be part of a MOU.

NSB
National Scenic Byways

Oregon Trail-Bear Lake Scenic Byway
A highway corridor extending from the Idaho/Utah state border on U.S. 89 north to U.S. 30, then north and east to Idaho 34 in Soda Springs. Length: 110 miles.

Oregon Trail-Bear Lake Scenic Byway Committee
A group of volunteers responsible for overseeing the direction, process, and content of the Oregon Trail-Bear Lake Scenic Byway Corridor Management Plan.

resource site
An asset, attribute, or source of information that is associated with an entire community, region, or area.

riparian zone
A riparian zone is the interface between land and a flowing surface water body. Riparian zones are significant in ecology, environmental management, and civil engineering due to their role in soil conservation, their biodiversity, and the influence they have on aquatic ecosystems. (Source: http://en.wikipedia.org.)

SAFETEA-LU

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was enacted August 10, 2005, as Public Law 109-59. SAFETEA-LU authorizes the federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.

scenic byway

"A public road having special scenic, historic, recreational, cultural, archaeological, and/or natural qualities that have been recognized as such through legislation or some other official declaration." (Federal Register, National Scenic Byways Program, 1995)

site

A specific location.

TEA-21

Transportation Efficiency Act, 21st Century, 1999 (federal). This act was an extension of ISTEA.

U.S. xx

U.S. Highway

vpd

Vehicles per day

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