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EXECUTIVE SUMMARY

National Scenic Byways Program

The National Scenic Byways Program is a nationwide effort to promote and manage our country's varied and wonderful system of highways and roads through community efforts. What makes the National Scenic Byways Program different is that communities have the opportunity to look at their special roads, places, and features. When woven together, these nationally significant roads will create an accessible network of exceptional travel experiences across the country.

The Program was created in 1991 as part of the Intermodal Surface Transportation Enhancement Act. (ISTEA). This was the first piece of transportation legislation to provide programs and funds to do more than just build roads. The legislation enabled communities to seek funding to enhance the area adjacent to roads through such activities as building picnic areas or constructing wayside interpretive exhibits.

SH 34-North of Preston

What is a Corridor Management Plan?

A corridor management plan is a comprehensive understanding of the route and a community's plans to preserve and enhance it. It is a living document that shows the strategies and efforts made by the communities to preserve and enhance its route. In addition, a corridor management plan provides the basis on which the National Review Panel can determine if the road or highway possesses characteristics vital for designation as a National Scenic Byway or an All-American Road. The latter designation is not necessary and is assigned at the discretion of the local byway management group.

The Pioneer Historic Byway Management Plan

The Pioneer Historic Byway in southeastern Idaho provides the traveler an alluring 127-mile trip back in time to an earlier Idaho. It is the Byway Management Plan that ties together the history of early settlers, gold, religion, local geology, Native Americans, pioneers, and Oregon Trail, into a rich tapestry. In essence, the Management Plan takes the local vision for the Byway and considers local strategies for converting the Byway into a long-term economic development asset. Importantly, the plan provides implementation actions and designates the agencies responsible for the successful execution of the Byway Plan as well.

Project Vision and Goals

From 1999-2000, a group of representatives from Pioneer Historic Byway towns, counties and agencies met and adopted the following vision and goals for the Byway Management Plan:

Vision

"The Pioneer Historic Byway will be a key experience in showcasing southeast Idaho's rich heritage that will highlight the remarkable remnants of our history and promote a healthy economic future by attracting visitors to the area's rich cultural, recreational and historic experiences while respecting the quality of life of the residents of the region."

Goals

The Byway will:

- Preserve and protect our valuable natural and historic resources.
- Feature information and interpretive facilities that will promote insight and respect for our natural and human history.
- Offer all visitors enjoyable, comfortable and safe experiences and adequate services.
- Value and protect vistas of rich farmland, forested mountains and rural America hometown communities.
- Promote pride, understanding and appreciation of our special local heritage resources by every resident and visitor.
- Provide a spirit of cooperation for the people of the region.

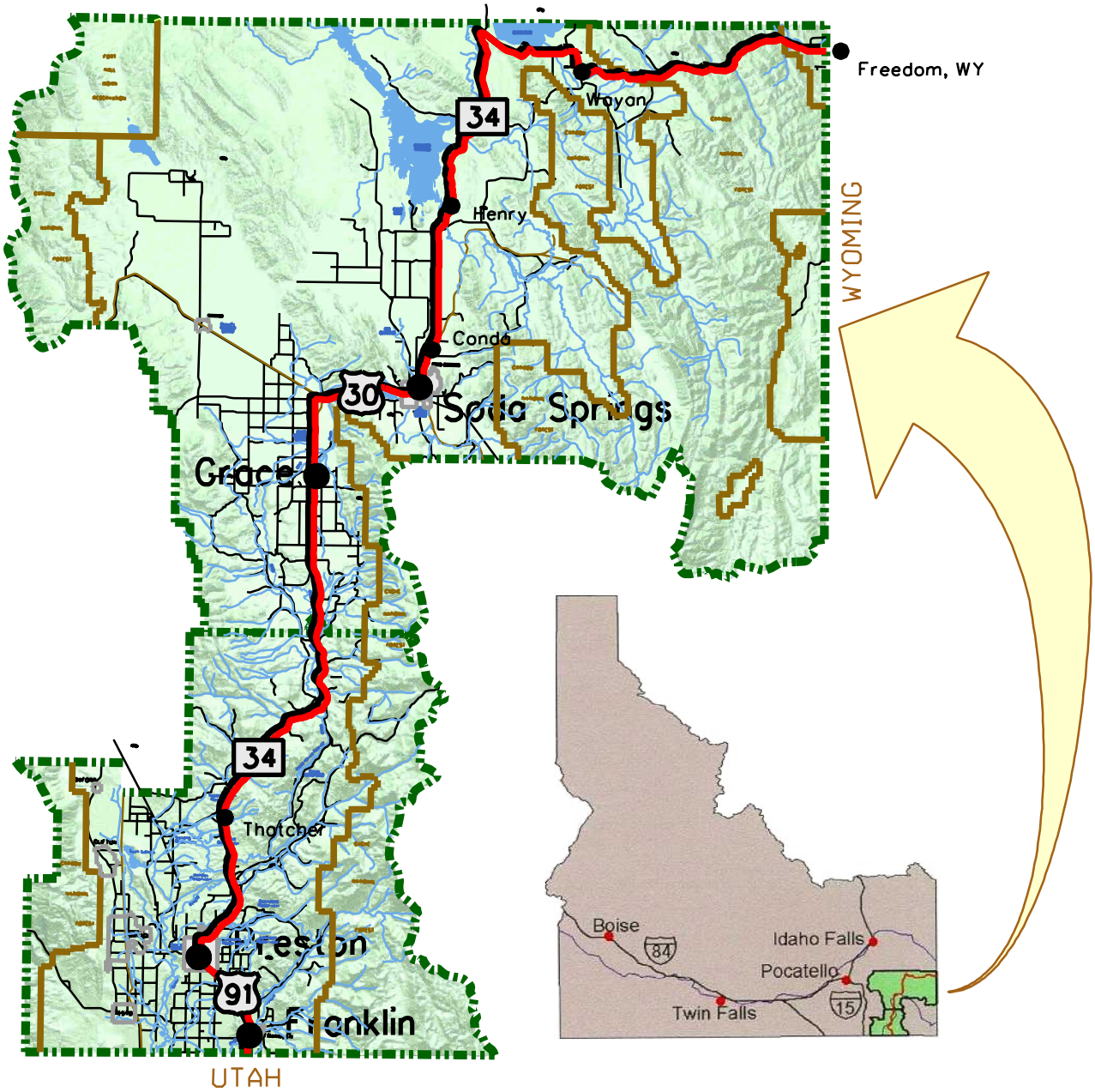
The Interpretive Sites

In the fall of 1999, the Byway Committee visited the entire 127-mile Byway extending from the Utah border to the Wyoming border (See Vicinity Map, pg. 3). Traveling along State Highways 34 and 91, the Committee selected 18 key interpretive sites to be included in the Byway Management Plan. These sites were then researched and examined for accessibility and cost to provide visitor services, interpretation, highway safety and access. Chapter 4, Resource Management Strategies details each of the following sites:

1. Franklin Historic District
2. Preston – Oneida Stake Academy
3. Bear River Massacre Site
4. Red Rock Pass- Lake Bonneville Site
5. Niter Ice Cave
6. Black Canyon Gorge-Grace City Park
7. Last Chance Canal
8. Sheep Rock- Oregon Trail
9. Chesterfield
10. Soda Springs Geyser
11. Hooper Springs
12. Formation Springs Preserve
13. China Hat
14. Henry-Chester's County Store
15. Grays Lake National Wildlife Refuge
16. Lander Trail
17. Caribou Mountain
18. Tincup

PIONEER HISTORIC BYWAY

127 Miles
204 Kilometers



Vicinity Map

Pioneer Byway Management and Implementation

The combination of the Byway's many outstanding historic and geologic resources makes the Byway a distinctive tourism destination. With appropriate strategies as outlined in this Management Plan, the Byway program can stimulate economic development opportunities for the region while ensuring the long term protection of its historic qualities.

Byway Advisory Committee members meeting in Preston, 1999.

INTRODUCTION

For decades, southeastern Idaho has touted its rich pioneer history, scenic setting and shortcut travel route to Yellowstone Park. Originally, the Pioneer Scenic Route aimed primarily at attracting visitors from Utah and showcased 56 sites. In 1989, the Idaho Transportation Department (ITD), at local request, replaced the original classification with the Pioneer Historic Byway designation. In 2000, a regional coalition of representatives from interested agencies is formulating the Pioneer Historic Byway Management Plan, which provides a prioritized schedule and responsibilities in the cooperative development and maintenance of 18 interpretive sites. Importantly, this new Pioneer Byway Management Plan has retained the pioneer theme to emphasize the abundant Native American, Mormon, settler, and Oregon Trail persons and events. New local appreciation and awareness of the region's vast recreational and geologic sites have also been incorporated into the management plan.

Byways Corridor Description

The Pioneer Historic Byway traverses through southeastern Idaho's Franklin and Caribou Counties. The 127-mile corridor begins at Idaho's oldest town of Franklin on the Idaho-Utah state line and winds northward through rich historic and cultural sites, terminating at the Idaho-Wyoming border. As the byway stretches north to the Idaho-Wyoming border, a mixture of high desert and spectacular geologic vistas, mountains and a remote bird sanctuary replace the cultivated farmland. Within this pristine and bold landscape are a myriad of fascinating places, events and people that contribute to understanding the American West. The Pioneer Historic Byway Management Plan is focused on telling the many remarkable stories that add to our knowledge of who and what we are as individuals and a nation.

The Byway is located approximately two hours northeast of Salt Lake City, Utah and over four hours due east of Boise, Idaho. Interstates (I-15 in Utah and I-84 in Idaho) and state highways provide excellent access. Beginning as US Highway 91 at the Idaho-Utah border, the Byway passes through Franklin and Preston. At Preston, the Byway follows SH 34 to Soda Springs. In Soda Springs, the route joins the Caribou-Bear Lake Scenic Byway and the two continue together north on SH 34 to the Idaho-Wyoming border. The two-lane meandering road provides an excellent observation position to view the region's rich anthology. The 127-mile trip takes a minimum of 2.5 hours.

Scenic Vista-SH 34

Byway Theme: Historic

In Idaho, the Pioneer Historic Byway is unique in its emphasis on the extensive culture and history of the area from pioneer trails to Mormon settlements, and later, the engineering feats of early settlers. Within this management plan, the byway theme has been expanded to include significant geologic points of interest as well, although the primary byway focus remains historic. In addition, the plan includes scenic and recreational side-trips, events, and geologic attractions to enrich the curious traveler.

Winter at the Blackfoot River, south of Henry

Purpose of the Byway Corridor Management Plan

The Corridor Management Plan provides a comprehensive understanding of the route and the balance between the management and conservation of the sites with the public's use of the historic, cultural and recreational sites. The plan addresses the proposed improvements along the route, which will provide quality education and recreation experiences to residents and visitors. Strategies are outlined for all the interpretive sites, while illustrative design details are provided for "specialty sites." Corridor management planning is important to the designation process, as it provides the basis on which the National Review Panel can see how a road possesses characteristics essential for designation as a National Scenic Byway or an All-American Road.

Further, a corridor management plan is also a living document that shows the strategies and efforts made by the community to preserve and enhance its route. A complete corridor management plan should:

- Identify the location of the route and its corridor,
- Describe the physical condition of the road and its safety,
- Analyze and describe the intrinsic qualities (cultural, historic, scenic, recreational and natural),
- Identify the elements that are in place and are planned to meet the needs and expectations of both visitors and local residents and businesses,
- Describe how the route's promotion and marketing will be accomplished, and
- Describe who, how, and when the local byway management group will implement plans and take responsibility for actions along the route.

The plan has been prepared to assist in implementing the vision and goals of the Byway Management Planning Team. Specifically, the plan lets local, state, and federal agencies, and local residents know, when, where, and what the plans are for the byway. Further, the plan will help in the partnerships and coordination between the many local interest groups as well as state and federal agencies in economic development efforts, tourism, road improvements, historic and cultural improvements and future options for the Byway.

PUBLIC PARTICIPATION PLAN

An extensive public involvement effort was recommended and approved by the Byway Management Team at the project outset. A Byway Management Plan Planning Team of 16 members representing the agencies and communities along the Byway participated throughout the project. Local residents interested in the project were welcome at any meeting, several provided excellent histories and perspectives of the region. A Byway bus tour including the Planning Team, interested media elected officials, by local byway historic and geologic specialists, provided an informative opportunity to visit every proposed site. News releases were prepared by the consultant and provided to the local agency, Preston Economic Development Corporation.

Byway committee members investigate Formation Springs

RESOURCE MANAGEMENT STRATEGIES

OVERVIEW

The Pioneer Historic Byway possesses a unique collection of historic, geologic and scenic sites. Eighteen key sites chosen for their historic, geological and cultural significance have been identified for improvement or development along the 127-mile Pioneer Historic Byway. Points of interest have been separated into seven **landmark sites** and 11 **wayside sites** for this report. (See pages 9 and 10). At these sites, visitors will be provided with turnouts and parking designed for the traveling public's safety and viewing pleasure. Interpretive displays will educate the traveling public on the area's history, geology and culture. At some locations, short nature trails are available to further the visitor's interest. Other locations of the Byway offer stunning views directly from the passenger seats of the vehicle, providing the visitor a memorable experience. It is the intention of the plan to protect and enhance the historic, geologic, and scenic qualities of the Byway. One of the reasons for emphasizing geologic qualities is that the natural landscape, with all the rock formations, landforms, and streams, significantly influenced travel routes and settlement areas.

Overall Corridor Design Strategies and Recommendations

Strategies for improving and enhancing the Byway include:

- *Entrance Portals:*
  New Byway portal signs at Freedom, Franklin and the intersection of US Highway 30 and SH 34; stand-alone orientation kiosks with maps and information will direct travelers to the Byway's 18 sites.

- *Visitor Information Centers:*
  The gateway communities of Franklin, Preston, and Soda Springs could offer facilities and staffing for visitor orientation to the Byway and region.

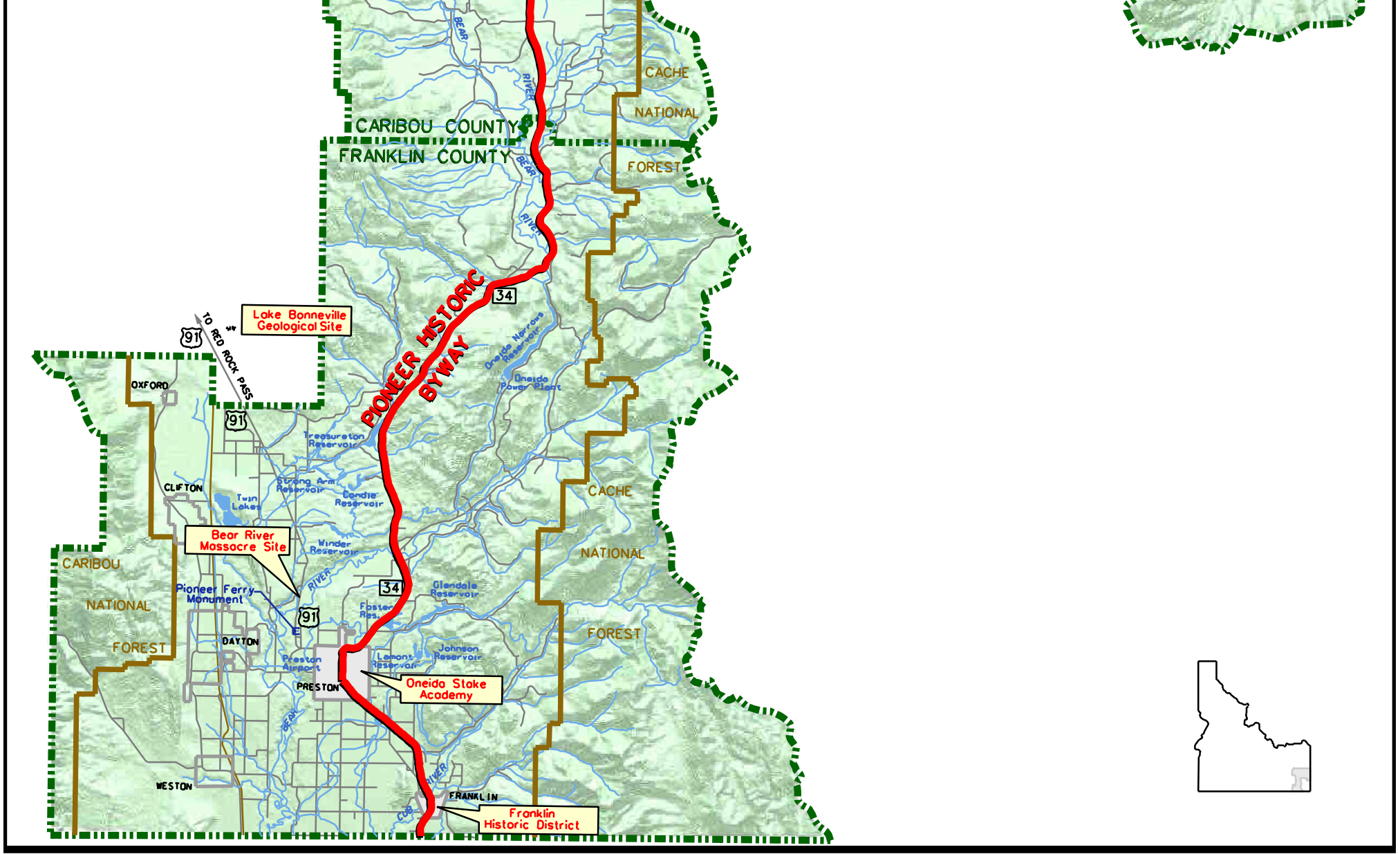
- *Directional Signing:*
  Upgrade guide and trailblazer signs to identify Byway sites. Provide Byway logo for easy recognition and continuity.

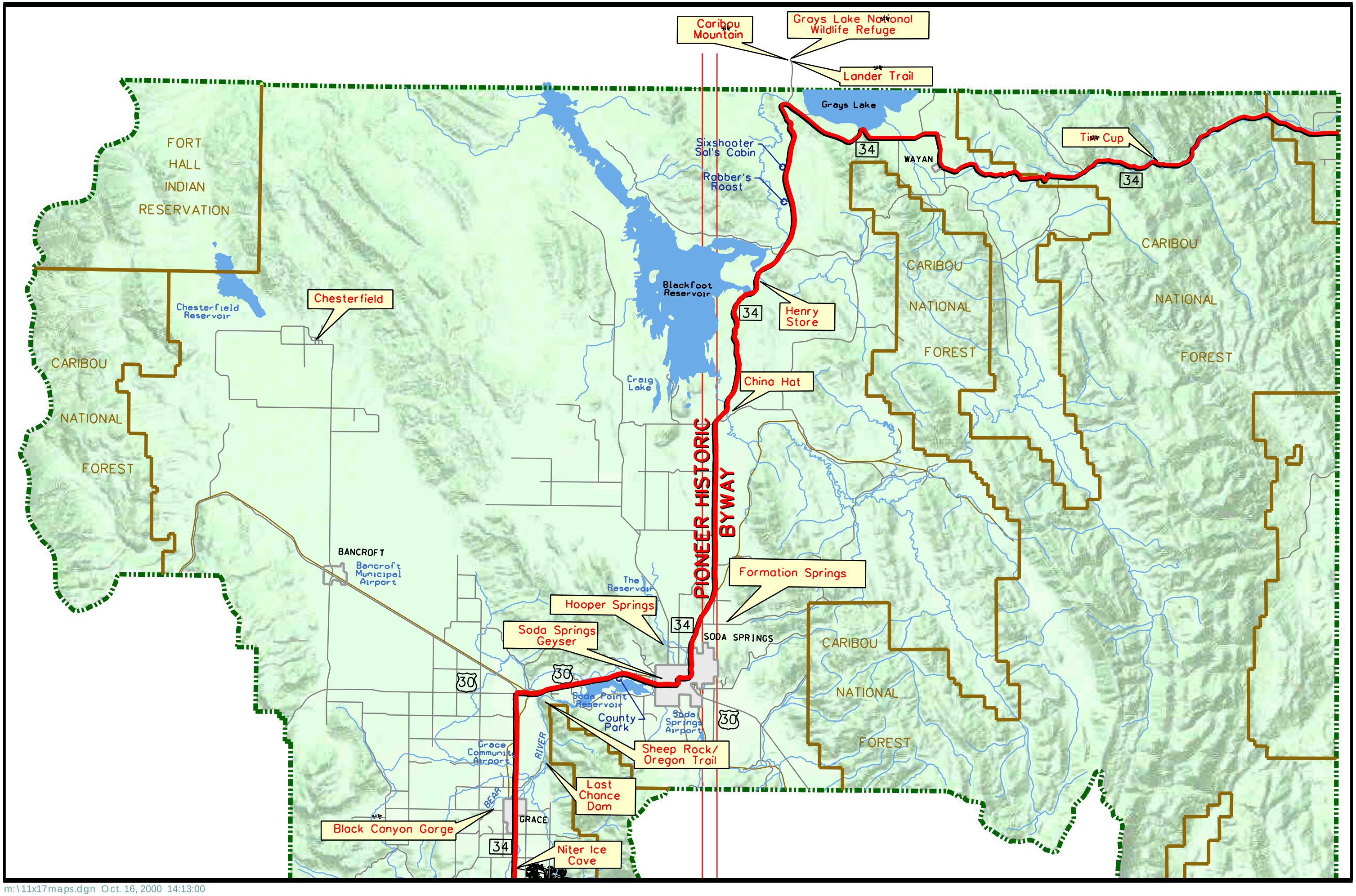
- *Auto Tour Key Sites:*
  Provide consistent standards for access, interpretation, and onsite amenities. Make needed improvements to landmark or wayside sites.

  - Landmark Site: Interpretive sign, trash receptacles, restrooms, visitor information, picnic tables, drinking water, paved parking, bus and RV parking.

  - Wayside Site: Interpretive sign, trash receptacles, parking.

- *Interpretive Signage:*
  Each site tells a piece of the story of the Byway. Accurate and informative signage and displays are designed to stimulate interest. Part of the message is to educate visitors concerning the importance of sustaining the sites and maintaining the Byway's environment.


CARIBOU COUNTY
FRANKLIN COUNTY
CACHE
NATIONAL
FOREST
PIONEER HISTORIC BYWAY
34
91
TO RED ROCK PASS
Lake Bonneville Geological Site
OXFORD
CLIFTON
Treasureton Reservoir
Strong Arm Reservoir
Condie Reservoir
Twin Lakes
Bear River Massacre Site
Winder Reservoir
Pioneer Ferry Monument
Glendale Reservoir
Foster Res.
DAYTON
Preston Airport
Lemons Reservoir
Johnson Reservoir
PRESTON
Oneida Stake Academy
Oneida Narrows Reservoir
Oneida Power Plant
WESTON
FRANKLIN
Franklin Historic District
BEAR RIVER
CUB RIVER
CARIBOU
NATIONAL
FOREST



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Orientation Kiosks:
Byway kiosks at key locations provide self-service orientation (see page 26).

- *Trailhead Development:*
  Enhancing existing trails and construction of new trails are proposed to expand the visitor experience.

- *Scenic Overlook:*
  Scenic vistas provide an enjoyable respite to glimpse the region, area and sites.

Key Site Recommendations

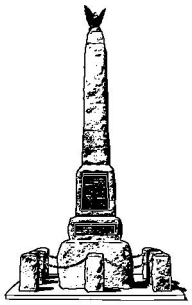
The key sites are listed below with a short description of the existing facilities and the proposed improvements.

1. Franklin Historic District

Location: Franklin, located just north of the Utah-Idaho border on US Highway 91 (Milepost 1.45), is the gateway to the Pioneer Historic Byway for northbound traffic.

Classification: Landmark site.

Existing Site Conditions: Franklin is Idaho's oldest town, settled in 1860 by Mormon pioneers. Franklin Historic District points of interest include the Relic Hall, ZCMI Co-Op, the Hatch House, Old City Hall and Franklin City Park. Franklin's firsts in the history of Idaho are reflected in a wonderful collection of historic markers, including



Pioneer Monument, a stone spire topped by an eagle and formally installed in the middle of the street in 1910; the First City of Franklin (No. 93), a stone marker by the Daughters of Utah Pioneers (DUP), commerating this early settlement; and Yellowstone Rock, one of the last boulders on the Yellowstone Highway with a welded arrow on top pointing the way to the national park. Another early DUP stone marker honors Franklin's first school. Idaho Transportation Department (ITD) historic markers include Idaho's Oldest Town (No. 23), located next to the DUP marker, and Hatch House (No. 388), in front of the house on Main Street. White-on-brown directional guide signs identify the Franklin Historic District and are accompanied by a supplemental museum sign.

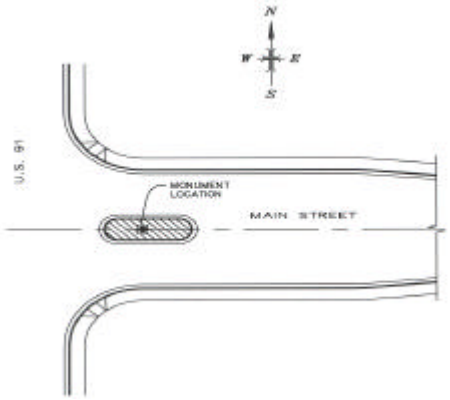
Franklin plays an important role as the southern gateway community of the Pioneer Historic Byway. The Doney House, a historic structure, will be relocated to Tourist Park on US Highway 91 to serve as a portal for the dissemination of information on the Franklin Historic District and the Pioneer Historic Byway.

The Idaho State Historical Society plans to rehabilitate and staff the Hatch House in the Franklin Historic District for use as a visitor center. The Pioneer Byway Visitor Interpretive Center will provide orientation to the historic district, Byway information and restrooms. State management of the Hatch House, Relic Hall and ZCMI Co-op will help reinforce the historic identity of the district and provide orientation for the Pioneer Historic Byway.

The roadway south of Franklin is slated for widening to four travel lanes. Signing to direct visitors safely and effectively from US Highway 91 to the Hatch House visitor center is critical in providing travelers with Byway information.

Site Recommendations:

- Locate portal Byway signs at Tourist Park. Similarly, the ITD Historic Marker (No. 23).



- Relocate the Pioneer Monument to the center of Main Street to help identify the Franklin Historic District.

- Highway site improvements are needed adjacent to the Daughters of Utah Pioneers (DUP) monument, as are directional signs on Parkinson Road to the Yellowstone Rock and Idaho's first gristmill.

- Other proposed local improvements include a downtown revitalization effort and strengthening the city's streetscape.

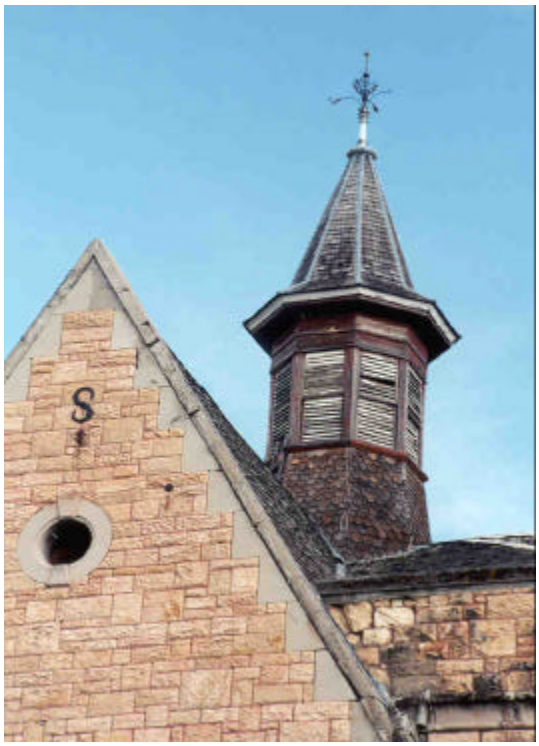
Costs:

Item	Cost
Portal Signs:	$12,000
Approach signs: (2)	$600
Directional Guide Signs:	$1,200
Relocate Monument	$5,000

Two related projects have been funded in Franklin: 1) Relocation of the Doney House for $60,000 funded by ITD for 2002. 2) The Pioneer Byway Visitor Center funded by the Idaho State Historical Society ($34,000) and an ITD enhancement grant for $424,000, available in 2003.

2. Preston-Oneida Stake Academy

Location: Preston is the seat of Franklin County and located eight miles (Milepost 8.4) north of the Utah-Idaho line on US Highway 91.



Top of the class at the Oneida Stake Academy

Classification: Landmark Site

Existing Site Conditions: Preston and its commercial center provide numerous services to the travelers of the Byway and a rich collection of historic sites, the most noted being the stone Oneida Stake Academy. ITD historic marker Oneida Academy (No. 387) is located in the city park.

The Stake Academy is a handsome three-story Romanesque stone building constructed in the early 1890s and crowned by an octagonal bell tower. Graduates of the academy include Ezra Taft Benson, former United States Secretary of Agriculture and president of the Church of Jesus Christ of Latter-day Saints. The Academy is the oldest surviving building from the days of LDS Church-sponsored education. The rock building

is in disrepair, but certainly salvagable, only needing management and financial backing to dedicate a local rehabilitation effort.

A future project includes converting the Preston Carnegie Library into a Preston Museum and Visitor Center with exhibits on the Bear River Massacre, Bonneville Flood, Mormon settlement and railroad expansion.

Site Recommendations:

- A self-guided auto tour to link the following historic sites in Preston to the Byway. These sites include the Matthew Cowley House, Geddes House, Oneida Stake Academy, Nielsen Gymnasium, post office with painting of Bear River Massacre, First School House, Bensen Park, Franklin County Courthouse, Carnegie Library, Webb Funeral Home, Packer Bridge and Ferry Marker, Ezra Taft Benson home, and the Ezra Taft Benson gravesite located in Whitney. Local signage and self-guided tour map will identify local historic sites.

- Preston is a potential site for an orientation kiosk. Recommended near the intersection of SH 34 and US Highway 91, it would identify historic sites in Preston and key Byway sites north on Highway 34. Two important sites of the Bear River Massacre and Red Rock Pass-Bonneville Flood are north on US Highway 91.

- In dedication of the educational role of the Oneida Stake Academy, it is recommended that the Academy be rehabilitated. It is proposed that the community work with the Preston School District to utilize the building as a Heritage Education Center. The building's beautiful auditorium could be renovated and the Daughters of Utah Pioneers Museum would provide a splendid display of pioneer relics and area history.

Costs:

Item	Cost
Auto Tour Guide Signs (4)	$1,200
Auto Tour Brochure & Printing	$4,000
Auto Tour Site Signs (4)	$1,200
Oneida Academy Feasibility Study	$15,000
Interpretive Kiosk	$15,000

3. Bear River Massacre Site

Location: Gravel turnout 2.5 miles north of Preston on the east side of US Highway 91 (Milepost 13.1).

Classification: Wayside Site

Existing Site Conditions: At 1:00 am on January 29, 1863, Patrick E. Connor began maneuvering a wagon train, several howitzers, and the infantry through snow drifts into position to attack a band of 450 Shoshoni men, women, and children camped along the banks of the Bear River. At the crack of dawn, these troops from the California Volunteers launched their campaign just as the Natives began lighting fires in their camp. The battle became one of the worst disasters for Native Americans in the west. Estimates of Native casualties range from 200 to 275 with approximately two-thirds being women and children. The California Volunteers lost 22 men, had 53 wounded, and another 79 disabled by frostbite. The site was designated a National Historic Landmark in 1990 and is being considered for National Monument status.
The roadside pullout is marked by a stone monument topped by a teepee. Brass plaques include Battle of Bear River (No. 16, 1932) and Pioneer Women (No. 186, 1953) installed by the Franklin Chapter of the Daughters of Utah Pioneers and a National Historic Landmark by the National Park Service. ITD maintains two historic markers, Bear River Massacre (No. 216)

and Utah & Northern Railway (No. 257) at the site.

The Bear River Massacre site possesses national significance commemorating the history of the United States. *Bear River Massacre Site Special Resource Study and Environmental Assessment* from the National Park Service proposes a range of five alternatives for protection, interpretation and management of the site. Recognition of this proposed National Monument is growing as is illustrated by a recent documentary film about the massacre. Continued congressional support is needed along with local and state support. One of the most promising options is designating the site as a unit of the National Park Service. Continuing efforts are needed to support the Bear River Battle Creek Association, Franklin County, Native Americans, American West Heritage Center, and the National Park Service in further commemorating this site.

Site Recommendations:

- Upgrade the site to recognize its national significance.
- Additional interpretation of the massacre and struggle between settlers and indigenous peoples in the west should occur at the site and at a proposed visitor center in Preston.
- Upgrade the advance and site highway guide signs.

Costs:

Item	Cost
Advance Signs (4)	$1,200
Educational Information	$15,000

4. Red Rock Pass-Lake Bonneville Geological Site

Location: Twenty miles north of Preston on US Highway 91 (Milepost 30.1) stands the outlet of the great Bonneville Flood. This is a side trip to the Byway, located in Bannock County.

Classification: Wayside Site

Red Rock Pass on US Highway 91

Existing Conditions: Lake Bonneville overflowed here at Red Rock Pass when an earthen dam gave way about 14,500 years ago, beginning the torrent of water from ancient Lake Bonneville. The peak flow was about one million cubic meters per second at the pass which is 500 times the maximum discharge ever recorded on the Snake River at Idaho Falls. Evidence of the great lake and the flood, such as ancient shorelines and melon gravel, are visible along portions of the Byway. After the flood, Lake Bonneville receded to become the Great Salt Lake in Utah.

Red Rock Pass is the geographic northern extremity of the Bonneville Drainage Basin, and was also designated by the early LDS leaders as the northern edge of the proposed State of Deseret. North of here water flows to the Pacific Ocean, but south of here it flows into the Great Salt Lake. There are flood-disrupted house-sized blocks of bedrock south of the monument, ancient cave formations in Red Rock Butte to the north, and a post-flood landslide to the west.

A large paved pullout on the east side of the highway features ITD historic marker Red Rock Pass (No. 171). Concrete stairs with benches offer visitors access to an overlook and the Captain Hunt monument (DUP No. 119, 1950). Jefferson Hunt led the Mormon Volunteer Battalion in the Mexican War (1846-48). He and members of his family are buried in a small cemetery, accessed by a ring gravel road around the east side of the monument.

Site Recommendations:

- The visitor's experience will be enhanced through additional interpretation of the geologic forces that define the landscape at the site. This site could become a geological showplace. Similar interpretation could be located near Riverdale on SH 34 (Milepost 12.9).

- Advance and site highway guide signs need to be upgraded with Byway logo.

Costs:

Item	Cost
Interpretive Signs	$8,000
Approach Signs (2)	$600
Cemetery Interpretation	$4,000

5. Niter Ice Cave

Location: Easily accessible, being 0.15 mile east from SH 34 (Milepost 42.5) at Ice Cave Road, two miles south of Grace.

Classification: Wayside Site

Existing Site Conditions: This cave was important to the early settlers and native peoples. The family of the original homesteader, John A. Dalton, used the cave to store perishable food items. The lava flow is around three-eighths of a mile long.

The cave was formed when basalt lava flowed out of a vent at Ice Cave Knoll – which is located on the opposite side of the highway – during the middle Pleistocene Epoch about 500 thousand years ago. These types of lava flows typically have caves, more appropriately called lava tubes, through which molten rock (magma) feeds the distal regions of the growing lava flow and within which the magma remains fluid for great distances. Most lava tubes are several miles long and Niter Ice Cave is actually a small remnant of a lava tube system.

Identified by white-on-brown historic attraction guide signs, the cave is on private property with the current land owner allowing public access. The light from the entrance allows vistors to see a portion of the cave and experience its cool darkness. Site parking is limited and existing interpretive signs are in poor condition. The site is easily accessible to the highway.

Site Recommendations:

- An easement for public access to the site should be acquired.

- Additional parking, turnabout and interpretive sign are recommended for the site.

- Provide earlier highway notice of the turnoff to the site.

- Initiate Adopt-a-Byway-Site sponsors to provide periodic maintenance.

Costs:

Item	Cost
Advance Signs (2)	$600
Sight Distance Improvements	$8,000
Interpretive Sign	$4,000
Parking (4 Cars)	$10,000
Public Access Easement	$10,000

6. Black Canyon Gorge-Grace City Park

Location: Approximately one mile west of the City of Grace and reached by Center Street. Support facilities are available at Grace's John Van Vleet Park located on Main Street (SH 34) between 3rd Street and 2nd Street.

Classification: Wayside Site

Existing Site Conditions: The awe-inspiring river gorge, a natural basalt canyon of the Bear River, is easily visible from the Black Canyon Gorge Bridge. The Bear River was diverted from a previous channel by lavas, cut through a series of lava flows to produce the Black Canyon Gorge. The waters of Bear River here are subject to drastic fluctuation due to upstream power generation and irrigation. In high water, this area is a very difficult kayak run, and also a favored fishing locality. An unimproved parking area exists near the southeast corner of the bridge. There are no interpretive signs.

Black Canyon Gorge, Grace

On SH 34, Grace City Park offers a city block of historic monuments, restrooms, drinking water, childrens' playground and picnic area. Three monuments honor area history, including the Last Chance Canal Corp. LTD (No. 299, 1955) erected by the Daughters of Utah Pioneers, and a monument to local WWI and WWII heros (1948). Grace was settled in 1889 and became a center of commerce and trade.

Site Recommendations:

- A gravel pullout at the existing steel bridge with location for an interpretive sign about the gorge and its geology.

- A pedestrian trail down into the gorge.

- Guide signing at Center Street and SH 34 to identify the Byway site.

- Grace City Park upgrades, including improved restrooms.

- The Adopt-a-Site sponsor could assist the City of Grace in maintaining the sites.

Costs:

Item	Cost
Interpretive Sign	$4,000
Byway Guide Signs (6)	$1,200
Interpretive Trail	$1,500
Grace City Park	$52,000

7. Last Chance Canal

Location: Telford Road, a gravel roadway traveling east one mile from SH 34 accesses two viewpoint locations approximately two miles north of Grace.

Classification: Wayside Site

Existing Site Conditions: Determined local efforts brought irrigation water to the Grace area through an enginering masterpiece, the Last Chance Canal. It was built without federal assistance and without outside capital by local famers, who worked cooperatively in the best spirt of Mormon settlers. A DUP monument for the site is located in Grace City Park.

This site is already signed at SH 34 as a scenic attraction. Interpretive signs at the site have been vandalized and need replacement. One of the two viewpoints is at the top of the hill and provides a magnificent view of a flume and arched support carrying water for the Last Chance Canal across the Bear River. The other access is near the diversion dam on the Bear River.

The Last Chance Canal Aquaduct over the Bear River

Site Recommendations:

- Interpretive signs about the early irrigation efforts of settlers installed at both view sites.
- Install safety signs near the dam.
- A turnaround and parking area for six cars needs to be built above the dam site.
- Care should be exercised in the number of cars allowed at this space-restrictive site.
- Attach supplemental Byway signs to existing highway guide signs.

Costs:

Item	Cost
Byway Guide Signs (6)	$1,800
Interpretive Signs (2)	$8,000
Parking (6 cars)	$12,000

8. Sheep Rock-Oregon Trail

Location: East of the SH 34 (Milepost 50.5) and US Highway 30 intersection, Sheep Rock (Soda Point) marked the junction of the Oregon Trail and Hudspeth Cutoff Trail.

Classification: Landmark Site

Sheep Rock from SH 34

Existing Site Conditions:
Sets of ruts are found paralleling US Highway 30 creating a number of sites. The Oregon Trail Park and Marina located along the Alexander Reservoir on US Highway 30 is a central spot to interpret the Oregon Trail. Trail ruts can be seen in the Caribou County Park. The site lacks turning lanes on US Highway 30 and the park entrance is gravel. The site is operated by the Caribou County Department of Parks and Recreation. Support facilities for the park, which includes a boat ramp, picnic area, restrooms, and playground, are provided by Utah Power and Light and the Idaho Fish and Game Department.

Along US Highway 30 (Milepost 399.9) near the Alexander Dam Road are three markers. They are adjacent to an ITD maintenance yard and include an Idaho-shaped stone monument to William Henry Harrison, who lost his life on the trail. His family erected the monument in 1931 and the Caribou County 4-H Club restored it in 1978. Nearby are ITD historic markers John Bidwell (No. 219) and Bear River Lava (No. 220).

Emigrant Burial Site, with a small fenced area, is located near Bear River, just east of SH 34 and US Highway 30. On the reverse side of the William Henry Harrison monument is reference to a massacre at this site, although historians question accounts of the massacre, as it has not been documented by emigrant diaries or other historical documents. The site where the Bear River curves around the foot of Sheep Rock was often mentioned in Oregon Trail diaries. Sheep Rock is the northern terminus of the Bear River Range, which is continuous with the Wasatch Mountains.

Site Recommendations: Both short and long-term recommendations are proposed for this noted Oregon Trail site.

- Identify the Byway at the intersection of SH 34 and US Highway 30 with a Byway Portal Sign. Interpretive panels at this key junction could include Byway sites, cinder cones and nearby Chesterfield.
- Install a new interpretive sign on the Oregon Trail.
- Relocate ITD historic marker (No. 219) to the Marina Park.
- Other improvements include a trail following the nearby ruts of the Oregon Trail.
- Paved park entryway.
- A turning, deceleration, and acceleration lane along US Highway 30 at Marina Park.

Long-range plans call for constructing a new interpretive site along the curve of the Bear River just east of SH 34 and US Highway 30 intersection below Sheep Rock (Old Oregon Trail Road). Located on BLM land, the site would include interpretive information about this Oregon Trail landmark and junction point, a parking area, an overlook of the beautiful Bear River canyon and trail.

Costs:

Item	Cost
Interpretive Sign	$4,000
Park Improvements	$45,000
Left-turn Lane	$12,000
Decel. and Excel. Lane	$18,000
Portal Sign at SH 30-34	$15,000
Sheep Rock Feasibility Study	$15,000
Advance Signs (4)	$1,200

9. Chesterfield

Location: Located 19 miles northwest of the intersection of SH 34 and US Highway 30, the site is a side trip off the Byway.

Classification: Wayside Site

Existing Site Conditions: Established in 1879, this historic community on the Oregon Trail is a well-preserved example of a small Mormon settlement. The town site features 99-foot-wide streets; and 23 historic buildings sprinkle the site, many of them brick structures built between 1884 and 1904. The agriculture depression of the 1920s and the Great Depression ended the hopes of this early settlement. The Chesterfield Foundation, formed by local citizens, is dedicated to preserving Chesterfield's heritage and has the responsibility for the protection of the site. The entire site is on the National Register of Historic Places and is open to the public from May through October. This is an extraordinarily important site worthy of National Historic Landmark status. A Daughters of Utah Pioneer (DUP) marker is located at the site and ITD historic marker Chesterfield (No. 337) is located at Milepost 378.8 along US Highway 30. A turning lane is provided on US Highway 30.

Old Chesterfield Store and Gas Pump

Site Recommendations:

- Install Byway guide sign at US Highway 30 and an interpretive kiosk at US Highway 30 and SH 34 intersection.
- Add a guide sign with information about Chesterfield on portal sign at SH 30 and 34.
- Support cultural landscape survey for protection of historic resources.

Costs:

Item	Cost
Byway Guide Signs (6)	$1,800
Informational Sign	$4,000
Advance Signs (2)	$600

10. Soda Springs Geyser

Location: Geyser Park is centrally located at Main and 1st Streets in Soda Springs old downtown business area. Directly across Main Street, fronting US Highway 30, is Soda Spring's Thomas Corrigan Park which features the old City Hall, the Dinkey Engine, and Conda Bus rail vehicles. Soda Springs is the county seat of Caribou County.

Classification: Landmark Site

The Conda Bus in downtown Soda Springs.

Existing Site Conditions: Soda Springs was a well-known landmark on the Oregon Trail and its mineral springs were an attraction to the early pioneers. The city's key site, Geyser Park, includes a boulevard entrance, paved parking, interpretive signs and a city building with restroom and interpretive panels. Six well-illustrated four-by-eight-foot color panels provide an excellent history of the area, including The Oregon Trail, The Early History, Geysers and Springs, Carriboo Jack, Caribou National Forest, and Idaho phosphate. The captive geyser spouts mineral waters at scheduled times. The site includes a wooden boardwalk around the geyser and a number of historic artifacts on the grass island, including the The Stockman (1930), a stone monument of a lamb dedicated to the local livestock industry. Geyser Park, identified by scenic attraction guide signs, and restrooms are maintained by the City of Soda Springs.

Adjacent to the geyser, Fairview Cemetery contains Wagon Box Grave and the resting place of Carriboo Jack. Also in the park is the Dinky Steam Engine and the Conda Bus, both preserved historic rail vehicles. The Soda Springs Pathway provides a 1.7-mile connection from Geyser Park to Octagon Spring Park and Hooper Springs.

Among the Soda Springs historic sites on the National Register of Historic Places are the Enders Hotel, Caribou County Court House, Presbyterian Church, Largilhire Home, Root Home, William Hopkins Home, Dr. Kackley's House, ZCMI Old Rock Store, and the site of Brigham Young's summer cabin with a DUP marker. A number of shallow swales, remnants from Oregon bound wagons, can be found on portions of the Soda Springs Country Club Golf Course.

The Caribou National Forest operates a visitor center near the west entrance of the city on US Highway 30. Located just west of the city (Milepost 403.8) is a paved turnout with two ITD historic markers, Soda Springs (No. 158) and Camp Connor (No. 218).

Site Recommendations:

- Provide supplemental Byway signs and signs for Byway audio tape.
- Provide self-guided auto tour which links historic sites in Soda Springs to the Byway.
- Clean up and enhance the west entrance into Soda Springs.
- Establish a downtown revitalization program.

Costs:

Item	Cost
Byway Signs (4)	$1,200
Auto Tour Signs (10)	$3,000
Auto Tour Brochure and Printing	$4,000
Entrance Beautification	$12,000

11. Hooper Springs

Location: Two miles northwest of Soda Springs either by 3rd East Street or one mile east of SH 34.

Classification: Landmark Site

Rock Pavilion at Hooper Springs

Existing Site Conditions: Hooper Springs echoes the legend and lore of the Oregon Trail with numerous diary entries about the site. The springs have long been a tourist attaction and a popular destination on the Byway. In 1936, the original Hooper Springs were surrounded with a concrete walkway and covered with a stone and log pavilion. The orginal roof had the words "Hooper Springs" spelled out in wood. In the 1890s, the Idan-ha' Natural Mineral Water Company shipped bottled water from the Soda Springs area all over the world. The spring water is still available for curious thirsts.

The City of Soda Springs maintains a well-kept park at the site. Day-use activities include a picnic area, playground, pavilion, restrooms and a large paved parking area. A 1.7-mile pathway connects to Octagon Springs and Geyser Park. ITD historic marker Hooper Springs (No. 385) is located a distance from the site on US Highway 30 (Milepost 404.5).

Site Recommendations:

- Install Byway guide sign from 3rd East Street and SH 34.
- Install interpretive panel(s) to explain the nearby slag pile and the phosphate mining industry, the largest employer in the area.

Costs:

Item	Cost
Interpretive Sign	$4,000
Byway Guide Signs (4)	$1,800

12. Formation Springs Preserve

Location: East of SH 34 (Milepost 378.8) on Trail Creek Road (Forest Route 124) one mile to the preserve.

Classification: Wayside Site

Existing Site Conditions: Dedicated in 1989, the 160-acre preserve is owned by the Nature Conservancy and the Bureau of Land Management. This preserve protects crystal pools and a unique wetland complex at the base of the scenic Aspen Mountain. The cold springs that feed the terraced pool and creek system deposit high concentrations of travertine (calcium carbonate), which gives the site its unique geology. The pools provide a lush oasis for wintering waterfowl, deer, elk, and several rare plant communities. The spring water has been determined to be 13,000 years old. Perhaps the most impressive physical feature is Formation Cave, which is almost 10 feet tall at the entrance and 500 feet long. Several homes are located southeast of the site.

The Preserve has a small fenced parking area and limited interpretation. A nature trail

connects opportunities for hiking, birdwatching, and caving. The Preserve is not signed on SH 34.

There is concern by The Nature Conservancy that the site is fragile and an increase in usage without appropriate signage and trail system will potentially damage the resource. This Corridor Management Plan seeks to protect and enhance the sites along the Pioneer Historic Byway and respects the sensitivity of Formations Springs Preserve.

Currently, no Byway recommendations are proposed, giving the BLM and The Nature Conservancy time to upgrade signage and a trail system, allowing future public use. Ongoing Byway planning could help monitor the site's public use, improvements and conditions.

13. China Hat Geological Site

Location: South of the Blackfoot Reservoir, two miles west of SH 34 (Milepost 67.5). Caribou County Park is located ½mile east of the highway near Blackfoot River Road and the Blackfoot River. This area along the highway is open range.

Classification: Wayside Site

Existing Site Conditions: Notable for its distinct shape, China Hat is easily viewed from SH 34. A modest county park near the site provides a picnic area and restrooms.

China Hat and nearby China Cap are rhyolite domes that intruded and penetrated the overlying older basalt lavas. These features, and many other basaltic volcanoes and their associated lava flows north of Soda Springs comprise the Blackfoot lava field. The basaltic phase of this volcanic province was active in middle Pleistocene around 500 thousand years ago, whereas the rhyolitic dome-building phase is younger. The combination of these two compositional types in a single area is known as bimodal volcanism.

The region around China Hat and throughout other parts of the Blackfoot lava field contains many subparallel local faults in the basalt lava flows, perhaps caused by the instrusion of the domes. These faults create an intriguing landscape of grabens (German for grave), which are elongate depressions created when blocks of crust dropped down in response to extension. Steep cliffs in the lava and linear piles of lava blocks mark the fault locations.

Site Recommendations: Directional signing along SH 34 marking both China Hat and China Cap is needed. The diverse geology along the Byway offers excellent educational opportunities for all levels of interest.

- An interpretive panel at the Caribou County Park explaining the geology of these landmarks is recommended.

- Upgrade park facilities.

Costs:

Item	Cost
Byway Guide Signs (6)	$1,800
Interpretive Sign	$4,000
Improve Park Facilities	$24,000

14. Henry–Chester's County Store

Location: Facing SH 34 (Milepost 76.7) near the Little Blackfoot River.

Classification: Wayside Site

The Henry General Store

Existing Site Conditions: Henry is an unincorporated community near the south end of Blackfoot Reservoir. It sports the historic Henry Store, open during the summer season. The store and parking area are privately owned. The area dates to 1884 and the rustic store with wood floors and floor-to-ceiling shelves was built in 1908, one of the oldest stores in the state. Henry had one of the first great rodeos of the west. The Henry Stampede and Stockmen's Reunion was widely known throughout Idaho and Wyoming. The Logan to Jackson Hole bicycle racers and supporters enjoy stopping at the landmark.

Site Recommendation:

- Install advance and site Byway signs. Install interpretive panel at the site.
- Provide operators of the Henry Store with Byway audiotapes and other Byway materials (e.g. postcards, books, souvenirs, etc).
- Contract with operators to distribute Byway self-guide brochure.

Costs:

Item	Cost
Advance Signs (2)	$600
Byway Site Signs (2)	$600
Interpretive Sign	$4,000
Byway Audiotapes	$4,000

15. Grays Lake National Wildlife Refuge

Location: An overlook is proposed for the southwest side of the lake near Clarks Cut, about 1/4 mile from SH 34. Refuge headquarters is on the east side of Grays Lake, 2.5 miles from the junction at SH 34.

Classification: Landmark Site

Autumn at Grays Lake from the proposed overlook.

Existing Site Conditions: Set aside in 1965 as a national wildlife refuge, the U.S. Fish and Wildlife Service manages the 19,000 acres of nesting area for Great Basin Canada geese and for the greater sandhill crane. The bird list for the area contains 163 species. The southern end of the lake is a tule marsh, with much of the lake being a very shallow body of water flanked with bogs and meadows attracting thousands of waterfowl. During nesting times, much of the refuge is closed to protect waterfowl. ITD

historic marker John Grey (No. 362) is located adjacent to the Caribou Mountain marker.

Site Recommendations:

- The view of Grays Lake benefits from any elevation. A viewpoint overlooking the Grays Lake National Wildlife Refuge on BLM land near Clarks Cut is recommended. This site is on the hillside directly across the refuge from the headquarters and in Bonneville County.

Costs:

Item	Cost
Overlook Parking	$25,000
Restroom Unit (4)	$52,000
Interpretive Path	$2,500
Interpretive Signs (3)	$12,000
Advance Signs (4)	$1,200
Byway Site Signs (2)	$600

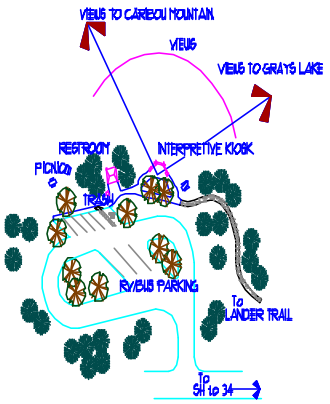
16. Lander Trail

Location: The Trail passes through Grays Lake Valley and is parallel to SH 34 at the southern end of Grays Lake.

Classification: Landmark Site

Existing Site Conditions: Authorized by Congress, the wagon road opened in 1858. Although it had better water and feed than the main Oregon Trail, it came too late to attract much travel and was not heavily used. There are no interpretive signs about the trail.

Site Recommendations: A Lander Trail overlook would commemorate the trail and provide spectacular views of the Grays Lake Wildlife Refuge and Caribou Mountain.



Lander Trail Viewpoint

- Include pedestal interpretive panels, restrooms, picnic tables, parking at the overlook.

- Connect a path to the Lander Trail.

- Install ITD Historic Markers. See Site #15.

Costs: (See Site #15)

17. Caribou Mountain

Location: Five miles north of SH 34.

Classification: Landmark Site

Existing Site Conditions: Named after Carriboo Jack, a colorful miner of the region, this mountain has been home to several gold mining operations. Carriboo City was the location of a gold rush in 1870. Grays Lake elevation is 6,400 feet above sea level, while Caribou Mountain rises to 9,803 feet (the second highest mountain in southeast Idaho). ITD historic marker Caribou Mountain (No. 433) is located at Milepost 93.7 on SH 34. A panoramic view of the mountain is available from the proposed overlook at Grays Lake.

Site Recommendations:

- Install additional interpretive panel on Caribou mining history at Lander Trail overlook.

- Provide visitor information on area trailheads, trails and mountain history.

Costs: (see Site #15)

18. Tincup Canyon

Location: Within the Caribou National Forest near the Tincup campground.

Classification: Wayside Site

A Forest Service trail head at Tincup Campground

Existing Site Conditions: Forested areas have beautiful views of the Caribou National Forest. Four campgrounds are available and numerous trails take off from SH 34 in this area. Rich history of mining in the 1870s and geologic activity are observable along the highway.

Site Recommendations:

- Construct a vehicular pullout.

- Install an ITD historic marker about local area mining and geology.

Costs:

Item	Cost
Pullout Construction	$10,000
Interpretive Sign	$4,000
Advance Signs (2)	$600

Audience Profile

Much of the Pioneer Historic Byway's visitation involves travel by automobile, van or recreational vehicle. Though located in a rather isolated area of southeast Idaho, the Byway is very accessible by US Highway 30, US Highway 91, SH 34 and US 89.

The Byway is a favorite recreation spot of local citizens. At present, local and visiting travelers enjoy the Byway for sightseeing, cultural heritage sites, hiking, fishing and camping. Sports enthusiasts enjoy mountain and road biking, snowmobiling, cross-county skiing, and hunting. Each year, more visitors from the surrounding urban region seek the history and beauty of the Byway. Directly south of the Pioneer Historic Byway are the growing cities of Logan, Ogden and Salt Lake City, Utah. To the northwest are Pocatello and Idaho Falls.

Further, the Byway serves as a corridor for thousands of visitors to the Jackson Hole, Wyoming, and Yellowstone National Park vicinity. Recreation vehicle travelers heading to Yellowstone from the south find the Pioneer Historic Byway the shortest and preferred route.

Proposed Byway Objectives

- Enhance the traveling experience of the traveler.
- Encourage visitors to slow down and enjoy the area.
- Instill a greater appreciation of the historic and cultural resources of the Byway.
- Reach a broad and diverse audience.
- Identify recreational and natural resources.
- Educate visitors to protect and preserve resources
- Encourage visitors to respect privacy and lifestyles of Byway residents.

Interpretive Guidelines

The common theme linking the Pioneer Historic Byway is the area's history and geology. Including such varied elements as the oldest city in Idaho, early Mormon settlements, the Bear River Massacre site and the Oregon Trail, the Byway presents a compelling history. Understanding how unique land formations of the Byway were formed are revealed by geological interpretation of the Bonneville Flood, Black Canyon Gorge, Hooper Springs and Caribou Mountain.

Byway guidelines include using native materials for outdoor exhibits which blend with the surrounding landscape. Interpretation of Byway resources is intended to educate travelers, to improve their understanding and appreciation of these resources to enhance their travel experience. Interpretation should inspire and provoke interest. Descriptive information will be conveyed with both text and graphics, such as maps, sketches and photographs. Text will be descriptive and informative and geared toward the general public.

Interpretive Planning

Local individuals and agencies will be recruited to gather resource data, produce inventories, and create text of an interpretive story for the Byway and each of its 18 sites. Additionally, they will create a chronology of important events that occurred along the Byway.

A family of brochures that depict special attractions along the Byway are encouraged.

One brochure might include economic activities such as mining, ranching and agriculture. While another features recreation including hiking, biking, fishing, and camping. Still another could focus on the Oregon and Lander Trails that crossed this region. Other brochures could focus on Indians, explorers, trappers, travelers, and settlers and the geology of this region. Another opportunity is to produce a collection of articles and offer it for sale at various locations along the Byway. Some of the articles or excerpts listed in this bibliography could be put together in a volume. The resource book "Rocks, Rails and Trails" is available on the Digital Atlas Website (http://imnh.isu/digitalatlas)

Resource Management Strategies

Protection of the historic, geologic, cultural, natural and scenic resources of the Byway is a primary objective of this corridor management plan. Historic and scenic resources are maintained by federal, state and local government measures in place. Some protection strategies exist through local zoning regulations, although stronger support of land use management techniques along the Byway is encouraged. State preservation standards for cultural and historic sites can assist in the protection of Byway sites.

The visual or scenic quality is a very important value to the corridor. The objective is for management activities to remain invisible to the average viewer, especially for the foreground (up to ½mile from the viewer) areas. Protection of the view corridor also applies to middle and background areas. Road building and infrastructure development should minimize visual impact. Future installation of overhead power lines along the corridor should be minimized. In the case of unavoidable disturbances, vegetation screening should be incorporated to camouflage and blend the disturbed space with its surrounding landscape. Materials should blend in with their backgrounds from a distance. Likewise, the mining of lava rock adjacent to the highway should be discouraged. Billboards harm the visual appeal of the Byway and are prohibited. Metal guardrails are recommended over jersey barriers.

Byway Signage Plan

A critical component of the Byway is the development of visitor interpretation at the 18 sites. Together, the sites will tell a story of the region's heritage and geology. It is the goal of the Corridor Management Plan to identify and develop a unified sign plan, easily understood as well as successful at giving good, detailed direction.

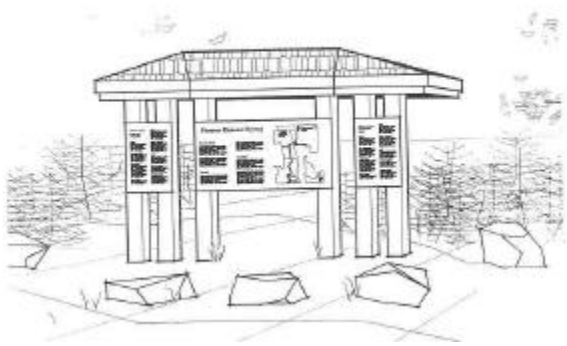
For the most part, the Byway Signage Plan involves upgrading existing signage along the corridor and at Byway sites. Upgrading directional guide signs for the 18 sites along the Byway is a top priority. It also includes upgrading portal signage at gateway communities, new orientation kiosks at key locations, and interpretation signs at each site.

Basalt Kiosks with Oregon Trail Interpretive Signs

Byway Portal Signs

Presently, a roadside pullout with a black-on-white sign lists 12 current sites along a general route of the Byway. New portal signs are

proposed for Franklin, SH 30 and 34, and Freedom because the beginning points or portals for the Pioneer Historic Byway are easily missed and provide limited information.



Portal sign identifies Byway Sites

Pioneer Byway Signs

These white-on-brown rectangular signs with a wagon and oxen logo are periodically located along the Byway. It is recommended that the Byway signs be utilized to identify entry to the Byway system at each of the 18 sites. The existing signs are not particularly attractive and the planning committee recommends working with ITD to customize the Byway's signs.

Pioneer Byway Logo

A Pioneer Historic Byway logo will be used extensively to unify all aspects of the Byway, from promotional strategies, such as brochures and advertising, to signage at each key site. A conceptual design for elements of the logo include a triangular shape, the wagon and oxen graphic element and the words Pioneer Historic Byway. The logo will be used as a black-and-white image or as a three-color graphic using blue, green and black.

Byway Orientation Kiosks

A keystone for interpretation and direction would be Byway orientation kiosks. Built at key locations along the Byway, they would provide information and guidance to the traveler about the 18 historic, geologic and cultural sites. To commemorate the Byway's rich history, two styles are proposed, one wood, one stone interpretive panels are to be constructed at the intersection of SH 34 and US Highway 91.

A stone kiosk is recommended for the Sheep Rock interpretive site. Similar kiosks along the Oregon Trail have been built by ITD at Snake River View, Coldwater Hill, Massacre Rocks and Timmerman rest areas. Interpretive themes may include: Native Americans, the Oregon Trail, Soda Springs, Chesterfield, early Mormon settlements, Bear River Massacre, and the Bonneville Flood.

Oregon Trail Kiosks

Advance and Turn Signage

Located approximately ¼mile ahead of the entrance to each key site, a Byway logo sign alerts visitors. At the entrance to each key site, a Byway turn sign indicates entry.

Directional Signing

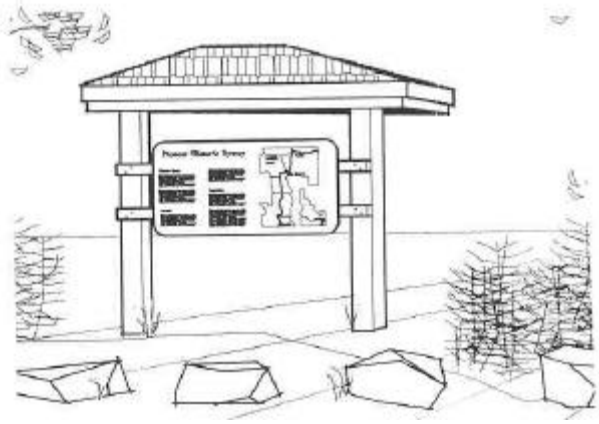
Directional signing is needed to help the visitor find a number of the byway sites. In some instances, such as Chesterfield, return signs are needed for the traveler to return to the highway. Nationally approved symbols for information, recreation and cultural facilities should be incorporated whenever possible. These symbols help accommodate international travelers.

Mile Posts

Mile posts at the end of each mile are to be maintained to help identify the distance along the Byway.

Interpretive Signs

Within and adjacent to the right-of-way, interpretive signs, kiosks, overlooks, and other facilities can enhance the traveler's experience by explaining the history of the area and the surroundings. Additional interpretive signs are proposed that inform travelers about the Byway's historic and cultural significance, instilling respect for what they are seeing and experiencing. Maps will identify the Byway with the location and name of each key site, the area with a view of a 10 to 15 square-mile radius around the site, and a close-up view of the facilities offered at the site. In a number of instances, historic markers of native rock and other stones mark the site. These sites will be the first line of contact for most visitors and are to be protected and maintained.



Interpretive Sign

HIGHWAY SAFETY AND MANAGEMENT

Overview

The Pioneer Historic Byway in the southeast corner of Idaho spans over 100 miles, beginning at the Utah-Idaho border south of Franklin, Idaho, and proceeding north through Soda Springs, past Grays Lake to the border of Wyoming near Freedom. The Byway travels on four separate segments of highway: US Highway 91 from Franklin to Preston, SH 34 from Preston to Soda Springs, US Highway 30 at Soda Springs, and again on SH 34 from Soda Springs to Freedom, Wyoming. This roadway generally provides a safe and easy route through scenic rolling terrain. It gradually ascends and descends the mountainous areas into fertile pastoral valleys and provides a link between the population centers of northwest Utah and the recreational opportunities of the Yellowstone area.

The roadway will be divided into segments for the remainder of this report. These eleven segments are based upon information available from the Idaho Transportation Department.

The segments are:

Highway	From	To
U.S. Highway 91	Franklin	Preston
State Highway 34	Preston	Jct. 36
State Highway 34	Jct. 36	Cleveland
State Highway 34	Cleveland	Thatcher
State Highway 34	Thatcher	Grace
State Highway 34	Grace	Jct. US 30
U.S. Highway 30	Jct. 34	Soda Springs
State Highway 34	Soda Springs	Conda
State Highway 34	Conda	Henry
State Highway 34	Henry	Wayan
State Highway 34	Wayan	Freedom, WY

Bear River Valley at the junction of State Hwy 36.

Most of the roadway has adequate horizontal alignment with gentle vertical grades for a rural roadway traversing these geologic features. The roadway is also well maintained by the Idaho Transportation Department. Roadway widths are adequate for most of the route. If any segment suffers in regard to safety of the design, it is the northern section of SH 34 from Henry to the Wyoming border. Isolated spots throughout this section could benefit from an incremental plan of specific safety improvement projects.

Level of Service

The level of service (LOS) is a measure of the roadway's adequacy for the amount of traffic present. It 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 design geometry and under varying traffic volumes. Three parameters are used to describe LOS for two-lane highways: the average travel speed, the percent time delay, and the capacity utilization. A rigorous evaluation of each segment is not available for this report, but based upon the factors of traffic volume and roadway geometrics a value for the LOS for each segment has been calculated. Notice that as traffic volumes increase, the travel speed will decrease and delay for motorists increases. Observing traffic on the Pioneer Historic Byway, the traffic volumes have been compared with the capacity of the facility. Levels of service are anticipated to be high 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 would be to accommodate speeds of at least 60 mph, lane widths of 12 feet, shoulder widths of 6 feet, no no-passing zones, passenger cars only, and 50/50 directional split, level terrain, and no impediments to through traffic (no turning vehicles). This perfect roadway does not often exist in large continuous segments. The perfect roadway has a capacity of 2,800 passenger cars per hour in both directions. The Pioneer Historic Byway has trucks, no passing zones, narrow shoulders, inclines, and intersections. All these features, many unavoidable, will degrade the LOS. The Pioneer Historic Byway generally has traffic volumes low enough to allow motorists the freedom of movement and, consequently, LOS values are high.

The segments of rural roadway listed below have the following levels of service:

Highway	From	To	LOS
U.S. Highway 91	Franklin	Preston	C
State Highway 34	Preston	Jct. 36	B
State Highway 34	Jct. 36	Cleveland	A
State Highway 34	Cleveland	Thatcher	A
State Highway 34	Thatcher	Grace	A
State Highway 34	Grace	Jct. US 30	A
U.S. Highway 30	Jct. 34	Soda Springs	C
State Highway 34	Soda Springs	Conda	B
State Highway 34	Conda	Henry	A
State Highway 34	Henry	Wayan	A
State Highway 34	Wayan	Freedom, WY	A

Specific segments of uphill grade, roadways within cities, and intersections within these roadway segments may have differing levels of service.

On SH 34 north of Preston

Traffic Patterns

The average annual daily traffic (AADT) volumes are listed below:

Highway	From	To	AADT
US Highway 91	Franklin	Preston	**5800**
State Highway 34	Preston	Jct. 36	**2300**
State Highway 34	Jct. 36	Cleveland	**860**
State Highway 34	Cleveland	Thatcher	**830**
State Highway 34	Thatcher	Grace	**1090**
State Highway 34	Grace	Jct. US 30	**2100**
US Highway 30	Jct. 34	Soda Springs	**5500**
State Highway 34	Soda Springs	Conda	**2100**
State Highway 34	Conda	Henry	**1000**
State Highway 34	Henry	Wayan	**360**
State Highway 34	Wayan	Freedom, WY	**350**

As expected, higher traffic volumes are concentrated around the two major population centers, Preston and Soda Springs. The roadway segments with the heaviest traffic volumes are on US Highway 30 and US Highway 91.

Safety Issues/Locations

The truck traffic on US Highway 30 is substantial and aggressive. Truck traffic is typically intent upon transporting goods via this US Highway in the shortest possible travel time. The Historic 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. Where access from US Highway 30 is suggested, both right and left-turn bays should be designed with adequate room for acceleration and deceleration for vehicles entering and exiting from the flow of traffic.

A collision rate was calculated for each segment of the Byway. The collision rate is based upon the number of reported accidents per million vehicle miles over the past three years of accident records.

Collision rates are developed to compare the safety of roadway segments with the influence of the traffic volumes. For instance, the segment between Cleveland and Thatcher has a high accident rate. This section is seven miles long and had 14 reported accidents over the past three years. About 830 vehicles travel this section of roadway each day. Upon closer inspection, 11 of these 14 accidents were collisions with animals. On US Highway 30 the traffic volumes are higher (5,500 vehicles per day) and there were 38 reported

Highway	From	To	Rate
US Highway 91	Franklin	Preston	**2.72**
State Highway 34	Preston	Jct. 36	**1.89**
State Highway 34	Jct. 36	Cleveland	**2.00**
State Highway 34	Cleveland	Thatcher	**2.26**
State Highway 34	Thatcher	Grace	**0.88**
State Highway 34	Grace	Jct. US 30	**1.01**
US Highway 30	Jct. 34	Soda Springs	**1.31**
State Highway 34	Soda Springs	Conda	**1.47**
State Highway 34	Conda	Henry	**0.48**
State Highway 34	Henry	Wayan	**0.73**
State Highway 34	Wayan	Freedom, WY	**1.57**

accidents during this three-year period over this seven mile stretch, giving a collision rate of 0.86 accidents per million vehicle miles. US Highway 30 has more accidents, but appears safer to drive.

Several isolated locations do not possess a remarkable collision rate, but are detrimental to the traveling public due to geometric deficiencies of either horizontal or vertical nature. Generally, the southern segment of the byway has roadway segments with adequate physical geometry. On the southern sections of US Highway 34, the higher traffic volumes have warranted the construction of several uphill passing lanes.

The improvement of several sections on the northern segment of SH 34 on the Byway (Soda Springs to Wyoming) will enhance the safety and enjoyment of the traveling public on this route. Some of these areas are listed below:

Curve at Beavertail Hill

- Milepost 89. Horizontal curve at Beavertail Hill, southwest of Grays Lake, is signed at a recommended speed of 35 mph. The roadway also affords one of the best views of Grays Lake from this vicinity. This segment of the roadway is bound by earthwork and archeological considerations to the east and wetland and wildlife impediments to the west. Any solution will be expensive and environmentally challenging.

Curve near Wayan

- Milepost 92. South of Wayan, horizontal curve signed at 25 mph. Right-of-way appears available inside the curve. This property is presently under agricultural use. A redesign of this curve at a larger radius would improve the safety of the roadway and relocate the roadway away from the existing house at the outside of the corner.

On the northern section of SH 34, between Henry and Wayan, (from Milepost 70.0 to Milepost 96.5) there have been 12 reported accidents in the past three years. Ten of these 12 accidents have been vehicle overturns while negotiating curves. The collision rate for this section of the highway is 1.16. That collision rate could be reduced with improvements to the horizontal alignment of this segment.

SH34, north of Henry

At the south end of the Byway on US Highway 91, the collision rate is 2.72 collisions per million vehicle miles with many of the accidents associated with intersections within the city limits of Preston. Three of those intersections (1st South Street, Oneida, and 2nd North Street) had 29 accidents. Within the city limits of Preston over the past three years (1996-1998), there have been 96 accidents on SH 30.

The collision records for the historic byway for the years of 1996, 1997, and 1998 reveal a total of 356 accidents. The segment with the most collisions (160) and the highest collision rate (2.72) was US Highway 91 from Franklin through Preston. Of these accidents on US Highway 91, over 60% were intersection related. This segment also has a lower LOS. A future ITD project to increase the capacity of this road by adding travel lanes is on the Statewide Transportation Improvement Plan.

On the more rural segments of the Byway 61 of the accidents were collisions with animals.

Multi-Modal Transportation

The Pioneer Historic Byway benefits from visits tourists make to the area. One group often overlooked is recreational cyclists.

The following characteristics make the Pioneer Historic Byway a desirable location for recreational cyclists:

- The beauty of the surrounding area
- Low vehicular traffic volumes
- Adequate roadway facilities

The Pioneer Historic Byway has all three characteristics, providing the Byway with the potential as a destination for cyclists. The third element, the roadway facilities for cyclists, could use improvements. Segments of the Byway are certainly adequate for bicyclists, but other segments need widening for the safety of these cyclists. The Byway provides a good opportunity for long-distance touring, cycling events, and shorter recreational rides. It is not uncommon for a bicycle group to sponsor a race over portions of the byway.

Wider shoulders have numerous benefits to the traveling public. They make the roadway safer for the vehicles, allowing more room as occasionally needed for evasive maneuvers, farm machinery, or disabled vehicles. They allow room for pedestrians and they provide a safe buffer for cyclists from the faster traveling motor vehicles. Most of the rural bicycle travel on the state highway system is accommodated on the paved roadway shoulders. The ideal dimensions for a “shoulder bikeway” is a six-foot width, with a 12-foot-wide travel lane. The minimum dimension for a shoulder bikeway is four feet (with an eleven-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.

SH 34, South of Henry

Much of the Pioneer Historic Byway would meet the criteria for a shoulder bikeway although some segments are deficient. As maintenance projects are scheduled on segments of the Byway, the Idaho State Transportation Department should encourage shoulder widening as a part of these projects.

MARKETING AND PROMOTIONAL PLAN

Overview

The Pioneer Historic Byway is not a known entity in its own region or state. Most residents do not know the story of the Byway, nor is it told in an accessible and meaningful way. The corridor also has little visibility as a tourist destination. A coordinated and focused effort between partners within the corridor could dramatically increase the effectiveness of marketing efforts.

A marketing and promotion plan is a very important part of the Byway management strategies. Such activities would focus on bringing the region's historical and geological assets to those who live here and to existing visitors and tourists from outside the region. Promotions would be incremental, expanding first within the area, then the region, the Northwest, the rest of the U.S. and beyond.

A Market/Audience Profile

Tourism represents one of the most important activities in Idaho's economy. The tourism, travel and recreation industry has enjoyed steady growth over the past decade and continues to grow at a rate faster than that of Idaho's overall economy. The 2002 Winter Olympic Games in Utah will increase the awareness of Utah throughout the world. Likewise, the number of people likely to visit Idaho will continue to increase. This puts the Byway in a position to take advantage of the projected growth in the tourism industry.

Primary Market

Potential markets include residents of the Byway corridor, their visitors and heritage and cultural travelers. The primary market of the region is Logan, Utah, and the Wasatch Front. Other markets include Pocatello, Idaho Falls, and Soda Springs. Other broader potentials include California, Nevada, Canada and those travelers headed to and from Yellowstone National Park. Many of the Canadian visitors are seasonals who travel from Canada to Arizona for the winter, though their numbers are fewer because of the poor exchange rate. Likewise, entice pass-through travelers from adjacent I-86 and US Highway 30. A target market worth pursing will be heritage tourists, those seeking experiences that are real, authentic and hands-on. Another key market is tour operators, travel agents, and the travel media.

Marketing Goals

Goal 1. Increase the number of visitors to the Byway.

Objective:

1. Display information about the Byway on the Internet.

2. Prepare a Byway brochure and distribute it at key locations.

3. Print placemats for local restaurants to encourage travelers to tour the Byway.

4. Generate familiarization tours for journalists, and influence them to write about the Byway in their publications.

5. Create press releases for local newspapers and radio stations and encourage talk show participation.

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

Objective:

1. Produce an audiotape tour which will heighten visitors' interest in the Byway's historical, cultural and scenic resources.

2. Develop an interpretive book that will encourage the visitor to spend more time on the Byway.

3. Provide hospitality, training to employees of tourism-related businesses in Franklin, Preston, Grace and Soda Springs, and educate them about the Byway.

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

Objective:

1. Produce a coloring book for children, which will enlighten individuals for generations to come.

2. Develop an education series for local schools and groups.

3. Install interpretation 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.

Objective:
1. Adopt an identifiable, attractive and unique image for the Byway.
2. Provide strategic and user-friendly interpretation of the region's heritage assets.
3. Target winter and off-season users.

Marketing Strategy

The marketing strategy would be to maintain a presence in the tourism marketplace through coordination with the Idaho Travel Council and the Heart of the Rockies. Several new promotional materials, discussed below are proposed, include a Pioneer Historic Byway Guide, rack card, Internet website and audio tape. Other opportunities include developing strategies to increase use in the off-season. With greater foreign interest in the region from the 2002 Winter Olympics, multi-lingual information on the Byway is to be prepared and available for mail distribution to foreign travelers. Develop promotional campaigns to build awareness and interest in the Byway. Prepare tour packages, media kits and videos.

Cooperative Byway Development Strategies

Close coordination with other communities and groups is critical to developing a workable and effective Byway marketing program. Coordinating the effort between all organizations will result in a more effective marketing program.

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. Businesses and agencies could benefit from assistance in developing good customer service and employee hospitality programs.

Interpretive Materials

Brochures, posters, place mats and coloring book: Attracting visitors to the Byway can best be accomplished if various methods of interpretation are available. Brochures, posters, placemats and coloring books are to 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 tidbits of information about each site would be utilized by local restaurants.

Pioneer Historic Byway Guide

An interpretive brochure and map will be developed in coordination with all interested agencies and organizations. The Byway guide would draw visitors to the region and encourage them to extend their stay. The guide would feature the 18 sites as well as brief information about the sites, day trips and events.

Rack Card

A 4" x 9" rack card would lure visitors. Typically, such publications are four-color on one side and black-and-white on the other; it includes high quality photos and an eye-catching headline near the top of the card. The back side of the card would provide a small locator map, information and contact information to request a packet of materials.

Internet Website

A web page is currently being set up for the Pioneer Historic Byway. The site will be a major source of travel planning information throughout the region and the world. The site would serve as an educational tool for residents and potential visitors alike. The site could include a virtual tour of the Byway. It would include a map of the corridor, photos, and a description of the 18 sites with an e-mail response form for users to request more information.

Educational and Tourist Computer Linkages

Byway portals sites could disseminate information to visitors through computer linkages to various resources in southeast Idaho. Potential portal sites could include the Doney House/Tourist Park and Pioneer Byway Visitor Interpretive Center in Franklin, the Preston Chamber of Commerce and the Caribou National Forest – Soda Springs Ranger District.

Label used on soda water bottles

Computers at these sites, connected to an Internet browser would access information on the entire Byway with links to sites with much more detailed information. An online service at one of the portal sites could provide information on history, geology, nature, events, other facilities, accommodations, etc.

Two education resources are available through Idaho State University, the Digital Atlas of Idaho http;//imnh.isu.edu/digitalatlas) and the Idaho Virtual Campus, both of which could be linked to a Pioneer Historic Byway. ISU professors Paul Link and Scott Hughes have expressed interest in helping initiate these linkages.

Audio Tour Development

An audio tour will increase public awareness of historical, geologic and cultural features along the byway and enhance a visitor's experience. New tapes and CD's would update "Where Idaho Begins: Historic Talking Tour" funded by the Idaho Travel Council in 1995. Visitors would obtain the tapes and return them from the Henry Store, Soda Springs Ranger Station and Franklin's Pioneer Byway Visitor Center. The Henry Store, a private site, would be contracted to handle the tapes.

BYWAY IMPLEMENTATION

The Pioneer Byway Corridor Management Plan will provide the Byway Planning Committee with an organized program, process and schedule for infrastructure development along and adjacent to the Byway. Key components include the following:

Organizational Development

The Pioneer Byway Planning Committee will work to build a partnership of local and regional members who will implement the Plan collectively. The Cache Valley Idaho Development Corporation will act as a central organizer and facilitator to assist with program and management.

Currently, the Byway does not have a well-developed, highly funded tourism development infrastructure. Most projects will need management by staff and volunteers. It is important to create the organizational structure necessary to coordinate a local and regional program, attract resources and monitor progress.

Action Item 1:

Select a lead agency and key participants to implement the Byway plan. The agency would take the lead in marketing and promoting the Byway, seeking funding, refining project design and bidding projects.

Action Item 2:

The Byway Steering Committee shall initiate a Memorandum of Understanding (MOU) between all partners along the Byway, including local, state, federal and special interest groups, that provides a blueprint for guiding the overall management of the Pioneer Historic Byway.

Identify the organization to potential groups who might join to create a multi-group public-private partnership for the Byway program. Potential organizations include:

Bear River Battle Creek Association
Cache Valley Idaho Dev. Corp.
Caribou County
Caribou County Dept. of Parks & Rec.
Franklin County
Idaho State Historical Society
Idaho State University
Idaho Transportation Department
USDA Forest Service, Soda Springs Ranger District
USDI Bureau of Land Management
USDI National Park Service
U.S. Fish and Wildlife Service
The Nature Conservancy
Chesterfield Foundation

Byway Investment Strategies

This Corridor Management Plan outlines needed Byway projects. Heritage interpretation along the Byway would be expanded though orientation kiosks and site interpretive signs that engage the visitor. Another key component is marketing and promotional pieces. Pooled resources and cooperation will enable a more effective program than can be obtained by any single organization or community.

Byway promoters should seek to “piggy-back” on existing marketing efforts, coordinating with state and regional partners in promotional efforts wherever possible. Other opportunities include public-private partnerships. Also proposed are strategies to utilize community resources that protect Byway resources for future generations and enhance its value to each community.

Service Strategy

Byway Accommodations

A current inventory of motel guestrooms, bed and breakfast facilities, RV parks and public campgrounds is provided below. More overnight accommodations are needed to serve the Byway. Another opportunity is a guest ranch/lodge for adventure travel, catering to sportsmen or families. Special activities and marketing are needed from November through April to increase Byway use in the off-season.

Name	CITY	TYPE	NUMBER/TYPE
Riverdale Resort	Preston	RV Park	8 Rooms 18 Hook Ups
Plaza Motel	Hwy. 91	Motel	31 Rooms
Deer Cliff Inn	Preston	Resort	4 Cabins 11 RV
Loafer Creek Lodge	Clifton	Lodge	Res. Only
A Touch of Yesterday	Preston	B & B	
Riverside RV Park	Preston	RV Park	11 Spaces
Caribou Lodge & Motel	Soda Springs	Lodge & Motel	
J-R Inn	Soda Springs	Motel	
Lakeview Motel	Soda Springs	Motel	
Trail Motel	Soda Springs	Motel	50 Units 17 RV
Sheep Creek Guest Ranch	Soda Springs	Guest Ranch	
Cold Springs (FS)	11 mi S. Soda Springs	Campground	6 Units
Eight Mile Creek (FS)	31 mi. S. Soda Springs	Campground	6 Units
Cedar Bay Marina & RV Park	Henry RV Park		
Mill Canyon (FS)	Hwy 34	Campground	13 Units
Gravel Creek (FS)	4 mi. W. Wayan	Campground	16 Units
Pinebar (FS)	7 mi. W. Freedom	Campground	5 Units
Tincup (FS)	4 mi. W. Freedom	Campground	7 Units
Cub River	18 mi E Preston	Campground	54 Units
Albert Moser (FS)		Campground	9 Units
Bar H Bar	Soda Springs	Guest Ranch	
White Locks	N. of Soda Springs	Marina	50 RV Spaces

Downtown Revitalization

A key strategy to improve and expand commercial services to support the Byway is to establish a regional Main Street program. The communities of Franklin, Preston, Grace, Soda Springs, Henry, and Wayan have the potential to be strong attractions for visitors.

It is recommended that the planning committee support the creation of a regional Main Street program (modeled after the National Main Street Center's four-point approach) to 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. Another area where Main Street can help is in assisting communities to improve their entryway. With the assistance from Main Street, community organizations and citizen volunteers can work together to plant trees, mow grass, maintain appropriate signage and improve their entry ways. Funding can be sought to help downtown revitalization, historic preservation, entryway improvements and other relevant community development programs.

Maintenance Strategy

Adopt-a-Highway and Adopt-a-Byway Site programs are recommended to help maintain the Pioneer Historic Byway. Byway site maintenance includes trash collection, general site upkeep, vandalism repair, snow removal, graveling and periodic grading of parking areas.

Adopt-a-Byway Site Program: A key component of the Byway is to encourage local adoption of the 18 Byway sites. The program would be patterned after the successful Adopt-a-Highway program that helps pick up litter. The program would expand local awareness of the Byway and its historic assets as well as to create a stronger sense of local ownership for these sites and reduce maintenance costs. Similar programs elsewhere have shown that local volunteerism, particularly with youth, tends to reduce vandalism. Priority sites for Adopt-a-Byway include Red Rock Pass, Bear River Massacre, Niter Ice Cave, Black Canyon, Formation Springs and China Hat.

Costs

Cost breakdowns for each site are included below:

Costs:

Site	Item	Cost
1	Franklin Historic District:	$18,800
2	Preston – Oneida Stake Academy	$36,400
3	Bear River Massacre	$16,200
4	Red Rock Pass	$12,600
5	Niter Ice Cave	$32,600
6	Black Canyon Gorge	$58,700
7	Last Chance Canal	$21,800
8	Sheep Rock – Oregon Trail	$108,200
9	Chesterfield	$6,400
10	Soda Springs Geyser	$20,200
11	Hooper Springs	$5,800
12	Formation Springs Preserve	0
13	China Hat Geological Site	$29,800
14	Henry Store	$9,200
15	Grays Lake	$93,300
16	Lander Trail	(see #15)
17	Caribou Mountain	(see #15)
18	Tincup	$14,600
	Subtotal	$484,600
	Marketing	$35,000
	Total	$519,600

Funding Sources

The Byway Planning Committee will need to utilize a variety of funding sources to implement the Pioneer Byway Corridor Management Plan. The agencies and organizations represented on the planning committee will seek funding from a wide variety of sources including federal, state and local government and agencies, grants, foundations, corporations, interest groups, service organizations and the general public. Examples of funding opportunities include the following:

Funding Options

Funding for roadway projects on the Byway could be divided among the following sources:

- *Surface Transportation Program (STP).* This program, administered by the Idaho Transportation Department, 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% of the costs of the project. These projects are identified and prioritized by ITD district engineers.
- *STP Local Rural.* The STP program is further divided into urban and rural elements. STP rural funds are allocated to local county road departments and highway districts. The ITD Board has designated a total of 6.3% of the total

annual TEA-21 formula funding for local rural projects. Projects are selected through competitive application to the Local Highway Technical Assistance Council (LHTAC).

- *STP Safety.* Funds for projects to reduce accidents at identified hazardous locations and for bicycle and pedestrian safety improvements are available through this program. Final selection of projects is by the Idaho Transportation Board. Evaluation of project sites is based upon an ITD safety review and a safety benefit to project cost ratio. Ten percent of the project costs will be paid by the sponsor.

- *STP Enhancement.* Enhancement funds are available for projects in 13 categories. Some 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; control and removal of outdoor advertising; archaeological planning and research; and mitigation to address vehicle-caused wildlife mortality while maintaining habitat connectivity. Projects are selected through an annual statewide application process and prioritized by the Enhancement Advisory Committee established by the Idaho Transportation Board.

- *Forest Highways.* Forest Highways funds are for highway improvement projects on designated forest highway routes serving the management of forest resources. A segment of State Highway 34 through the Caribou National Forest from Wayan to Freedom is officially designated as Forest Highway 40. Funds may be available for its improvement. The Idaho Transportation Board, the FWHA, and the U.S. Forest Service set priorities primarily based upon the benefits to the Forest Service.

- *Scenic Byway Program.* Funding is available for routes that have been designated as historic, scenic byways, or backcountry byways. All applications for road or enhancement work on the Byway are made to the Idaho Transportation Board. ITD does not, however, make the decision on which projects will be funded. This decision is made through a nationally competitive process.

- *State Funded Program (ST).* This program is for roadways on the state highway system. It has no federal participation. Generally, the projects in this program are smaller than federally funded projects. They typically are pavement resurfacing, or smaller bridge or safety projects. These projects need to be identified and prioritized by the ITD district engineers based upon roadway condition, public involvement, funding availability and project costs. The Idaho Transportation Board makes the final decision and selection of these projects.

Idaho Transportation Department is the key player in the disbursement of funds for roadway projects. When a project is selected for funding, it is 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 committee needs to be an advocate for the recommended improvements for the Pioneer Historic Byway. The committee must keep positive 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

Southeastern Idaho's economy as well as to produce and support the necessary applications for improvements to the Byway.

Idaho Department of Commerce

Money is available through the Travel Grant Program, funded by a two 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. Grant applications from non-profit chambers of commerce, convention and visitors bureaus, and regional travel organizations are due the first Monday in June. Technical and marketing assistance is available to tourism suppliers interested in pursuing the international travel market.

Priority of Projects.

The Pioneer Byway Committee has identified the following projects to take priority in the improvement of the byway corridor.

1. Interpretation Material, including website, brochures, audio tour, interactive videos, placemats and byway coloring book.

2. Improved highway signs for the 18 Byway sites.

3. Orientation kiosks for U S Highway 30, SH 34, and US Highway 91.

4. Improved interpretive information at Byway sites.

5. Visitor information at Franklin, Preston and Soda Springs.

6. Site improvements, parking, paths, etc.

BYWAY EVALUATION

The Corridor Management Plan for the Pioneer Historic Byway is a document to assist the communities along the Byway to develop and maintain this resource. The planning committee, comprised of leaders in this community, has contributed many hours of work in the development of this plan. The plan defines the Byway, makes suggestions for improvements, outlines a promotion and marketing strategy, and identifies responsibility for implementing the plan.

As the plan is published, the committee has reached a valuable milestone, but the work is not over.

The Pioneer Historic Byway needs a permanent committee — a coalition of involved community leaders to periodically evaluate the plan and its implementation. As improvements are made to the Byway, the committee needs to re-evaluate and prioritize the remaining projects on the list. The committee should evaluate the promotional activities and their effect on the economic success of the Byway. The committee also needs to be an advocate with funding sources in order to promote the recommended projects.

In future years, this committee should also re-address the issue of becoming a National Scenic Byway. The advantages and disadvantages of this Byway designation should be discussed. If national status is favorable to the communities along the Byway, the committee could initiate an application to the Federal Highway Administration on behalf of the Byway.

Impact Assessment

The Byway Committee should keep abreast of the traffic patterns. The Idaho Transportation Department publishes traffic data annually on the three highways that comprise the corridor. The average daily traffic volumes for the segments and the accident records will be valuable in assessing the impact of improvements suggested by the Byway plan. Visitor studies underway and previously completed by the University of Idaho Department of Resource Recreation and Tourism are a source for evaluation of the byway's marketing strategies. A possible survey of visitors at locations on the Byway would also provide information to the committee on the reception of the Byway strategies.

Byway Expansion

The Byway Committee should periodically review options for expanding the number of sites or the route of the Byway. Potential options include the Oneida Narrows (see below) and State Highway 36, connecting Cache Valley to Bear Lake Valley. Other options include extending the Byway along U.S. Highway to Lava Hot Springs and connecting to Interstate 86 at McCammon. One intriguing option would be to combine the

Pioneer Historic Byway with the Bear Lake-Caribou Byway. This would include the U.S. Highway 30 segment to Montpelier and State Highway 89 to Bear Lake. These two byways currently overlap along State Highway 34 from Soda Springs to Freedom.

Oneida Narrows Backcountry Byway

The opportunity exists to add Oneida Narrow Backcountry Byway to the Pioneer Historic Byway. The 14-mile loop would utilize a two-lane gravel road that winds through a beautiful, scenic canyon. Picnic and campgrounds are maintained by the BLM, while Utah Power and Light Company maintains a small park and boat ramp at Oneida Narrows Reservoir. Nearby is the Oneida Station Dam. The reservoir is home to Walleye Trout and a host of wildlife can be seen along the banks. The optional backcountry byway would parallel State Highway 34; branching off at State Highway 36 and connecting near the south end of Mount Valley. This site would fill a gap in the Byway between Preston and Niter Ice Cave. Signing for Narrows site would occur on State Highway 34 and State Highway 36.

Annual Byway Status

A short report written by the Byway Committee should be published annually, delivered to the communities along the Byway, and made available to the public. This report would principally address the progress of the recommended implementation strategies and any challenges facing the Pioneer Historic Byway.

Annual Meeting

A yearly meeting is suggested for the Byway Committee. This would be a time to re-focus community attention to the byway and its value to the southeastern Idaho region. The work session, held by the committee, could be scheduled before the release of the annual report, allowing time to organize the committee and direct assignments to individual members. The annual meeting, open to the public, could then be presented as a “State of the Byway” address, to promote the progress and the value of the byway.

APPENDIX

Potential Sites for Future Development - Soda Springs to Freedom

The Greater Soda Springs Community Development Committee has identified key geological, recreational and historical sites. This listing serves as a future reference for further Pioneer byway enhancement projects, once the primary site improvements are completed.

These potential sites for future development are not prioritized. Several could be combined into one project, such as the development of a Soda Springs self-guided tour. Some of these features 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 these features through a willing seller/buyer arrangement, a donation, or a cooperative agreement.

Geology and Springs

Lovers Delight (Svengali Spring)
Big Spring
Mammoth Spring
Ninety Percent Spring
Sulfur Spring
Steamboat Spring
Basin Spring
Barrel Spring
Champagne Spring
Iron Spring
Left Hand Spring
Horseshoe Spring
Red Spring
Harp Spring
Mineral Height Spring
Beer Spring
Hill Spring
Upper & Lower Swan Lakes
Phosphate Mines & Industry
Volcanic Craters Lava Flow
Solutia Slag Pour
ITD Natural Area

Recreation Features

Blackfoot River Park
Oregon Trail Park
Second Bridge Park
Corrigan Park
Kelly Park
Octagon Spring Park
Hooper Spring Park
Tincup Creek Campground
Pine Bar Campground
Gravel Creek Campground
Soda Springs Pathway
Kelly Park Cross Country Ski Trails
Oregon Trail Country Club & Golf Course
Blackfoot Reservoir
Alexander Reservoir

Historic

Morristown (Lower Town)
Alexander Dam
Alexander Townsite
Site of Peace Treaty Signing with Shoshone
Historic Building Brochure (10 buildings)
Enders Hotel
Idan-ha Hotel
Idan-ha' Bottling Works
Brigham Young Cabin Site
Six Shooter Sal's Cabin
Robber's Roost
Site of First Marriage in Soda Springs
Daughters of Utah Pioneers Museum
Camp Connor and Monument
Wagon Box Grave
Carriboo Jack Grave
Beavertail Point
Conda Townsite
Bidwell Bartelson Party Cutoff
Hudspeth's Cutoff

Grays Lake- One Room Schoolhouse

Potential Site for Future Development – Soda Springs to Franklin

Historic and Geologic

Old Franklin Fort
First School House, Franklin
John Read Headstone, Franklin Cemetery
Pioneer Mail Route and Thomas Spring
First School House, Preston
Old Railroad Grades
Bear River Ferry Monument
Oneida Narrows
Shoshone Indian Trail
Grace Pegram Truss Railroad Bridge
Grace Grain Elevators
Riverdale Geologic Area
Alexander Crater

Recreation Facilities

Bear River
Cub River
Foster Reservoir
Glendale Reservoir
Johnson Reservoir
Lamont Reservoir
Oneida Reservoir
Oxford Slough
Treasureton Reservoir
Weston Reservoir
Winder Reservoir
High Line Trail

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