



GUNFLINT TRAIL NATIONAL SCENIC BYWAY

Corridor Management Plan

November 2014 Update

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COMMONLY USED ABBREVIATIONS

GTSB Gunflint Trail Scenic Byway Committee

GTA Gunflint Trail Association

USDA Forest Service United States Department of Agriculture, Forest Service

DNR Minnesota Department of Natural Resources

FHWA Federal Highway Administration

MNDOT Minnesota Department of Transportation

IQ Intrinsic Qualities



INTRODUCTION

The purpose of the Gunflint Trail National Scenic Byway Corridor Management Plan is to:

- Document the agencies and organizations responsible for the Gunflint Trail corridor;
- Inventory the intrinsic qualities of the Gunflint Trail National Scenic Byway;
- Provide philosophical guidelines and strategies to monitor, maintain, and/or improve the visual appearance of the roadway while ensuring a safe driving experience;
- Provide philosophical guidelines for anything which may have either short or long term impact on the corridor, including vegetation management, awareness campaigns against invasive plant species and water quality management;
- Act as a reference for the Gunflint Trail Scenic Byway committee for future years;
- Provide the community with written documentation of the goals of the Gunflint Trail Scenic Byway Committee.

The “Gunflint Trail,” Cook County #12, is not just a road; it is a continuous 57-mile community that

many fondly call “home” and many others cherish as vacation memories.

The Gunflint Trail was designated a Minnesota Scenic Byway in 1999. Designation as a National Scenic Byway was achieved in 2009. The upgraded designation is expected to increase the visibility of the Gunflint Trail, positively affecting area economics, and offering increased preservation tools and overall enhancement of the driving experience.

The current National Scenic Byway designation for the Gunflint Trail (which connects to the North Shore Scenic Byway & All American Road through harbor town of Grand Marais), will encourage many beneficial outcomes:

- Increase awareness of the Gunflint Trail as a valuable historic and natural resource
- Assist in preserving the natural environment and historical site
- Enhance quality of life for residents
- Support sustainable commerce
- Provide nature- and history-based experiences for visitors and residents
- Enhance the driving experience for visitors and residents alike

The byway is an effort to protect natural and scenic resources and manage tourism at sustainable levels so that the residents enjoy the benefits of tourism without feeling over-run. Residents are concerned about the possible impacts of development. If development is to occur, it should benefit the well-being of local families and businesses, not act to undermine it.

Through Visit Cook County, the communities and businesses along both the Gunflint Trail National Scenic Byway and the North Shore Scenic Byway & All American Road are working toward unprecedented levels of cooperation — realizing that the geography, scenery, recreation, habitat and character of the businesses and residents of each location is distinct enough to offer travelers two different, yet complementary, types of driving experiences.

While it meets the same qualities as all other scenic byways, the two themes (intrinsic qualities) that really distinguish this byway from any other are Historic and Natural. (The North Shore Scenic Byway & All American Road capitalizes on the intrinsic qualities of Scenic and Recreation.)



VISION STATEMENT

The Gunflint Trail National Scenic Byway Corridor Management Plan is a document developed to guide the residents, businesses, and managing agencies in sustaining, enhancing, and preserving the Gunflint Trail roadway and corridor.

The Gunflint Trail Scenic Byway committee is committed to projects and activities along the route which:

- Preserve the natural, historic, and scenic character of the roadway
- Provide a safe driving experience
- Enhance the experience of travelers
- Create community and visitor interest and community pride
- Promote cooperation of businesses and residents
- Establish a long-term view of values and qualities most important to the byway



TRAIL DESCRIPTION

The Gunflint Trail is a corridor of contiguous land surrounded on both sides by the Superior National Forest and the Boundary Waters Canoe Area Wilderness. Visible from each side of the two-lane highway are forests, sweeping vistas across miles of glacier-sculpted terrain, calm lakes, and rushing waters. Sightings of moose, deer, fox, bear, wolf or bald eagle are common. The roadway is free of modern intrusions such as billboards, fast food establishments, and cell phone towers.

Unlike other parts of Minnesota that have been developed with densely populated tourism oriented businesses, the proposed national scenic byway passes through a landscape of protected forests, federally designated wilderness, pristine border-country lakes, wildflowers and berries, habitat for a variety of mammals and a significant number of bird species, and small “mom-and-pop” businesses. Homes and businesses blend discreetly into the forest, and none advertise their presence with much more than a mailbox or a small sign on their building. Along the Gunflint Trail National Scenic Byway one can find lodging varying from bed and breakfast inns to cabins to campgrounds, some in historic buildings. While some local businesses have changed hands over the years, many are in the care of second and third generations’ family owners and all preserve the tradition of small entrepreneurs.

The Gunflint Trail is located within the Superior National Forest; the Gunflint Ranger District is headquartered in Grand Marais, MN. The Forest was established in 1909 by proclamation of

President Theodore Roosevelt. One-third of the Forest is designated the BWCAW. The forest's 3.9 million acres contain over 2,000 lakes which include many lakes that provide good fishing for walleye, northern pike, small mouth bass, and lake trout.

In some places, logged areas are visible from the roadway, and logging trucks may be encountered. For many years forest fire kept the forest healthy and regenerating, as many of the tree species along the Gunflint Trail are comparatively short-lived. Careful logging practices take the place of forest fire in many areas outside of the wilderness, and are a way to keep the forests healthy and renewed. The jobs provided and products made are an important part of the local economy.

The Gunflint Trail is surrounded on either side by the Boundary Waters Canoe Area Wilderness (BWCAW). The 1,029,000-acre designated wilderness occupies the lower portion of the geological Canadian Shield and is part of the Superior National Forest. As with any designated Wilderness Area, motorized travel is prohibited. The Gunflint Trail is the only paved road in Cook County accessing the area and its border lakes.

The Gunflint Trail represents one of the most geologically and botanically unique areas in Minnesota. Volcanic activity and glaciers created the basis of the many lakes, river bottoms, and rocky cliffs. A variety of environments support a distinctive combination of forests including northern conifer, northern hardwood, tamarack, and spruce bogs.

HISTORY

The Gunflint Trail began as a foot path in the 1800s or earlier and was first used by Ojibwe, surveyors, and trappers. The foot path was developed into a dirt road, and eventually became the 2-lane black-topped county road it is today. (*History is continued in the Historic Intrinsic Quality chapter*)

DRIVING THE GUNFLINT TRAIL

The Gunflint Trail (County Road 12) begins in the harbor town of Grand Marais, in Cook County, on the north shore of Lake Superior in northeastern Minnesota. Grand Marais is a small community of 1,351 people, nestled against the dramatic backdrop of the Sawtooth Mountains. It is surrounded by millions of acres of lush forests graced with rocky cliffs, serene inland lakes, and streams and thundering waterfalls that empty into Lake Superior. Grand Marais is accessed via Minnesota Highway 61, the North Shore Drive, an All American Road.

As one travels north along the Gunflint Trail from Grand Marais they will ascend nearly 1,200 feet in a matter of miles. This ascent provides beautiful overlooks of Lake Superior and City of the Grand Marais. From Grand Marais to its end, the Gunflint Trail winds 57 miles through undeveloped forest of pine, aspen, birch, and maple stands and alongside lakes and streams. The Gunflint Trail terminates at Gull Lake, and the "End of the Trail Campground." Over the past 100 years, the Gunflint Trail has evolved into a modern two-lane highway.

Gunflint is a lovely drive, full of scenery, but more importantly, it has a strong "sense of place"; it is a place in the heart of those who live and visit the area. The air is clean and pure. The forest comes close to the roadway. Literally hundreds of crystal clear lakes are accessed through the Gunflint Trail. To many, this area is a prime American wilderness destination.

GUNFLINT TRAIL SCENIC BYWAY MAP

For a detailed map, go to: <http://www.gunflinttrail.com/scenicbyway/maps/>



COMMITMENT TO THE GUNFLINT TRAIL NATIONAL SCENIC BYWAY

Commitment to the Gunflint National Trail Scenic Byway is established, and preservation of the roadway and corridor has been an on-going effort prior to the byway designation award.

COMMITTEE

The Gunflint Trail Scenic Byway committee is currently a sub-committee of the Gunflint Trail Association, a non-profit tourism organization.

The diverse committee is made up of representation from:

- Gunflint Trail Association (tourism business) members
- Gunflint Trail residents
- USDA Forest Service
- Minnesota Department of Natural Resources (DNR)
- Hedstrom Lumber Company
- Cook County Commissioners
- Cook County Highway Department
- ...and others (*See appendix "A" for the list of committee members.*)

PUBLIC PROCESS

Public process for Minnesota Scenic Byway designation began in 1998, with a series of facilitated meetings attended by representatives of Gunflint Trail businesses and by residents. The public process and shared visioning continued in 2005 and 2007. A facilitated "wishes and worries" session took place at a community meeting on June 29, 2007. This continued visioning resulted in National Scenic Byway designation in 2009.

A Gunflint Trail Scenic Byway Survey was developed and distributed in October 2014. The Survey was distributed to area Lakes Associations and advertised by local media and 430 surveys were completed. Results of the survey were reviewed and analyzed by the Gunflint Trail Scenic Byway Committee. (*See appendix "E" for a summary of the Survey results.*)

Residents and visitors, business owners, community members and representatives of other concerned agencies or organizations are welcome and encouraged to speak to the Scenic Byway committee members, voicing any comments or concerns via those representatives

COMMUNITY

Residents are generally tourism business owners, operators, and employees, service-related business owners and employees, and retired year-round, or secondary homeowners.

Residents of the Gunflint Trail area for the most part belong to lake homeowners associations. The Gunflint Trail Scenic Byway committee chair, and committee members, share information about the scenic byway at the homeowners associations' meetings. This information is included in the minutes of those meetings, and sent out to all the members. E-newsletters are distributed once per year in June.

The Gunflint Trail National Scenic Byway has its own web site. To access the web site go to <http://www.GunflintTrailScenicByway.com>. The website features an interactive map, community calendar of events, webcams, and a blog.

AGENCIES & ORGANIZATIONS

Agencies and Organizations Involved and Supporting the National Scenic Byway include, but are not limited to:

- Gunflint Trail Association
- USDA Forest Service
- Minnesota DNR
- Cook County Commissioners
- Cook County Highway Department
- Minnesota Department of Transportation
- Iron Range Resources
- Minnesota Office of Tourism
- Grand Marais Area Tourism Association
- Visit Cook County
- Arrowhead Regional Development Commission

The Gunflint Trail Scenic Byway committee recognizes that, at times, the various agencies involved with the Gunflint Trail may have conflicting views on what constitutes preservation of the visual, historic, and natural qualities of the roadway. It is the intent of the committee to involve the public process in these issues, with the focus on communication and consensus.



INTRINSIC QUALITIES

The Gunflint Trail Scenic Byway committee has chosen to focus on the “Natural” and “Historic” intrinsic qualities of the roadway.

NATURAL INTRINSIC QUALITIES

“Natural quality applies to those features of the visual environment that are in a relatively undisturbed state. These features predate the arrival of human populations and may include geological formations, fossils, landform, water bodies, vegetation, and wildlife. There may be evidence of human activity but the natural features reveal minimal disturbances.” (FHWA policy 5.18.95)

With the exception of logged sites and some development, the Gunflint Trail remains in a natural state. Visible from the roadway are lakes, wetlands, rivers and streams, and rock outcroppings which have been unchanged by human activity. The area is home to large mammals such as moose, black bear, white-tailed deer, and timber wolf, small mammals such as pine marten, fox, mink, otter, and weasel, and numerous species of birds, including neotropical warblers and Black-backed Woodpeckers.

The effects of natural events including a 400,000 acre derecho windstorm in 1999, and Ham Lake Fire in 2007 are visible from the roadway, offering an excellent opportunity for interpretation. (*See the inventory of intrinsic qualities.*)

HISTORICAL INTRINSIC QUALITIES

“Historic quality encompasses legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or man-made, that are of such historic significance that they educate the viewer and stir appreciation of the past. The historic elements reflect the actions of people and may include buildings, settlement patterns, and other examples of human activity. Historic features can be inventoried, mapped, and interpreted. They possess integrity of location, design, setting, material, workmanship, feeling, and association.” (FHWA Policy 5.18.95)

Why is Cook County Road 12 called “The Gunflint Trail”? The route originated as a foot trail for Native American Ojibwe. The word “gunflint” is derived from the flint the European explorers and fur-trading Voyagers found along the border lakes for their rifles.

Archeological digs have found evidence of human activity in the Gunflint Lake and East Bearskin Lake areas dating thousands of years, BC.

Because of the rich array of natural resources, this area was home to the hunting and gathering Ojibwe for more than 20,000 years. Pictographs can still be seen on some rock faces of cliffs along the lakes. The Voyageurs traveled through the lakes adjacent to the Trail; trapping and trading flourished in these parts until the last century. The history of the European people on the Gunflint Trail begins in

the mid 1800's. The area was first seen as a land rich in minerals. Prospectors drilled and dug prospecting holes, which are still visible in some areas today. Surveyors arrived, measured and recorded, and moved on. Mining had a brief history here, and logging has been one of the main industries for more than a hundred years.

In the 1880s the county government extended its first financial assistance to the Gunflint Trail as a primitive road.

The Gunflint Trail route was first known as Mayhew's Rove Lake Road and traversed the area in the same vicinity as the current Gunflint Trail from North Brule River to the East Bearskin Road. The road then traveled east toward Aspen and Flour Lakes, along the eastern sides of Hungry Jack Lake, West Bearskin, and Daniels Lakes, then ending between Rove and Watap Lakes. A fur trading post was located at the end of the road, but its real purpose was to serve mineral prospecting.

In the early 1890s the economics of mining the area dwindled, and white pine became the sought-out resource. The Pigeon River Lumber Company was one of the first to begin logging the areas near the national border, taking over existing railways from the mining companies, and building new spurs. Although early logging efforts struggled with keeping railways open through swamps and severe damage from forest fires, the timber industry remains a part of the Cook County economy. Logging is permanently banned from within the Boundary Waters Canoe Area Wilderness, however and visual balance exists, with buffers of forest between the roadway and logging sites, and minimal logging occurring near lakes and resorts.

In the early 1920s the Gunflint Trail began its transition to a recreation area, with fishing and hunting being the focus. Canoe outfitters were established as the need for food and gear for wilderness canoe trips grew. Today the Gunflint Trail businesses offer diverse vacations for everyone, from rugged wilderness canoe trips to up-scale accommodations.

The Gunflint Trail is now home to 28 lodges (several historically significant and on the National Registry), resorts, canoe outfitters, campgrounds, restaurants, gift shops, and bed and breakfast inns. The businesses are spread out over an area of 57 miles, with many located on side roads off the Gunflint Trail. The lack of extensive development immediately visible from the roadway adds to the wilderness appeal. The Gunflint Trail has also become home to private residents, both seasonal and year-round.

In 2010, the Gunflint Trail Historical Society opened the Chik-Wauk Museum and Nature Center in the historic Chik-Wauk Lodge building and surrounding grounds. The Chik-Wauk Museum tells the story of the people of the Gunflint Trail. Grounds surrounding the museum include interpretive trails, wildflower displays and bird watching opportunities.

INVENTORY OF INTRINSIC QUALITIES AND POINTS OF INTEREST

Natural or Historic Site	Location	IQ	Natural or Historic Value/Description
Gunflint Trail Sign	00.0		KEY: H = Historic I = Interpretive N = Natural P = Reference Point R = Recreational S = Scenic
Business Development Area and Residential Park (plat)		P	
Old Gunflint Trail Intersection (5th Avenue)	01.0	P	
Water Tower with GTSB sign	01.25	R	
Pincushion Overlook – CR#53 Pincushion Road	02.5	N/S	Pincushion Overlook(CR#53 Pincushion Road): 1/4 mile to the parking area for the Pincushion Mountain Ski Trail system and Superior Hiking Trail. Overlook the city of Grand Marais and Lake Superior.
Maple Forest Begins		N	
Little Devil Track River	04.0	N	
Gunflint Hills Golfcourse (CR#55 to the right)	04.1	P/R	
Maple Forest Ends		N	
Wildflower Sanctuary & Devil Track River	05.7	N/I	
Hedstrom’s Lumber Mill	05.9	H	Hedstrom’s Lumber Mill: Established in 1914, continues to be owned and operated by the Hedstrom family.
George Washington Forest Ski and Hiking Area	06.9	N/R	
Gunflint “Pines” – Eastern White Pine	09.5	N/S	
Kettle Mountain View (aka Mount Baldy)	12.3	N/S	
Timber Creek – Misquah Hills to the west	12.9	N/S	
Kettle Mountain Hiking Trail – trailhead and parking	13.4	N/R/S	
Northern Light Lake access and parking	14.1	P/N	

Natural or Historic Site	Location	IQ	Natural or Historic Value/Description
Spaulding Mine Toll Road	15.1	H	Spaulding Mine Tote Road, 1875-1897: For nearly 25 years, Captain William P. Spaulding explored for silver and copper on the shores of Spaulding Lake northeast of this point.
View of Brule River Valley		N/S	
South Brule River	16.2	N/S	
Lullaby Creek (flows into Brule River)	19.1	N	
FS 144 – minimum maintenance road – not for passenger vehicles		P	
Lima Mountain Road – excellent birding area	21.5	N/R	Lima Mountain Road: this dirt road is excellent for wildlife viewing and birding. It was formerly a railroad grade. The name “Lima” comes from the name of one of the railroad cars.
Historical area – North Brule CCC Camp	21.7	H/N/S	
July 4, 1999 Blowdown DeRecho windstorm evidence begins		H/N	
North Brule River	21.8	N/S	
Moose Viewing parking and trail, also good birding, remnant Boreal forest	22.7	N/R/I	Moose Viewing area: from the parking area walk right along the trail to the moose pond viewing platform. The trail (snowmobile trail in winter), both to the left and right of the parking area is an excellent birding, wildlife, and wildflower area.
Swamper Lake parking & picnic table, latrine	23.7	N/R/S	
BWCAW border meets Gunflint Trail on north east side of road	24.3	H/P	
Area of old Eastern White Pine	25.2	N	
Site of Hungry Jack wildland fire 1967	28.0	N	
Lima Mountain Grade Road	28.5	P	
Area of old Eastern White Pine	29.2	N	
South Lake hiking trail – trailhead (no parking)	31.8	R	
Old Gunflint Trail	32.9	H/P	This section of the Trail (about three miles) is the most noteworthy surviving stretch of the ancient wagon road, built in the early 1890s to serve the Paulson Mine. During the 1920s, the road was improved to accommodate automobile and truck traffic to Gunflint Lake.
Evidence of July 4, 1999 blowdown storm	33.1	H/N	

Natural or Historic Site	Location	IQ	Natural or Historic Value/Description
Laurentian Divide (watershed divide) parking, picnic table, latrine	33.3	N/R	
Moose area - swamp on left	35.0	N	
Moose area - swamp on left	35.5	N	
Mayhew Lake parking and historic sign	35.6	H	
Ham Lake Fire area	37.0	N	
Old Gunflint Trail	37.6	H/P	
Little Iron Lake access, picnic table, latrine	38.2	N/S/R/	
Note: Loon Lake Road (CR#51)		P	
Gunflint & Magnetic Lake Overlook (toward Canada), historic sign, parking	44.2	N/H/S	
July 4, 1999 blowdown storm – recovery area, treated, replanted	45.5	N	
Cross River	46.2	N/S	
Cross River cliff (to the left)	46.7	N/S	
Ham Lake Fire areas – upper Gunflint Trail (to roadway termination)	47.0	N	
Kekakabic Trail trailhead, parking, birding area	47.7	N/H/R	
Magnetic Trail trailhead, parking, birding area	47.8	N/R	

Natural or Historic Site	Location	IQ	Natural or Historic Value/Description
Forest changes to Jack Pine	47.8	N	
Prescribed burn – forest treatment result of July 4, 1999 blowdown	48.2	N	
Low areas along the road – Tamarak/ larch trees, Aspen, Black Spruce		N	
Larch Creek, Gunflint Guard Station, USDA Forest Service	50.0	P	
Jackpine Forest, Black Spruce in low areas		N	
Seagull Creek	51.3	N	
Seagull Creek	53.5	N	
Site of historical “toll road”	53.6	H	
CR#81, “Moose Pond Road,” – access to Saganaga Lake,	54.7	P	
Chik-Wauk Museum		H/N/I	Chik-Wauk Museum and Nature Center: Opening in 2010. The restored lodge is a stone building dating back to the 1930s, and is on the National Register of Historic Places.
End of the Trail Campground – Boreal Forest	56.0	N/R/S	
End of the “circle” around the campground, and length of Gunflint Trail	57.3	P	

STRATEGIES TO MAINTAIN AND ENHANCE INTRINSIC QUALITIES

Preservation of the natural qualities of the Gunflint Trail is obvious along this scenic byway from beginning to end. The natural quality of the Gunflint Trail is highly treasured by its residents and visitors, and is the mainstay of the business owners.

Proactive, regular means of maintaining and enhancing the intrinsic qualities include:

- An Annual Trail Clean-Up Day
- Maintenance of several roadside picnic sites
- Interpretation of natural and historic areas, including forest fire and storm events
- Public review of proposed roadway and roadside changes
- Communication to residents of changes with potential impact on the natural, historic, or scenic value of the roadway
- Monitoring and removal of invasive plant species
- Continuing familiarization and education of the GTSB committee members of relevant issues which may impact the roadway, such as invasive vegetation species and a comprehensive vegetation plan
- Tree planting and release programs



THE TRAVELER EXPERIENCE

Each year thousands of people travel the Gunflint Trail to experience the bounty of year-round recreation, explore the forests, see an extraordinary collection of wildlife in a natural habitat, and drive, walk or bike along a trail rich in natural and cultural history. Some travelers are residents, many are visitors. The businesses and organizations of the Gunflint Trail seek opportunities to enhance the traveler experience with no or minimal impact on the roadway or corridor, with the exception of increasing the safety of the roadway with such things as alignment modifications and better signage.

While any traveler will marvel at the rich canvas of scenic and natural beauty and many physical features that make the Gunflint Trail a “must-experience” destination, in order to instill a desire for preservation, they need to appreciate the unique history and rare natural ecology of the area.

Designation as a National Scenic Byway will now allow for numerous opportunities to further develop awareness among residents and visitors, and help assure a sustainable future with an unwavering commitment to preserving the character and unspoiled quality of this national treasure.

VISITOR PROFILE

This data suggests that visitors are drawn to the natural beauty and history of the Gunflint Trail. Travelers of the National Scenic Byway, both visitors and residents, enjoy the scenery, recreation, and wilderness “feel” of the Gunflint. Therefore, preservation of this unique environment must be a high priority to keep residents’ and visitors’ experiences enjoyable.

(For more information please see appendix “D”)

SCENIC BYWAY SURVEY

Results of the Gunflint Trail Scenic Byway Survey agree with the Visitor Profile. Respondents chose scenic, natural, recreational and historic qualities as the most important to the Gunflint Trail and the byway’s “rustic” feel was the most pleasing aspect for drivers. A majority of survey respondents stated that their ideal vision for the Gunflint Trail would be to preserve the environment of the area adding that the greatest threat to the area is the affects that over development may have on the environment. Greatest issues to the environment included a declining moose population and an increase in invasive species and forest fire threats.

(For more information please see appendix “E”)

COMMITMENT TO THE TRAVELER EXPERIENCE: BUSINESSES

Businesses along the Gunflint Trail rely on the natural beauty of the area. This is a tourism-based economy, with the main recreational activities being fishing, canoeing, boating, hiking, cross-country skiing, snowshoeing, snowmobiling, and dogsledding. Businesses promotions include keywords such as “wild,” “nature,” and “quiet”. It is in the best economic interest of businesses to preserve the roadway and the corridor.

COMMITMENT TO THE TRAVELER EXPERIENCE: COMMUNITY

The GTSB committee includes community representatives and has hosted several public meetings. The overwhelming response to questions about the roadway is the wish to retain the natural, historic, and scenic integrity of the Gunflint Trail, with which the GTSB committee is in full agreement. (*See appendix “B” Wishes and Worries*)

STRATEGIES TO ENHANCE AND MAINTAIN THE TRAVELER EXPERIENCE

The following goals provide the basis for both short- and long-term action plans:

- Create awareness of the need for preservation, protection, and stewardship of unique byway resources and intrinsic qualities
- Promote year-round experiences of the byway
- Provide a safe driving experience
- Enhance educational and interpretive opportunities
- Enhance the wilderness character of the corridor
- Promote unique wilderness-compatible recreational opportunities
- Develop byway-specific promotional materials



SIGNAGE

OUTDOOR ADVERTISING CONTROLS

The Gunflint Trail has no billboards along the byway. The Cook County Signage Ordinance and Forest Service roadway regulation prohibits any future billboards.

SIGNAGE

Signage along the Gunflint Trail is intended to effectively communicate information to the travelers, while preserving the scenic values of the drive and providing direction to the intrinsic qualities. Billboards are prohibited both by County and USFS regulations.

Installation of any signage requires compliance with all county requirements. Cook County Signage Ordinance: http://www.co.cook.mn.us/zoning/zon_ord/art5_gen_prov.pdf (section 5.1)

Types of existing signs:

- Business ladder signs
- Individual business (wood, small size)
- USFS
- DNR info signs
- Highway signs
- No billboards – now or future – prohibited by both County and USFS regulations

Types of Gunflint Trail Scenic Byway signage along the Gunflint Trail include:

- Gateway signs
- Scenic Byway logo signs
- Directional signs
- Interpretive signs/panels/historic markers
- Special feature/name place signs
- Regulatory signage

The Gunflint Trail National Scenic Byway Sign Plan is intended to improve the traveler experience through the use of themed signage (continuity of color and style) along the Byway.

LOGO

This Gunflint Trail National Scenic Byway logo sign identifies the corridor as a scenic byway to travelers. The logo reflects the natural intrinsic quality of the byway corridor. The logo is easily identifiable to all travelers, including those who may not speak English fluently. The size of the signs conforms to MNDOT design guidelines so as not to interfere with the scenery of the route.

The logo sign is placed at several key locations along the route. The Cook County Highway Department installed the logo signs. The placement of signs includes:

- The entrance to the Old Gunflint Trail with an arrow pointing to the direction of the new entrance
- The entrance to the Gunflint Trail
- 5th Avenue West
- Devils Track Road
- County Road 7

The Gunflint Trail Scenic Byway committee long range goals include construction of Minnesota Department of Transportation directional signs in three highly visible locations in the town of Grand Marais.

GATEWAY SIGNS

Gateway signs inform visitors when they have reached or are leaving the byway. They should be placed at the beginning and ending of the Byway.

The Gunflint Trail Scenic Byway partnered with the City of Grand Marais and had the water tower on the Gunflint Trail painted with the Scenic Byway logo. The water tower is located in the Gunflint Trail corridor area, on the northern edge of Grand Marais.

The North Shore Scenic Drive Council has recently constructed a gateway sign at the base of the Gunflint Trail. The sign follows the theme of the NSSD but includes the Gunflint Trail logo on it. The sign looks similar to the design of the one created for Knife River. *(See page "12" photo.)*

INTERPRETIVE SIGNS

The Gunflint Trail Scenic Byway committee goals include development of an interpretative plan with area-appropriate signs. *(Please see the goals section.)*

COMMERCE & DEVELOPMENT

New development along the Gunflint Trail is highly scrutinized by the residents. This sentiment was reflected by the results of the Gunflint Trail Scenic Byway Survey. There is very little land that is privately held along the corridor. There are zoning and setback regulations that maintain a degree of protection for the natural qualities of the area.

There are no properties zoned general commercial along the Gunflint Trail. This maintains the natural integrity along the 57 mile highway. Grassroots support helped successfully stop a recent attempt to rezone a property to general commercial, as this is not in keeping with the natural qualities of the Trail. The resorts, canoe outfitters, and other businesses adjacent to the Gunflint Trail are zoned “resort commercial/residential”.

It cannot be assumed that publicly held land will remain in the public trust. Proposals to trade or sell public land have been made in the past and will continue in the future. Communications with residents and businesses of the Gunflint Trail have made it possible for the committee to maintain the intrinsic natural quality of the Gunflint Trail through grass roots efforts opposing or supporting proposed changes.

EXISTING DEVELOPMENT STRATEGIES

LAND MANAGEMENT: USDA Forest Service, Cook County, Minnesota DNR

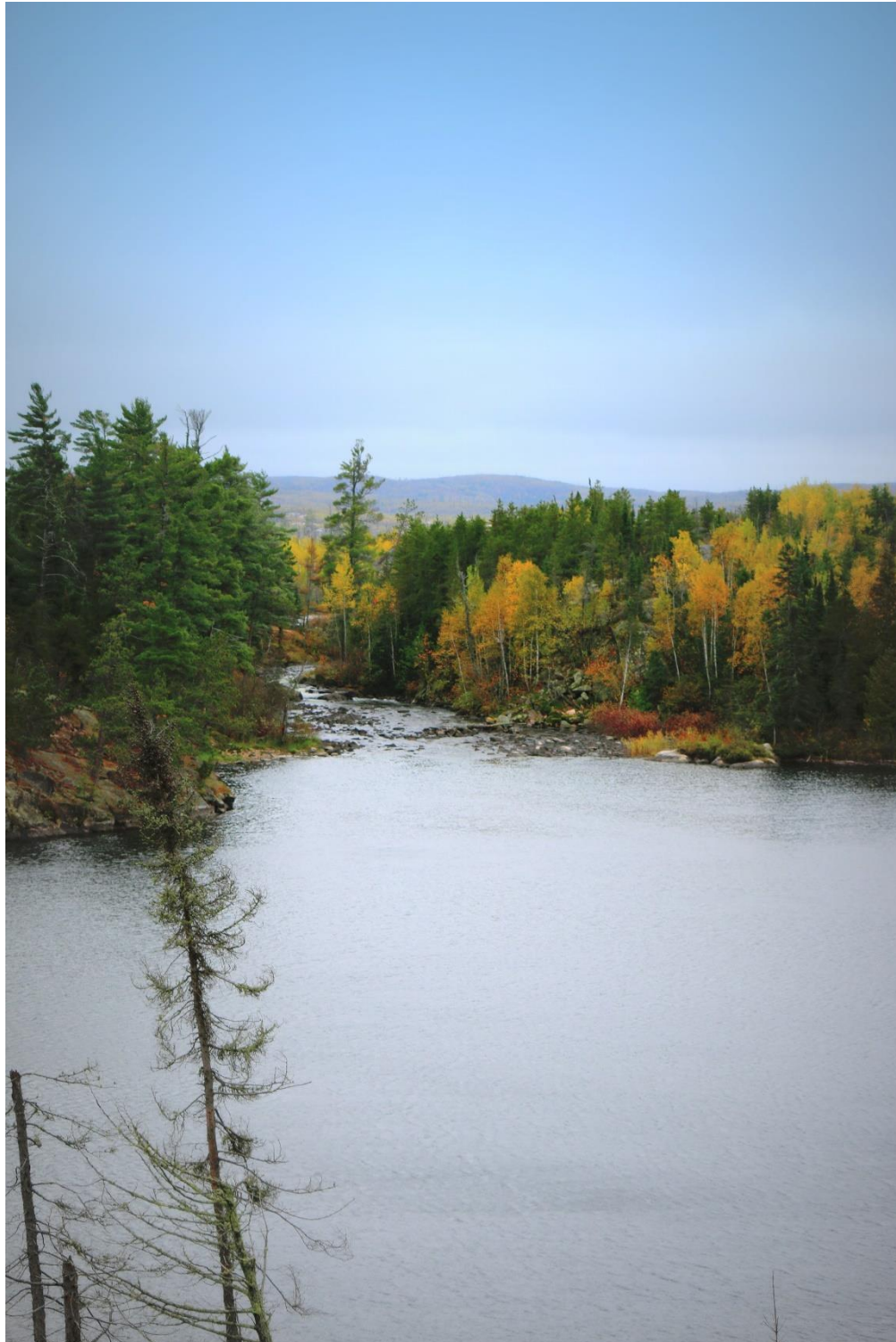
ZONING: FAR3, and Resort/Commercial, Ordinance: http://www.co.cook.mn.us/zoning/zoning_ord.html ; http://www.co.cook.mn.us/zoning/zon_ord/zoning_ordinance.pdf (lot size, set backs)

BUILDING CODES: Cook County

ROAD/HIGHWAY: Construction using federal funds which change the roadway alignment must go through a 1) a historical assessment by the Minnesota Historical Society (application submitted through the Minnesota Department of Transportation), 2) an environmental assessment through the Minnesota Heritage and Information System (http://www.dnr.state.mn.us/ecological_services/nhnrp/nhis.html) and the Department of Interior Fish and Wildlife Department. Other agencies which may become involved, dependent upon species of plant, animal, or bird are the USDA Forest Service, Minnesota Department of Natural Resources, and Native Americans (Indian).

ROADSIDE: Roadside management is USDA Forest Service except where private property. About half of the roadway (from Poplar to the end) is designated “recreational use in a scenic area” by the USDA Forest service, and is in management area code G1. USDA Forest Service “Land and Resource Management Plan,” 2004 is currently being used. Current area of treatment is Devil Trout (2007) on lower ¼ of roadway length, fuels reduction treatment.
<http://www.fs.fed.us/r9/forests/superior/>

Most of the existing development fits well into the overall appeal of the Gunflint Trail. Most architecture reflects construction of native woods, and landscaping includes use of native trees and shrubs to mask buildings. If new development is proposed, the GTSB hopes to work closely with Cook County, including Planning and Zoning, to assure this integrity is maintained.



TRANSPORTATION

SAFETY ON THE ROAD

The Gunflint Trail, Cook County Road 12, weaves and curves its way through Superior National Forest and the Boundary Waters Canoe Area Wilderness eastern corridor. The roadway contains big hills and little hills, some with curves. Drivers of the Gunflint Trail are constantly adjusting their speed, braking, then speeding up. While the curves and hills add to the beauty and uniqueness of the Gunflint Trail, in some areas changes to the road alignment, signage, and painted stripes would increase safety.

The Cook County Highway Engineer has proposed a safety audit of the Gunflint Trail, and has received a 2009-2010 grant for painting wider outer stripes on the first 26 miles of roadway.

The Gunflint Trail is located in a northern forest. Road hazards include snow and ice in winter, and wildlife during all seasons. Additional hazards occur when vehicles stop to view the wildlife.

The Gunflint Trail Scenic Byway Committee is working with the Cook County Highway Engineer to enhance the safety of the roadway while preserving its scenic qualities.

ACCOMMODATING COMMERCE

The Gunflint Trail is designed and maintained to accommodate passenger car traffic, logging trucks, and large delivery trucks, such as those used by the food vendors and lumber yards. Recreational vehicles have no trouble driving the roadway. There are no overhead bridges.

When logging is in progress in an area adjacent the Gunflint Trail, special signs are installed with the message, “Caution Logging Activity Ahead” or “Caution Truck Traffic Ahead” to encourage travelers to slow down and become extra vigilant.

The Cook County Highway Department measures the traffic on the Gunflint Trail every 3-5 years. This measurement is required for determination of the amount of highway funds MNDOT provides to the county. In 2010 the research showed 2300 vehicles per day in the first section of the Gunflint Trail, from Grand Marais to the Devil Track Road; 1300 vehicles per day in the second section, Devil Track Road to Greenwood Road; 710 vehicles per day from Greenwood Road to Cook County Road 92; 460 per day from Cook County Road 92 to Tuscarora Road; and 170 vehicles per day from Tuscarora Road to the “end” of the Gunflint Trail. These numbers are slightly lower than in 2005. The county estimates 5% of the vehicles are commercial trucks. The county also uses a “traffic factor” to determine future traffic volume. The traffic factor for the Gunflint Trail is 1.4 over the next 20 years. All highway and roadside maintenance is the responsibility of Cook County.

PULL-OUTS AND INTERPRETATIVE AREAS

Currently pull-outs are located at:

- Pincushion Mountain Overlook
- George Washington Pines
- South Brule River
- Moose Viewing Area
- Swamper Lake
- Laurentian Divide
- Mayhew Lake
- Iron Lake
- Gunflint Lake (overlooking Canada)
- Cross River
- Kekakabic Trail
- Magnetic Rock Trail

(Additional pull-outs may be identified, and are identified in the “Goals” chapter.)



FUTURE DEVELOPMENT

DEVELOPMENT RELATED TO ROAD

The Gunflint National Trail Scenic Byway committee does not anticipate any modifications to the roadway in the next 20 years, except as determined necessary for safety. The road is surrounded by the Boundary Waters Canoe Area Wilderness (BWCAW) (a Federal road less wilderness area) and Superior National Forest. There is little room to change the location of the road, nor are any changes necessary.

The small amounts of private, Federal, and State land not within the BWCAW are regulated by the County, USDA Forest Service, and Minnesota Department of Natural Resources, respectively.

COOK COUNTY HIGHWAY PLANS

Cook County Road 12 is a State Aid Road, National Forest Highway designation (for road funding). Cook County has a 66-foot easement with the USDA Forest Service (33 feet either side of center line). Vegetation management for the most part is USDA Forest Service.

Projects included in 5-year plan of the Cook County Highway department:

- 1) 2014 – Cross River Bridge east to Fox Ridge Road, bituminous and shoulder replacement and culvert replacements, subgrade repairs where applicable
- 2) 2015 – Fox Ridge Road east to County Rd 92 West, bituminous and shoulder replacement, subgrade repairs where applicable

FUTURE PLANS

When projects such as re-paving or re-alignment are planned, the Gunflint Trail National Scenic Byway committee suggests the county add extra paved shoulder width for pedestrians. The committee plans to assist in replanting the roadside shoulders with native wildflowers and grasses post-construction.

IMPACT ON THE BYWAY

The GTSB foresees minimal impact upon the Gunflint Trail intrinsic qualities due the planned roadway maintenance, but will continue communications with the Cook County Highway Department.

DEVELOPMENT RELATED TO BYWAY

At this time, the GTSB is not aware of proposed development which would change the natural or historic value of the roadway, but continues to monitor any proposals through close communications with all agencies involved in roadway management.

(Interpretative areas and roadway enhancement goals are noted in the “Goals” chapter.)

MARKETING POSITIONING NATIONAL SCENIC BYWAY

KEY MARKETING MESSAGES

- Designed to enhance the quality of traveling the route through education, promotion, and interpretation
- Include wilderness message such as “leave no trace”
- Include specific opportunities for residents and youth

Key Marketing Messages revolve around natural and intrinsic historic qualities — including, but not limited to:

- Wildlife, Birds, Fish
- Wildflowers, Trees, Berries, Mushrooms
- Geology, Lakes
- Climate
- History – archeology, native peoples, mining, logging, resorts, recreation, residents
- Preserve, protect, and conserve the roadway and surrounding area

TARGET AUDIENCE

GOALS

- Increase the awareness of the Gunflint Trail National Scenic Byway existence and designation
- Leverage marketing dollars through partnerships and cooperative ventures with other organizations
- Coordinate and produce educational and interpretative materials to be used by residents, visitors, and area businesses
- Enhance and promote existing resources which complement the natural and historic intrinsic qualities

OBJECTIVES

- Create awareness among residents and other travelers of the Gunflint Trail of the natural and historical intrinsic qualities which enhance the driving experience.
- Assist Gunflint Trail area businesses in creating a year-round healthy economy, with year-round, rather than seasonal employment, thus stabilizing the overall economic base.

STRATEGIES

The main strategy of marketing is to create awareness among area agencies and organizations of the assets of the Gunflint Trail National Scenic Byway, so that those agencies and organizations include the GTSB in their marketing and promotions. This awareness includes promotion of the need to preserve the integrity of the Gunflint Trail and the Gunflint Trail corridor.

(Other strategies are noted in the “Goals” section of this document.)

INTERPRETING OUR SCENIC BYWAY

COMMITMENT TO INTERPRETATION

Preserving and enhancing the driving experience for residents and visitors is the main goal of the GTSB committee. The commitment includes:

- Building Awareness via the Byway Branding
- Strategic Partnerships with businesses and agencies (USDA Forest Service, DNR, MNDOT)
- Focus on Natural & Historical Intrinsic Qualities through education, interpretation, and preservation

STRATEGIES FOR INTERPRETATION

WEBSITE: Created in early 2007. In 2008 an interactive map and podcast were added.

SPECIAL EVENTS: The first event planned is the “Gunflint Green-Up” and “Ham-Run” May 3, 2007, a tree-planting event in the Ham Lake Fire area in conjunction with Minnesota’s Sesquicentennial; and in October 2007, “A Taste of the Gunflint Trail” in partnership with the Gunflint Trail Association and the Gunflint Trail Historical Society.

FILM AND VIDEO: “A Taste of the Gunflint Trail” video was created using a grant from Explore Minnesota Tourism. The video is available at <http://gunflintrail.com> <http://gunflintrailscenicbyway.com> and other websites.

PUBLIC RELATIONS: Visits and presentations to the homeowners groups along the Gunflint Trail by the GTSB committee chair have kept the residents informed of the National Scenic Byway, its existence and future plans.

USE OF SB LOGO: The Gunflint Trail National Scenic Byway logo is prominent on the Grand Marais water tower, just outside of Grand Marais, on the road signs, and materials related to the byway, including its website.

INTERPRETIVE TRAILS: Wildflower Sanctuary, Moose Viewing Area (add wildflowers and birds), Chik-Wauk Museum and Nature Center.

RECOMMENDED ENHANCEMENTS

SHORT TERM: Short-term enhancements may include signs recognizing the Ham Lake Fire areas, planting pine in the Ham Lake Fire area, planting native wildflowers and plants with signs denoting the seed scattering in road improvement areas is sponsored by the GTSB, recovering the abandoned “Wildflower Sanctuary”, partnering with the Gunflint Trail Historical Society’s “Chik-Wauk” Museum and Nature Center.

LONG TERM Long-term enhancements may include interpretative trails in the Ham Lake Fire area, upgrading the Wildflower Sanctuary, interpretative trail along Cross River, interpretative trails in partnership with Chik-Wauk Museum and Nature Center, expand the “Moose Viewing Area” to include a birding area with bird checklist (this area is the summer home to many neotropical warblers and Boreal Chickadee), add a “Birding Trail” with a route which weaves its way along the Gunflint Trail, including side trips along Lima Mountain Road.

STRATEGY TO PRESERVE/ENHANCE IQ

COMMITMENT TO PRESERVATION & ENHANCEMENT

A subcommittee of the Gunflint Trail Scenic Byway committee recently completed a Vegetation Management Plan which incorporates an inventory of the vegetation types, the visual quality expected along the roadway, and the forest management practices of the USDA Forest Service and Minnesota Department of Natural Resources, including logging.

A July 2012 report entitled Architecture-History Inventory and Evaluation of the Gunflint Trail (CSAH 12), Cook County, Minnesota was prepared and evaluates the road's National Register of Historic Places eligibility. The Gunflint Trail was determined to be eligible for the National Register of Historic Places by the Minnesota State Historic Preservation Office in 2000. The report recommends that the Rural Cook County Segment of the Gunflint Trail (From just north of Grand Marais to the end of the trail) is eligible for the National Register under Criterion A (broad patterns of history) in the areas of Transportation, Entertainment/Recreation, and Conservation. The recommended level of significance is State and period of significance is 1945-1978.

MONITORING AND REGULATING PRESERVATION

The members of the GTSB committee represents the organizations which have the greatest impact on preservation of the roadway: the USDA Forest Service, Minnesota Department of Natural Resources, Cook County, and the residents. Members of the committee provide information at the regular meetings which include timber sales, roadway upkeep construction, vegetation management for fuels, and any applications for zoning changes or building ordinance change requests. The committee determines the impact of each report to the Gunflint Trail corridor, and responds accordingly.

The GTSB and DNR maintain an open dialog and work cooperatively on such issues as timber sales, land exchanges, and reforestation. The GTSB worked actively with the community in appointing citizen representatives to meet with the Ham Lake Fire Forest Recovery Plan team, and has worked closely with the USDA Forest Service in securing local seed source tree seedlings for replanting the Ham Lake Fire area.

The committee supports the recommendations made in the Architecture-History Inventory and Evaluation of the Gunflint Trail (CSAH 12), Cook County, Minnesota and monitors any proposed projects or work which may affect the historic status of the roadway to ensure compliance with historic places standards.

The GTSB has taken a strong position in combating invasive species of plants, and locating local seed sources to replant roadway shoulders where the telephone company installed new buried cable.

STRATEGIC PLANS & PARTNERSHIPS

Public involvement is a part of the strategic plan. The appendix includes notes from a community meeting in July 2007 which gave citizens the opportunity to express their “wishes and worries” surrounding the Scenic Byway and results of the 2014 Gunflint Trail Scenic Byway Survey which was completed by 430 respondents.

The business community, represented by the Gunflint Trail Association, fully supports the Scenic Byway, and the application for National designation. Other area partners and/or potential partners include the Gunflint Trail Historic Society, Gunflint Trail lake homeowners associations, Hedstrom’s Lumber Mill (Wildflower Sanctuary landowner), the Grand Marais Area Tourism Association and Chamber of Commerce, Lutsen Tofte Tourism Association, Visit Cook County, Iron Range Resources, Minnesota Arrowhead Association, and Explore Minnesota Tourism.

The purpose of this Corridor Management Plan is to serve as a guideline for current and future projects in the Gunflint Trail corridor. All projects should meet the standards set in the vision statement and goals of the Corridor Management Plan. The Corridor Management Plan is, however, somewhat fluid. Changes in the future may be necessary due to unforeseen circumstances, such as project funding. Also, evaluation and compliance may lead to adaptation and re-working of the plan based upon changing conditions, including, but not limited to natural events.

Standards set by the 2010 Vegetation Management Plan and 2012 Architecture-History Inventory and Evaluation of the Gunflint Trail documents will also be used to evaluate all future improvements and changes to ensure they support the historic and natural qualities of the corridor.

The main vision of the Gunflint Trail National Scenic Byway, however, will not change: sustaining, enhancing, and preserving a safe Gunflint Trail roadway and corridor.

GOALS

Communication

Goals	Timeline	Organizations & Agencies Involved
Once per year workshop with all strategic GTSB partners, including but not limited to the USDA Forest Service, Minnesota DNR, Cook County, Gunflint Trail Association, and the Gunflint Trail Scenic Byway committee. The purpose of this meeting is to review all current and proposed activities which may impact the GTSB.	0 – ongoing	GTSB committee, GTA, USDA Forest Service, DNR, Cook County
Once per year jointly meet with the North Shore Scenic Drive, All American Road committee.	0 – ongoing	GTSB committee, North Shore Scenic Drive committee
Once per year e-newsletter to Gunflint Trail property owners.	0 – ongoing	GTSB committee
As needed meetings with property owners and strategic partners.	0 – ongoing	GTSB committee, GTA, USDA Forest Service, DNR
Create and maintain a Gunflint Trail kiosk with natural and historical interpretation at George Washington Forest parking area	3-5 years	GTSB, GTA, USDA Forest Service, volunteers, Minnesota Office of Tourism, Minnesota Historical Society

Interpretive Plans — Natural

Goals	Timeline	Organizations & Agencies Involved
Enhance existing trail: End of the Trail Campground “Nature Trail”	0-1 year	GTSB, USDA Forest Service
Enhance and add to trail: “Moose Viewing Area” — Add birding and wildflower components	1-5 years	GTSB, USDA Forest Service, volunteers
Enhance water vistas and designate/enlarge existing parking: the Brule Rivers, Moose Pond (by viewing area), Mayhew Lake, Cross-River, Seagull Creek	3-5 years	GTSB, Cook County Highway Department, USDA Forest Service, DNR
Interpret the geology of the Gunflint Trail (5-10 years)	5-10 years	GTSB, and to be determined
Interpret the forest story of the Gunflint Trail (5-10 years)	5-10 years	GTSB, USDA Forest Service, DNR, volunteers

Interpretive Plans — Historic

Goals	Timeline	Organizations & Agencies Involved
Gunflint Trail roadway history – locate original foot print	5-10 years	Gunflint Trail Historical Society, GTSB, Minnesota Historical Society, businesses, volunteers

Vegetation Management Plan

Goals	Timeline	Organizations & Agencies Involved
Plant trees in disturbed areas, beginning with Ham Lake Fire area (with plans for releasing trees in future years), event to be called “Gunflint Green Up”	0-ongoing	GTSB, USDA Forest Service, volunteers, GTA, lots of other helpers
Continuing education for the community about invasive vegetation species	0-ongoing	GTSB, USDA Forest Service, Cook County Highway Department, Cook County Extension Service, DNR, volunteers
Work with Cook County Highway department to re-plant shoulders and corridor areas when disturbed by roadway maintenance/rehabilitation – both native trees and wildflowers	0-ongoing	GTSB, Cook County Highway Department, USDA Forest Service, Cook County Extension Service, private businesses, volunteers

APPENDICES

Official Designation as Scenic Byway:

*The Gunflint Trail, Cook County Hwy 12,
was officially designated as a
Minnesota Scenic Byway in June of 1999, and
National Scenic Byway in October of 2009*

APPENDIX A: SCENIC BYWAY COMMITTEE

Committee Members

Barbara Young: Resort Owner*

Bruce Kerfoot: Resort Owner*

David Betts: Cook County Highway Engineer

Eleanor Lease: Resident*

Fred Smith: Resident*

Heidi Doo-Kirk: Cook County Commissioner

Nancy Seaton: Resort Owner*

Sue Weber: Resident, Visit Cook County*

Suzzane Cable: USDA Forest Service

Bob Slater: Minnesota Department of Natural Resources

Howard Hedstrom: Business Owner

Jim Raml: Resident*

Linda Hendrickson: Seasonal Resident*

Tersenia Schuett: Seasonal Resident*

** working committee members*

APPENDIX B: VISIONING PROCESS

Visioning Results

Gunflint Trail Scenic Byway Public Meeting, June 29, 2007

IN ATTENDANCE

Karl Hansen, facilitator

Nancy Seaton, Sue Weber, Fred Smith, Jim Johnson (Cook County Commissioner), Sue Kerfoot, Lisa Wagner, Dennis Nietzke, Duane Lula, Barb Bottger, John Bottger, Sue Prom, Ted Young, Barbara Young, Sarah Hamilton, Lee Zopff, David Little, Biz Clark, Sue Sutphin, Robert Hyatt, Doug Graham, Leanne Adams, Ron Hemstad, Betty Hemstad, Douglas Tuttle, Ginny Tuttle, Forrest Parsons, John Hendricksson, Julie Hendricksson.

WISHES

#1 Priority: Natural and Historical Qualities:

Preserve the wilderness character of the Gunflint Trail (12 votes)

#2 Priority: Natural Quality: Planting red and white pine (4 votes)

#3 Priority: (3 votes each)

Historical: Finish Chik-Wauk Museum and Nature Center

Natural: Enhancement and preservation of natural vegetation

Natural and Historical: Tasteful signage (place/name signs) and interpretative signs.

Natural: Restore the Wildflower Sanctuary

Natural: See more moose and less deer

Other: Keep residents well informed

#4 Priority: (2 votes each)

Natural and Historical: Preserve the feel of the old Gunflint Trail (trees come close to the roadway) in areas such as between the North and South Brule Rivers

Other: Discourage ATV tourism around the Gunflint Trail area

#5 Priority: (1 vote each)

Natural: Attention to invasive vegetation species

Natural: Self-directed educational nature walks

Other: Better signage for the Gunflint Trail in Grand Marais

Other: Input into ongoing management plan, including interagency plans

LISTED WISHES (but receiving no votes):

- Natural: More open spaces and overlooks
- Natural and Historical: Preserve the “Old Gunflint Trail” (CR 92)
- Natural: Use less chemical treatment on road and shoulders in summer and winter
- Historical: Keep the Gunflint Trail the same as it is, no added signage, no more parking areas
- Historical: Present information from the Gunflint Trail cookbook (A Taste of the Gunflint Trail) and more similar information
- Other: Biking and walking paths on the shoulder of the Gunflint Trail or adjacent to the Gunflint Trail
- Other: Less traffic and less noise from traffic
- Other: Speed bumps
- Other: Adequate, safe parking
- Other: Places to pull off the roadway
- Other: Democratic process in the Scenic Byway committee— wish everyone to feel a part of it
- Other: Dennis (Nietzke) stay on the forest (Superior National Forest) forever
- Other: Better enforcement of speed limits
- Other: Yellow and white stripes on the pavement be painted in the spring

WORRIES (in order of number of votes cast):

- Being able to strike a balance between preservation of the Gunflint Trail and helping the businesses to survive economically (7 votes)
- Too much regulation – wants to see more democratic way to determine policy (large group vs. small) (7 votes)
- Survival of the resorts and lodges (6 votes)
- Marketing could attract the “wrong crowd” – people who don’t appreciate the area (5 votes)
- Zoning issues/concerns, set-backs, number of lots and/or homes on each lake (4 votes)
- Increased traffic not necessarily an economic benefit to existing businesses (1 vote)
- Afraid marketing will over-achieve, don’t want over-commercialization or over-population (1 vote)

MENTIONED (no votes):

- Fire department and EMS personnel for an aging population/residents, public safety, health
- Increased traffic as a result of the National designation
- Litter
- Roadside/curbside garbage pick-up – and bear-related problems
- Don’t want to see hordes of people
- Don’t want new commercial development or more lights
- National designation may make Gunflint Trail more vulnerable to fears stated

APPENDIX C: DEMOGRAPHICS

Cook County Population & Demographics

The Gunflint Trail community is included in the Cook County and Grand Marais census.

INFO FROM COOK COUNTY ECONOMIC DEVELOPMENT ANALYSIS

Following is a breakdown of the employment sectors reported in the 2010 U.S. Census between tourism related businesses/services, other primary industries and support businesses/ services, based on which of these broader categories the subcategory seemed to best fit.

TOURISM RELATED BUSINESSES AND SERVICES EMPLOYMENT

Accommodation, Food Services, Recreation, Arts & Entertainment	659	23.3%
Retail Trade	288	10.2%
Construction	208	7.3%
Manufacturing	85	3%
Other Services	193	6.8%
Real Estate (and Rental and Leasing)	246	8.7%
	1,679	59.3%

OTHER PRIMARY INDUSTRY EMPLOYMENT

Agriculture, Mining, Forestry, Fishing, Hunting, and Other Non-Tourism	104	3.7%
Education, Health Care, and Social Services	389	13.7%
Public Administration	204	7.2%
Professional, Scientific, Management, Administrative & Waste Management	290	10.2%
Transportation & Warehousing	69	2.4%
Information	36	2%
Wholesale Trade	63	1%
	1155	40.7%

Total Work Force 2,834

Source: 2010 U.S. Census

APPENDIX D: VISITOR PROFILE

Visitor Profile

MARKET PROFILE & OTHER INFORMATION

Profile & Demographics - Traveler Profile from Office of Tourism: http://www.industry.exploreminnesota.com/sites/f998bc45-3bdd-43f1-b100-04b8aaa908d1/uploads/MN_State_Traveler_Profile_Jun_05-May_06_2.pdf

Title: The Profile of Travelers in Minnesota

Summer 2005 through Spring 2006

(June 2005 – May 2006) (prepared for Minnesota Office of Tourism)

1. The Northeast region had the highest proportion of in-state travelers when compared with other regions. When compared with travelers in other regions, Northeast region travelers were more likely to be engaged in activities such as: sightseeing or driving for pleasure, driving on scenic byways, hiking, taking in city sites, visiting historic sites, and visiting other [than art] museums.

2. The average age of travelers was 43.5 years. Travelers in the Northeast tended to be, on average, younger (40.7 years) and older in the Southern region (47.0 years) when compared with travelers in other regions. The median household income was \$67,200 (all MN). Median incomes were highest among travelers in the Southern (\$73,600) and Metro (\$71,000) regions and lowest in the Northeast (\$62,300) and Northcentral/West (\$58,900) regions.

3. General Activities

Travelers in the Southern and Northeast regions more frequently mentioned dining out as an activity (67% and 66%) than did Northcentral/West region travelers (58%).

Northeast travelers were more likely to participate in sightseeing/driving for pleasure (45%) and driving on designated scenic byways (34%) than were travelers in other regions. Metro and Northeast travelers were more likely to take in city sites on their trip (23% and 28%). A higher proportion of travelers in the Northcentral/West region participated in casino gaming (20%) than did travelers in other regions. Viewing fall colors was more popular among Northcentral/West travelers (7%) than among those in the Metro (3%) and Southern (4%) regions.

4. State or national parks in Minnesota were predominantly visited by travelers in the Northeast (31%) and Northcentral/West (28%). Travelers in the Northeast were most likely to visit historic sites (29%) and other [than art] museums (22%). In contrast, travelers in the Metro region were most likely to go to amusement parks or carnivals while on their trip (13%) as compared to travelers in other regions.

5. Participation in active recreation was least likely among Metro region travelers (20%) and most likely among Northcentral/West and Northeast regions (65% and 61%). When compared with travelers in any other region, Northcentral/West travelers more frequently participated in fishing (24%), lake/river swimming (22%), motor-boating/water skiing (13%), biking (12%), and golfing (11%). Hiking was the most prevalent outdoor activity in the Northeast (31%) and to a lesser extent in the Northcentral/West (17%) versus the Metro and Southern regions. Additionally, a higher proportion of Northcentral/West and Northeast region travelers cited pool swimming as a trip activity (16% and 19%) than did Metro and Southern travelers. The incidence of wildlife viewing or bird watching was lowest among Metro travelers (1%), and for the Northeast region 11%.

THE MINNESOTA DEPARTMENT OF TOURISM REPORTS THE FOLLOWING STATISTICS FOR THE GRAND MARAIS AREA VISITOR (2005):

- Between 60-70% are from Minnesota.
- Over 50% are from either the Twin Cities or Chicago.
- 58% of the visitors come to the area two to three times a year.
- 45% are between the ages of 35-54.
- 27% are over the age of 65.
- 80% have some college education.
- 25% have an advanced degree.
- 60% are on a vacation or pleasure trip.
- 20% are visiting friends or relatives.
- 12% are passing through to go somewhere else.
- 7% are residents of the North Shore.
- 75% of those on vacation participate in outdoor recreation.
- The most popular autumn activity is viewing fall colors.
- The most popular winter activities include: cross-country skiing, snowmobiling, snowshoeing, and dog sledding.
- 75% are family groups.
- 42% of those family groups are empty nesters with grown children.
- 28% of those family groups are 2 parent families with children under the age of 18.
- 55% of repeat visitors do so with different companions at different times of the year.
- 35% of traveling parties consist of 4 people.
- 45% of traveling parties consist of 2-3 people.
- 72% visit during the summer.
- 13% visit during the fall.
- 9% visit during the winter.
- 6% visit during the spring.
- 80% travel by automobile or RV.
- The average daily traffic count ranges from 1,800 to 7,500 for tourist traffic.
- The average daily traffic count ranges from 125 to 370 for commercial traffic.

APPENDIX E: SCENIC BYWAY SURVEY

Gunflint Trail Scenic Byway Survey Results

A survey was developed and distributed by the Scenic Byway Committee in October 2014. The survey was distributed to all residents within the Gunflint Trail area and promoted on a number of websites and media outlets in Cook County. In the end, 430 responses were collected and analyzed for visioning the Corridor Management Plan update. A summary of key results are below.

What changes do you foresee within the Gunflint Trail area in the next 10 years?

*Actual responses were reviewed and categorized, some responses mentioned multiple categories

Categories	Response Percent	Response Count
Demographic Changes	22.8%	51
Development	18.8%	42
Environmental Changes	25.9%	58
No Changes	10.7%	24
Other Changes	8.0%	18
Recreational Changes	14.3%	32
Road/Traffic Changes	37.5%	84
Technological Changes	15.2%	34
Visual Changes	4.0%	9

What do you like/dislike about these changes?

*Based on reaction to responses in Q16.

Categories	Response Percent	Response Count
Dislike	52.3%	102
Like	30.8%	60
Unsure	28.7%	56

Please explain your ideal vision for the Gunflint Trail area. (In 10 years I would LIKE the Gunflint Trail area to be...)

*Actual responses were reviewed and categorized, some responses mentioned multiple categories

Categories	Response Percent	Response Count
A Vacation Destination	3.3%	8
Accessible/Connected	16.7%	41
An Ideal Community	4.5%	11
Bicycle/Pedestrian Friendly	8.6%	21
Other	2.0%	5
Preserved	66.9%	164
Reforested	5.3%	13
Safe	6.5%	16
Well Managed	9.4%	23

When you think of the Gunflint Trail area, which qualities come to mind? (Check all that apply)

Answer Options	Response Percent	Response Count
Scenic	94.8%	331
Historic	75.1%	262
Natural	90.3%	315
Archaeological	30.7%	107
Cultural	34.1%	119
Recreational	80.5%	281

Please rate the importance of protecting/enhancing each of the following qualities:

Answer Options	Very Important	Somewhat Important	Indifferent	Not Important	Response Count
Scenic	310	27	9	0	346
Historic	215	107	17	2	341
Natural	298	37	7	0	342
Archaeological	143	113	59	5	320
Cultural	141	116	51	10	318
Recreational	214	92	22	8	336

Q23. What is the most pleasing aspect of driving on the Gunflint Trail? (You may choose more than one)

Answer Options	Response Percent	Response Count
Vegetation/Forest	70.6%	240
Animal Viewing/Interaction	62.1%	211
Rustic "Wilderness" Feel	78.8%	268
Natural Formations (Geological, Hydrological, etc.)	47.6%	162
Sense of Place	52.4%	178
Quietness	64.7%	220

Q26. Relative to safety, please rate the following:

Answer Options	Satisfactory	Unsure	Unsatisfactory	Response Count
Speed Limits	268	29	35	332
Shoulder Widths	159	61	111	331
Sight Lines/Visibility	226	68	31	325
Hazard Signs	247	64	19	330
Patrol Enforcement	168	127	30	325
Animal Crossings/Signs	248	61	17	326
Pedestrian Crossings/Signs	216	81	29	326
Pull Outs and Parking Areas	195	74	57	326
Traffic Volume	213	89	20	322
Overall Safety	233	54	28	315

APPENDIX F: MORE INFORMATION

How people get information about the Gunflint Trail Scenic Byway

The following outlines existing facilities, web sites and media that address the needs of visitors for information.

Visitor services information IS provided at:

- Grand Marais Area Chamber of Commerce
- Grand Marais Area/Gunflint Trail Tourism Association Center
- Minnesota Tourism information centers throughout the state
- Explore Minnesota Tourism store at Mall of America
- USDA Forest service ranger stations
- Lutsen-Tofte Tourism Information Center
- Minnesota State Parks
- Businesses throughout the area

Sites that offer information on the Gunflint Trail:

- <http://www.gunflint-trail.com/> - Gunflint Trail Association
- <http://www.gunflintrailscenicbyway.com/> - Gunflint Trail Scenic Byway
- <http://www.gunflintrailhistoricalsociety.org/> - Gunflint Trail Historical Society
- <http://www.neminnesota.com/> - Northeastern Minnesota Tourism
- <http://www.exploreminnesota.com/where-to-go/scenic-byways/> - Minnesota Office of Tourism, Northeastern Minnesota
- <http://www.superiorbyways.com/> - Northeastern MN Scenic Byways
- <http://www.fhwa.dot.gov/byways/byways/13548> - National Scenic Byways
- <http://www.grandmarais.com> - Grand Marais
- <http://www.exploreminnesota.com/> - Explore Minnesota Tourism
- <http://www.fs.usda.gov/recarea/superior/recreation/recarea/?recid=75002&actid=105> - Superior National Forest
- <http://www.gunflint911.org/community.cfm> - Gunflint Trail Volunteer Fire Department
- <http://www.visitcookcounty.com/communities/gunflint-trail/> - Visit Cook County
- <http://www.canoecountry.com/> - Regional Business Owner
- <http://www.northshoreinfo.com/> - Regional Business Owner
- <http://www.northshorevisitor.com/> - Regional Business Owner
- Most businesses, bed & breakfasts, and restaurants also have websites.

OTHER GUNFLINT TRAIL INFORMATION MAY BE FOUND IN:

USFS publications that describe the Gunflint Trail

- Newspaper, magazine and broadcast news stories
- Word of mouth referrals
- Array of Gunflint Trail brochures
- Byways publications
- Advertising, individual business brochures, Grand Marais Tourism brochures, Northeast MN tourism brochures, MN EMT brochures/magazines, print ads, radio ads, TV ads, etc.