

Scoping Report

Oregon, California, Mormon Pioneer, and Pony Express National
Historic Trails Feasibility Study Update and
Revision/Environmental Assessment



Free Emigrant Road, Oregon - NPS Photo

September 2011

U.S. Department of the Interior
National Park Service
National Trails Intermountain Region

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Meek Cutoff, Photo by J. Hambleton

ACRONYMS AND ABBREVIATIONS

FS / EA	Feasibility Study / Environmental Assessment
CALI	California National Historic Trail
GIS	Geographic Information System
MOPI	Mormon Pioneer National Historic Trail
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NHT	National Historic Trail
NPS	National Park Service
OCTA	Oregon-California Trails Association
OREG	Oregon National Historic Trail
PEPC	Planning, Environment, and Public Comment (NPS planning website)
POEX	Pony Express National Historic Trail
SHPO	State Historic Preservation Office

INTRODUCTION AND BACKGROUND

The National Park Service (NPS) is preparing an environmental assessment (EA) for the update and revision of the feasibility and suitability study for the Oregon, California, Mormon Pioneer, and Pony Express National Historic Trails. The feasibility study and EA is being done in compliance with the National Environmental Policy Act (NEPA) to provide the decision-making framework that 1) analyzes a reasonable range of alternatives, 2) evaluates potential issues and impacts to trail resources and values, and 3) identifies mitigation measures to lessen the degree or extent of these impacts. This project will also be conducted in accordance with §106 of the National Historic Preservation Act (NHPA) and other applicable laws, regulations, and policies.

This report summarizes comments, feedback, and input received from the public in the late spring and summer of 2011 during scoping for a feasibility study regarding the possible designation and addition of 64 routes to the existing Oregon, California, Mormon Pioneer, and Pony Express National Historic Trails. The feasibility study update and revision / environmental assessment was authorized by Congress in the 2009 with the Omnibus Public Land Management Act (Public Law 111-11 Section 5302.)

Scoping was conducted by a team of NPS planners, historians, and managers from the National Trails Intermountain Region (Santa Fe and Salt Lake City offices). In planning and executing a series of public scoping meetings, NPS staff were assisted by agency staff and private-sector volunteers, and staff from various city and county governments, chambers of commerce, museums and heritage centers, historical societies, and visitor attractions.

Scoping involves presenting the broad outlines of a project and soliciting input as to issues, concerns, and opportunities that might arise as a result of project implementation. Scoping is a process that federal agencies pursue in the early stages of preparing feasibility studies and environmental analyses. Scoping is intended to encourage public participation and solicit public input on the scope and significance of a proposed action (see the *Code of Federal Regulations*, Title 40, Part 1501.7). Comments received during scoping help the National Park Service identify issues and concerns, and allows the agency to develop effective alternatives.

OVERVIEW

The purpose of the feasibility study will be to evaluate the feasibility and suitability of adding certain routes to the already designated California, Mormon Pioneer, Pony Express, and Oregon national historic trails. These determinations will be made in accordance with the 1968 National Trails System Act, Public Law 90-543 (16 U.S.C. 1244) as amended.

The purpose of a national historic trail is the identification and protection of a historic route and its historic remnants for public use and enjoyment. National historic trails are extended trails that follow as closely as possible and practicable the original routes of travel that are of national significance.

The Oregon, California, Pony Express, and Mormon Pioneer National Historic Trails commemorate important aspects of nineteenth-century United States history. These trails facilitated the migration and settlement of an enormous population of Americans, Europeans, as well as African Americans and Asians to a lesser extent, in the West. These trails also profoundly impacted and altered the history of American Indian groups scattered over a large territory. These trails fostered commerce and communication, which brought all parts of the country closer together. Ultimately, these emigrant trails encouraged the development of transcontinental railroads, which further facilitated commerce, the exchange of ideas and products, and continued settlement across wide expanses of remote western lands.

Recognition, designation, and preservation of the nation's historic trail system evolved, in the recent past, since the years of preparation for and celebration of the U.S. bicentennial in the 1970s. In the fall of 1968, Congress created the National Trails System Act (Public Law 90-543, codified at 16 United States Code Section 1241, et. seq.). This law and its subsequent amendments brought about the creation of several national historic trails, including the Oregon, Mormon Pioneer, California, and Pony Express National Historic Trails. In 1978, Congress authorized the Oregon and Mormon Pioneer National Historic Trails to commemorate these significant routes of overland travel and to promote their preservation, public use, and appreciation. Congress authorized the California and Pony Express National Historic Trails in 1992.

The National Trails System Act did not designate all of the routes traveled by emigrants using these four major trails; emigrants did not follow just one route. Between the early 1840s and 1869, when the completion of the transcontinental railroad drastically curtailed overland wagon travel, emigrants heading west developed numerous braided branches and cutoffs of a main trail. These alternate historic routes crossed a total of nearly 12,000 miles of plains, mountains, and desert across parts of twelve states. These additional routes feature numerous important cultural and natural resources. In recognition of the complexity and historical importance of additional routes, Congress authorized the Secretary of the Interior to conduct additional studies to determine the "feasibility and desirability of designating other trails as . . . national historic trails enacting a bill that asks for the revision of suitability and feasibility studies of the Oregon, Pony Express, California, and Mormon Pioneer National Historic Trails.

Section 5 of the National Trails System Act (16 U.S.C. 1244) was amended by calling for the Secretary of the Interior to revise the feasibility and suitability studies for the Oregon, California, Mormon Pioneer, and Pony Express National Historic Trails and to consider 64 possible additions to the trails. The legislation called for completion and submission of a study to Congress that examines the following:

The Secretary of the Interior shall undertake a study of the routes of the Oregon Trail listed in subparagraph (B) and generally depicted on the map entitled 'Western Emigrant Trails 1830/1870' and dated 1991/1993, and of such other routes of the Oregon Trail that the Secretary considers appropriate, to determine the feasibility and suitability of designation of one or more of the routes as components of the Oregon National Historic Trail.

The routes to be studied for addition to the Oregon National Historic Trail include:

- Whitman Mission route
- Upper Columbia River
- Cowlitz River route
- Meek cutoff
- Free Emigrant Road
- North Alternate Oregon Trail
- Goodale's cutoff
- North Side alternate route
- Cutoff to Barlow road
- Naches Pass Trail

According to the legislation, the routes to be studied for addition to the Pony Express National Historic Trail include:

- approximately 20-mile southern alternative route of the Pony Express Trail from Wathena, Kansas, to Troy, Kansas, and such other routes of the Pony Express Trail that the Secretary considers appropriate, to determine the feasibility and suitability of designation of one or more of the routes as components of the Pony Express National Historic Trail.

The legislation called for the study to include the following:

... Missouri Valley, central, and western routes of the California Trail listed in subparagraph (B) and generally depicted on the map entitled 'Western Emigrant Trails 1830/1870' and dated 1991/1993, and of such other and shared Missouri Valley, central, and western routes that the Secretary considers appropriate, to determine the feasibility and suitability of designation of one or more of the routes as components of the California National Historic Trail.

The routes to be studied for addition to the California National Historic Trail include the following:

- MISSOURI VALLEY ROUTES
 - Blue Mills-Independence Road
 - Westport Landing Road
 - Westport-Lawrence Road
 - Fort Leavenworth-Blue River route
 - Road to Amazonia
 - Union Ferry Route
 - Old Wyoming-Nebraska City cutoff
 - Lower Plattsmouth Route
 - Lower Bellevue Route
 - Woodbury cutoff
 - Blue Ridge cutoff
 - Westport Road
 - Gum Springs-Fort Leavenworth route
 - Atchison/Independence Creek routes

- Fort Leavenworth-Kansas River route
- Nebraska City cutoff routes
- Minersville-Nebraska City Road
- Upper Plattsmouth route
- Upper Bellevue route
- CENTRAL ROUTES
 - Cherokee Trail, including splits
 - Weber Canyon route of Hastings cutoff
 - Bishop Creek cutoff
 - McAuley cutoff
 - Diamond Springs cutoff
 - Secret Pass
 - Greenhorn cutoff
 - Central Overland Trail
- WESTERN ROUTES
 - Bidwell-Bartleson route
 - Georgetown/Dagget Pass Trail
 - Big Trees Road
 - Grizzly Flat cutoff
 - Nevada City Road
 - Yreka Trail
 - Henness Pass route
 - Johnson cutoff
 - Luther Pass Trail
 - Volcano Road
 - Sacramento-Coloma Wagon Road
 - Burnett cutoff
 - Placer County Road to Auburn

The legislation called for the study to include the following:

The Secretary of the Interior shall undertake a study of the routes of the Mormon Pioneer Trail listed in subparagraph (B) and generally depicted in the map entitled ‘Western Emigrant Trails 1830/1870’ and dated 1991/1993, and of such other routes of the Mormon Pioneer Trail that the Secretary considers appropriate, to determine the feasibility and suitability of designation of one or more of the routes as components of the Mormon Pioneer National Historic Trail.

The routes to be studied for addition to the Mormon Pioneer National Historic Trail include:

- 1846 Subsequent routes A and B (Lucas and Clarke Counties, Iowa)
- 1856–57 Handcart route (Iowa City to Council Bluffs)
- Keokuk route (Iowa)
- 1847 Alternative Elkhorn and Loup River Crossings in Nebraska
- Fort Leavenworth Road; Ox Bow route and alternates in Kansas and Missouri (Oregon and California Trail routes used by Mormon emigrants)

- 1850 Golden Pass Road in Utah

In addition to the above, the study was directed by Congress to include an examination of:

...shared routes of the California National Historic Trail and Oregon National Historic Trail listed in subparagraph (B) and generally depicted on the map entitled 'Western Emigrant Trails 1830/1870' and dated 1991/1993, and of such other shared routes that the Secretary considers appropriate, to determine the feasibility and suitability of designation of one or more of the routes as shared components of the California National Historic Trail and the Oregon National Historic Trail.

Shared routes to be studied include the following:

- St. Joe Road
- Council Bluffs Road
- Sublette cutoff
- Applegate route
- Old Fort Kearny Road (Oxbow Trail)
- Childs cutoff
- Raft River to Applegate

PLANNING AREA DESCRIPTION

As noted in the legislation for the proposed national historic trails study routes, the planning area at its minimum includes the 64 identified study routes. The secretary is further directed to consider any other such routes of the four national historic trails that are considered appropriate, to determine the feasibility and suitability of designation of one or more of the routes as components of the four already designated trails.

Planning Area Descriptions

	Trail Study Segment	Location by State	Counties	Total Miles	Add to NHT	Already Designated as
1	Applegate route	Oregon	Klamath, Jackson, Josephine, Douglas, Lane, Benton, Polk	819	OREG*	CALI*
		California	Modoc, Siskiyou,			
		Nevada	Pershing, Humboldt, Washoe			
2	Atchison/Independence Creek routes	Kansas	Atchison	14	CALI	
3	Bidwell-Bartleson route	Idaho	Caribou, Franklin	989	CALI	
		Utah	Cache, Box Elder, Tooele			
		Nevada	Elko, Eureka, Lander, Humboldt, Pershing, Churchill, Lyon, Mineral, Douglas			
		California	Mono, Alpine, Tuolumne, Stanislaus, San Joaquin, Contra Costa			
4	Big Trees Road	California	Alpine, Calaveras	64	CALI	
5	Bishop Creek cutoff	Nevada	Elko	21	CALI	
6	Blue Mills-Independence Road	Missouri	Jackson	7	CALI	
7	Blue Ridge cutoff	Missouri	Jackson	8	CALI	
8	Burnett cutoff	California	Modoc	44	CALI	
9	Central Overland Trail	Nebraska	Lincoln, Keith, Deuel, Cheyenne, Kimball	2,159	CALI	
		Colorado	Sedgwick, Logan, Morgan, Weld, Larimer, Washington			
		Wyoming	Laramie, Albany, Carbon, Fremont, Sweetwater, Uinta, Natrona			
		Utah	Summit, Morgan, Salt Lake, Utah, Tooele			
		Nevada	White Pine, Eureka, Lander, Churchill, Mineral, Lyon, Carson City, Douglas, Storey, Washoe			

	Trail Study Segment	Location by State	Counties	Total Miles	Add to NHT	Already Designated as
10	Cherokee Trail, including splits	Oklahoma	Cherokee, Mayes, Rogers, Nowata, Osage	1,580	CALI	
		Kansas	Montgomery, Chautauqua, Elk, Butler, Harvey, McPherson, Rice, Barton, Pawnee, Edwards, Ford, Gray, Finney, Kearny, Hamilton			
		Colorado	Prowers, Bent, Otero, Crowley, Pueblo, El Paso, Elbert, Douglas, Denver, Arapahoe, Adams, Jefferson, Boulder, Broomfield, Weld, Larimer, Jackson			
		Wyoming	Albany, Carbon, Sweetwater, Uinta			
11	Childs cutoff	Wyoming	Converse	152	OREG	CALI
12	Council Bluffs Road	Iowa	Pottawattamie	810	OREG	CALI
		Nebraska	Washington, Douglas, Dodge, Colfax, Platte, Nance, Merrick, Hall, Buffalo, Dawson, Lincoln, Keith, Garden, Morrill, Scotts Bluff			
		Wyoming	Goshen			
13	Cowlitz River route	Washington	Clark, Cowlitz, Lewis, Pierce, Thurston	137	OREG	
14	Cutoff to Barlow Road	Oregon	Sherman, Wasco	54	OREG	
15	Diamond Springs cutoff	Wyoming	Fremont	12	CALI	
16	Fort Leavenworth Road; Ox Bow route and alternates in Kansas and Missouri (Oregon and California Trail routes used by Mormon emigrants)	Nebraska	Saunders, Butler	30	MOPI*	CALI
17	Fort Leavenworth-Blue River route	Kansas	Leavenworth, Atchison, Brown, Nemaha, Marshall	149	CALI	SAFE (in some areas)
18	Fort Leavenworth-Kansas River route	Kansas	Leavenworth, Jefferson, Shawnee	50	CALI	
19	Free Emigrant Road	Oregon	Deschutes, Klamath, Lane	145	OREG	
20	Georgetown/Dagget Pass Trail	California	El Dorado	38	CALI	
21	Goodale's cutoff	Idaho	Bingham, Butte, Blaine, Camas, Elmore, Ada, Gem, Washington,	533	OREG	
		Oregon	Baker			
22	Greenhorn cutoff	Nevada	Elko	12	CALI	
23	Grizzly Flat cutoff	California	El Dorado	19	CALI	
24	Gum Springs-Fort Leavenworth route	Kansas	Johnson, Wyandotte, Leavenworth	28	CALI	
25	Hennes Pass route	Nevada	Washoe	112	CALI	
		California	Sierra, Yuba, Nevada			
26	Johnson cutoff	Nevada	Carson City, Douglas	83	CALI	

	Trail Study Segment	Location by State	Counties	Total Miles	Add to NHT	Already Designated as
		California	El Dorado			
27	Keokuk route (Iowa)	Iowa	Lee	17	MOPI	
28	Lower Bellevue route	Nebraska	Sarpy, Douglas	40	CALI	
29	Lower Plattsmouth route	Nebraska	Cass	26	CALI	
30	Luther Pass Trail	California	Alpine, El Dorado	9	CALI	
31	McAuley cutoff	Idaho	Bear Lake	7	CALI	
32	Meek cutoff	Oregon	Malheur, Harney, Lake, Deschutes, Crook, Jefferson, Wasco	526	OREG	
33	Minersville-Nebraska City Road	Nebraska	Otoe	7	CALI	
34	Naches Pass Trail	Washington	Walla Walla, Benton, Yakima, Kittitas, King, Pierce	219	OREG	
35	Nebraska City cutoff routes	Nebraska	Otoe, Lancaster, Saline, Seward, York, Hamilton	264	CALI	
36	Nevada City Road	California	Nevada	32	CALI	
37	North Alternate Oregon Trail	Idaho	Elmore, Gooding, Twin Falls	82	OREG	
38	North Side alternative route	Idaho	Twin Falls, Jerome, Minidoka, Blaine, Power	144	OREG	
39	Old Fort Kearny Road (Oxbow Trail)	Nebraska	Otoe, Cass, Saunders, Butler, Polk, Hamilton, Hall, Adams, Kearney	226	OREG	CALI
40	Old Wyoming-Nebraska City cutoff	Nebraska	Cass	8	CALI	
41	Placer County Road to Auburn	Nevada	Carson City, Washoe	89	CALI	
		California	Placer			
42	Pony Express southern alternative - Wathena to Troy, Kansas	Kansas	Doniphan	24	POEX*	
43	Raft River to Applegate	Idaho	Bingham, Power, Cassia	753	OREG	CALI
		Utah	Box Elder			
		Nevada	Elko, Eureka, Lander, Humboldt, Pershing, Churchill			
44	Road to Amazonia	Kansas	Doniphan	9	CALI	
		Missouri	Andrew			
45	Sacramento-Coloma Wagon Road	California	El Dorado, Sacramento	34	CALI	
46	Secret Pass	Nevada	Elko	30	CALI	
47	St. Joe Road	Kansas	Doniphan, Brown, Nemaha, Marshall	132	OREG	CALI
		Missouri	Buchanan			

	Trail Study Segment	Location by State	Counties	Total Miles	Add to NHT	Already Designated as
48	Sublette cutoff	Wyoming	Sweetwater, Lincoln	183	OREG	CALI
49	Union Ferry route	Kansas	Douglas, Shawnee, Wabaunsee, Pottawatomie	41	CALI	
50	Upper Bellevue route	Nebraska	Sarpy, Douglas, Dodge	45	CALI	
51	Upper Columbia River	Oregon	Umatilla, Morrow, Gilliam, Sherman, Wasco	122	OREG	
		Washington	Benton, Klickitat			
52	Upper Plattsmouth route	Nebraska	Cass	33	CALI	
53	Volcano Road	California	El Dorado, Amador	32	CALI	
54	Weber Canyon route of Hastings cutoff	Utah	Davis, Salt Lake	75	CALI	
55	Westport Landing Road	Missouri	Jackson	4	CALI	SAFE
56	Westport-Lawrence Road	Kansas	Johnson, Douglas	30	CALI	
57	Westport Road	Kansas	Johnson	37	CALI	SAFE
		Missouri	Jackson			
58	Whitman Mission route	Washington	Walla Walla	67	OREG	
		Oregon	Umatilla			
59	Woodbury cutoff	Nebraska	Cass, Lancaster, Butler	67	CALI	
60	Yreka Trail	California	Siskiyou	82	CALI	
61	1846 Subsequent routes A and B (Lucas and Clarke Counties, Iowa)	Iowa	Davis, Appanoose, Monroe, Lucas, Wayne, Clarke	118	MOPI	
62	1847 Alternative Elkhorn and Loup River Crossings in Nebraska	Nebraska	Nance	53	MOPI	
63	1850 Golden Pass Road in Utah	Utah	Summit, Salt Lake	48	MOPI	
64	1856–57 Handcart route (Iowa City to Council Bluffs)	Iowa	Pottawattamie, Cass, Audubon, Guthrie, Dallas, Polk, Jasper, Poweshiek, Iowa, Johnson	257	MOPI	
*CALI – California National Historic Trail OREG – Oregon National Historic Trail MOPI – Mormon Pioneer National Historic Trail POEX – Pony Express National Historic Trail						

Proposed Routes for the Oregon, California, Mormon Pioneer, and Pony Express National Historic Trails Feasibility Study Update and Revision/Environmental Assessment (preliminary draft as of May 2011)



SCOPING PROCESS

Public Scoping is a process, not an event or single meeting. Publics to be considered during scoping include people such as stakeholders, interested individuals or organizations, local societies, environmental groups, and trail advocates. As described in the Council on Environmental Quality's *Memorandum: Scoping Guidance* (1981), the objectives of scoping are to identify the affected public and agency concerns; to facilitate the preparation of an environmental document through assembling the cooperating agencies, assigning writing tasks, ascertaining all the related permits and reviews that must be scheduled concurrently, and setting time or page limits; to define the issues and alternatives that will be examined in the environmental document while simultaneously devoting; and to accomplish these tasks in a timely manner. The goal is to ensure that the environmental document (either an environmental assessment [EA] or environmental impact statement [EIS]) adequately addresses relevant issues.

The remainder of this scoping report describes the scoping activities and the comments received.

Public Involvement and Participation

Public participation is the involvement, as early as possible, in the NEPA process of persons and organizations having an interest in any activity which must meet the requirements of NEPA. Public participation also includes the efforts of personnel to locate and involve the public. As part of this effort, a plan was devised that included public scoping meetings across 13 states and at 16 locations. Efforts to contact interested and affected publics and organizations were conducted through mailings, both electronic and via postal service. The National Trails Intermountain Region office also used the NPS Planning, Environment and Public Comment (PEPC) site. The National Park Service prepares and posts projects for public review and comment at <http://parkplanning.nps.gov/>. A webpage was created in March 2011 at <http://parkplanning.nps.gov/FourtrailFS> to allow the public to submit comments and to keep updated on the planning process.

During the scoping process, the NPS solicits comments and then reviews and organizes all of the comments received. For this project the scoping period (i.e., the open public comment period) began March 31, 2011 with the mail out of the *Trail Study News* newsletter announcing the beginning of the feasibility study process with the scoping meeting schedule and was extended through July 30, 2011 for a total of 122 days. The lengthy scoping period was established to accommodate the size of the project and the travel required to conduct public meetings in 13 states from Iowa to California.

The *Trail Study News* newsletter included a brief announcement about the planning process, description of the planning issues, a brief treatment of trail significance, a solicitation for participation in the planning process, and contact information. In addition, it directed interested parties to contact the NPS planning team by mail, by email, to the NPS planning website or by telephone. A copy was available to each attendee at the 16 scoping meetings.

For external scoping and in an effort to solicit comments 1,248 emails were sent out to various sources; state and federal agencies were contacted via standard US mail and email (US Forest Service, Bureau of Land Management, USFWS, etc. – see below); also contacted were historical societies and groups, and trail organizations such as the Oregon-California Trail Association.

- 36 offices of the Bureau of Land Management with responsibility for public lands and historic trail resources in Nevada, Idaho, Oregon, California, Colorado, Oklahoma, Texas, New Mexico, Washington, Utah, Wyoming, and Wisconsin
- 27 National Forest Service offices in Colorado, Utah, Idaho, Wyoming, Oregon, California, Nevada, and Washington
- 149 National Trail Associations, Partner Organizations, Universities, and Historical Societies
- SHPOs in California, Colorado, Idaho, Iowa, Kansas, Missouri, Nebraska, Nevada, Oklahoma, Oregon, Utah, Washington, and Wyoming
- 16 US Fish and Wildlife Service field and regional offices in California Colorado, Idaho, Illinois, Kansas, Missouri, Nebraska, Oregon, Nevada, Utah, Washington, and Wyoming
- Bureau of Reclamation in Nevada, Wyoming, Idaho, California

Plan Process

Planners and resource specialists with the National Trails Intermountain Region are currently engaged in following the steps outlined for the planning process. External and internal scoping has been completed. This scoping report documents the external scoping process. Efforts are also ongoing to finalize route data and make a determination of national significance. A preliminary set of alternatives has been developed and is currently under review. In addition a contract has been initiated for the creation of the environmental assessment. AECOM, a global provider of professional technical management support services, was awarded a contract to complete the affected environment and environmental consequences sections of the environmental assessment. National Trails Intermountain Region office planning staff will complete the other sections of the document and submit it to Congress for review.

Steps in the planning process include:

- Step 1. Conduct external scoping
- Step 2. Gather route data and determine national significance
- Step 3. Define purpose and need/develop preliminary alternatives
- Step 4. Prepare draft study/environmental document for internal National Park Service review
- Step 5. Prepare draft study/environmental document for public review
- Step 6. Analysis of public comment
- Step 7. Prepare final study/environmental document
- Step 8. Release final study/environmental document to Congress

The planning team has now completed Step 1 and is working toward completion of the other identified steps. If adequate funding is not acquired each year, the time frame for completing the study may be extended.

Public Scoping Meeting Schedule and Format

The NPS planning team consisted of Aaron Mahr, Superintendent, National Trails Intermountain Region (NTIR); Gretchen Ward, Chief of Planning, NTIR; Brooke Safford, Planning Specialist, NTIR; Lee Kreutzer, Cultural Resource Specialist, NTIR; and Sharon Brown, Chief of Trail Operations, NTIR. Team members conducted 16 public scoping meetings in towns along, or with a strong association to, the study routes. Meeting formats, information content, and public input opportunities are described briefly following the meeting schedule. Public scoping meetings were held at the following locations and times:

Public Scoping Meetings

Date and Time	Location	Address	Number of Attendees
April 18, 2011 6-8 pm	Denver, Colorado <i>Four Mile Historic Park</i>	715 South Forest Street	20
April 19, 2011 5:30-7:30 pm	Casper, Wyoming <i>Fairgrounds - Arena Building</i>	1700 Fairgrounds Road	24
May 9, 2011 3-5 pm	Tahlequah, Oklahoma <i>Cherokee Nation Complex</i>	17675 South Muskogee	19
May 10, 2011 2-4 pm	McPherson, Kansas <i>The McPherson Public Library</i>	214 West Marlin	16
May 11, 2011 10 am-Noon	Topeka, Kansas <i>Kansas Museum of History</i>	6425 SW 6th Avenue	10
May 11, 2011 6:30-8:30 pm	Independence, Missouri <i>National Frontier Trails Museum</i>	318 West Pacific	20
May 12, 2011 6-8 pm	Lincoln, Nebraska <i>Nebraska History Museum</i>	Blackman Auditorium 15th & P Streets	22
May 13, 2011 3-5 pm	Des Moines, Iowa <i>State Historical Building of Iowa</i>	600 East Locust Street	12
May 31, 2011 10 am-Noon	Salt Lake City, Utah <i>The City Library</i>	210 East 400 South	19
May 31, 2011 6:30-8:30 pm	Rock Springs, Wyoming <i>Rock Springs Historical Museum</i>	201 B Street	25
June 1, 2011 6-8 pm	Boise, Idaho <i>Idaho History Center</i>	2205 Old Penitentiary Rd	10
June 2, 2011 6-8 pm	Walla Walla, Washington <i>Fort Walla Walla Museum</i>	Fort Walla Walla Park 755 Myra Road	13
June 3, 2011 6-8 pm	Vancouver, Washington <i>Fort Vancouver National Site</i>	605 Barnes Street	12
June 4, 2011 10 am-Noon	The Dalles, Oregon <i>Columbia Gorge Discovery Center</i>	5000 Discovery Drive	19
June 14, 2011 5:30-7:30 pm	Carson City, Nevada <i>Carson City Library</i>	900 North Roop St.	11
June 15, 2011 5:30-7:30 pm	Sacramento, California <i>Sutter's Fort State Historic Park</i>	2701 L Street	23
Total in Attendance at Public Meetings			285

Maps representing overall, study routes, plus a large-scale map of study route locations in the vicinity of the day's meeting were arranged on the walls of each meeting room. Posters showing discussion topics (planning issues), designation criteria, and planning schedule were posted on the walls for review. Attendees were greeted at the door by members of the planning team, and each attendee was asked to enter contact information on a sign-in form. Each attendee was offered a newsletter and comment form.

The planning team began each meeting with a short presentation of approximately 30 minutes that included greetings and introductions of the planning team. This was followed by a brief discussion of the feasibility study process and planning topics.

For the remainder of the meeting (approximately 90 minutes), attendees were encouraged to ask questions and present oral comments structured around planning issues. One team member facilitated the open discussion portion of the meeting, while another took notes on flip charts so that attendees could view the written comments as they were recorded. Team members were available during the discussion period to answer questions. Discussions were lively and usually lasted up to the close of the two-hour meeting.

Attendees were also encouraged to provide written comments on the distributed forms, to visit the planning website, or to email comments to Chief of Planning Gretchen Ward. Meeting attendees were advised that their names (as noted in the sign-in sheets) would be added to the feasibility study mailing list and would receive subsequent notices from the planning team.

All of the meetings drew an audience of local interested citizens. Local representatives of federal and state conservation agencies attended most of the meetings.



Public Scoping Meeting, Independence, Missouri, May 11, 2011

Scoping Questions

Scoping questions were developed and used as a basis for generating public discussion during the scoping meetings. Other questions and comments were also recorded in addition to the ones below. The following questions were presented to the public at each meeting to help initiate discussion:

1. What do you know about the study routes, their location, uses and places of interest?
2. Are there opportunities for the public to enjoy and visit parts of these routes?
3. How do you currently use these routes?
4. Do you think the routes are historically and nationally significant? Why or why not?
5. How might designation of these routes as NHTs affect you and your community?

Public Comments

All of the comments and questions received from the public during the scoping period have been compiled, reviewed, and sorted by topic. Summaries appear below.

Written Comments

Written comments (from comment forms, letters, emails, and website comments,) were received from more than 200 people. Some respondents represented themselves, while others represented various governmental units, advocacy organizations, and interest groups. Comments that were emailed to the agency (who comprised a majority of written respondents) are presented in Appendix 5; comments sent to the agency's PEPC (planning) website are

presented in Appendix 8; and comments that were either mailed to the agency or were presented in written form at the public scoping meetings are presented in Appendix 7.

Verbal Comments: Public Scoping Meetings

A total of 285 people attended (and signed the attendance sheet at) one of the 16 public scoping meetings. Verbal comments were recorded through notes taken by hand at each meeting. These comments appear in Appendix 7 and are further summarized immediately below.

Comment Summary

Written and verbal comments received from the public addressed the following topics:

- Access
- Administrative Activities
- Economic Opportunity
- Historical Context/Information
- Legal Issues/Private Property Concerns
- Location/Mapping of Trail
- Partnerships
- Protection of Trail Resources
- Route Inclusion/Expansion
- Significance
- Support for Trail Designation
- Trail Distinction
- Trail Resources

Access

A few individuals asked about access and private ownership. This was especially the case for the Rock Springs, Wyoming meeting. The subject was also brought up at the meeting held in Walla Walla, Washington. There were some general concerns about how designation might indicate an invitation to the public where no invitation was intended. (See also Legal Issues/Private Property Concerns)

Administrative Activities

Several questions were posed about the administrative activities inherent to the feasibility study process. Attendees wanted to gain a better understanding of the process and what it entails. Some common questions asked throughout the scoping process included: “Who is involved?” and “How long does the process take?” Members of the public also wanted to know what they could do on their own time to ensure designation and, if designation was not a good fit, then what alternatives there were to designation. Maintenance and protection of existing sites was also a concern among some members of the public.

Economic Opportunity

Aside from the national and international recognition that comes with designation, there was some support for the economic incentives that designation would bring to the communities along the trail. Generating extra cash flow through heritage tourism was a big draw to many attendees at the public scoping meetings as well as those who sent in written comments. Those

coming from small towns along the various study segments were particularly interested in drawing tourists to their area. Many felt that designation would help their communities.

Historical Context/Information

Many people shared their knowledge and expertise with the NPS staff about the history of the study routes and in particular stories about their regions. The public was asked to provide information about diaries, journals, books, newspapers and individuals that they thought would be helpful for the feasibility study. Specific details related to the study routes were shared and in some instances documentation was provided at the meeting. In other instances the information was mailed into the NTIR office. Some people were able to document their claims to verify their authenticity.

Legal Issues/Private Property Concerns

Several landowners and those advocating on behalf of landowners expressed concern about the “Willing Seller” and “Eminent Domain” language in the National Trails System Act of 1968 (P.L. 90-543). Their primary concern was the possibility that land may be confiscated by the federal government or made accessible to the public (without landowner permission) if national historic trail designation were to occur. Another concern was the publicity that comes with designation and the possibility of people trespassing on private land, which could threaten trail resources and personal property and pose liability problems for landowners. A number of attendees from the general public, with knowledge of national historic trails were able to reassure others that lands would not be confiscated and that participation in the national historic trail administration/management was voluntary.

Location/Mapping of Trail

Obtaining information on the location of the study trail segments was of primary importance to the NPS during the public scoping process, especially since knowledge of where the study routes went is still preliminary. As a result, the NPS solicited feedback and information pertaining to this topic. Some members of the public provided useful information that they had about the location and mapping of the trails.

Partnerships

Many people felt that designation would promote partnerships along the trails. They also felt that the collaboration that comes from partnerships would benefit not only the trails themselves but it would also prove to be very valuable for trail communities. A number of attendees with experience in activities related to other already designated national historic trails shared their experiences which were primarily positive in nature.

Protection of Trail Resources

Discussions surrounding this topic emphasized the need to properly identify significant sites that are threatened from decay or development, and to take steps to ensure their protection and survival. Restricting access to sensitive sites and providing special protections were some of the recommendations that the public made to help protect trail resources. Another suggestion was the acquisition of land, with consent of the landowner, in the form of conservation easements by non-profit organizations. Many of those attending felt that designation would provide a degree of protection. (See also Trail Resources.)

Recreation/Tourism/Interpretation Opportunities

Members of the public noted a variety of existing and proposed ways in which to engage visitors along the trail. Museums, state parks, and visitor centers, were just some of the opportunities expressed for visitors to learn about and experience the trail. (See also Economic Opportunity.)

Route Inclusion/Expansion

The public commented on this topic more than any other. In many cases, participants were very supportive regarding the potential for adding these routes to the existing four national historic trails. The only opposition to expansion came from oil and gas interests in the state of Wyoming. A number of pieces of correspondence and participants at the meetings were cautionary in their support. While recognizing the historic nature of the study routes, they questioned the viability of accessing portions of the trail safely. This was especially true for the Wyoming sections of the Central Overland Trail where it traverses “checkerboard” owned parcels (mixture of BLM and private ownership –where every other section is private and public). Otherwise, most public meeting participants were very supportive of designation.

Significance

Many people offered themes or ideas why they felt these study routes are nationally significant. Virtually everyone agreed that the study routes were nationally significant and would be important additions to the existing designated trails, the United States, and they warrant designation as a result.

Support for Trail Designation

One of the most popular topics that the public expressed related to their support for trail designation. The public showed almost universal support for trail designation at all 16 scoping meetings. Virtually all written comments showed support for designation, except those from some companies and counties in Wyoming. The only cautionary words were expressed by these individuals and a question was raised at a meeting in Washington state regarding the worry that designation, would invite trespassing, depress property values, or restrict future uses. (See also Legal Issues/Private Property Concerns.)

Trail Significance

In most instances, participants and correspondents were reluctant to say that any of the study trail segments were not significant. When asked directly, there was some discussion about how certain of the Mormon handcart routes in Iowa weren’t significant because they were not truly pioneer routes. The discussion at Tahlequah pointed out that only a small number of Cherokee ever used the Cherokee Trail to migrate to California, and in most cases these individuals returned to Oklahoma at a later date. There was discussion in Idaho about the lack of evidence for the Northside Alternate route and the McAuley study segment. Otherwise there was widespread support and discussion of the overall national significance of most of the 64 study segments.

Trail Resources

At the various public meetings, and throughout the public comment period, NPS staff hoped to solicit feedback and input on study route resources. A variety of information was gleaned from the meetings as well as written comments. People shared a detailed information on some of the 64 study routes. Some of the routes did not receive much input (See also Protection of Trail Resources.)

Future Steps in the Planning Process

1. Conduct scoping meetings and prepare a scoping report of public meetings and comments – Summer & Fall, 2011
2. Gather data on route locations and interpretive and recreational opportunities, and determine national significance – Winter, 2011-2012
3. Apply national historic trail criteria and develop draft alternatives – Winter, 2011-2012
4. Prepare draft feasibility study and environmental assessment – Summer, 2012
5. Conduct public review of the draft study – Fall & Winter, 2012-2013
6. Address public review comments and prepare the final study – Winter-Spring, 2012-2013
7. Transmit the study to the U.S. Congress – Summer, 2013

As noted above, the timely completion of this feasibility study is tied to adequate funding. If it is not acquired each year, the time frame for completing the study may be extended. As of the writing of this scoping report, the planning team has completed the first step above and is in the process of working on steps two, three, and four.

APPENDICES

Appendix 1. Agencies, Companies/Businesses, Organizations, and Officials Attending Public Meetings

Meeting Place	Organization representation
Denver, Colorado	Oregon California Trails Association National Park Service, Denver Service Center US Forest Service AECOM Colorado State Historic Preservation Office Bureau of Land Management, Colorado State Office City of Westminster Douglas County Library Four Mile Historic Park
Casper, Wyoming	Alliance for Historic Wyoming Oregon California Trails Association Days of '76 Museum Bureau of Land Management, National Historic Trails Interpretive Center Bureau of Land Management, Casper Field Office Bureau of Land Management, Rawlins Field Office Representative Lummis' Office, Wyoming Northern Arapaho Tribal Historic Preservation Office Wyoming State Historic Preservation Office Wyoming Archaeological Society
Tahlequah, Oklahoma	Cherokee Nation Trail of Tears Association Oregon California Trails Association University of Tulsa
McPherson, Kansas	Burton County History Center Frederic Remington Area Historical Society Galva Historical Association Central Kansas Conservancy Oregon California Trails Association Santa Fe Trail Association
Topeka, Kansas	National Pony Express Association Oregon California Trails Association Kickapoo Tribe in Kansas US National Park Service, Midwest Regional Office
Independence, Missouri	Senator McCaskill's office, Missouri Oregon California Trails Association Missouri State Historic Preservation Office Kansas City Area Historic Trails Association
Lincoln, Nebraska	Nebraska State Historic Preservation Office Oregon California Trails Association Nebraska State Historical Society Pawnee Nation

Meeting Place	Organization representation
	Chimney Rock National Historic Site in Nebraska Pioneer Research Group, Incorporated
Des Moines, Iowa	Iowa Department of Transportation Iowa Mormon Trail Association Iowa Arts Council State Historical Society of Iowa Iowa State Historic Preservation Office State of Iowa Region 6 Planning Commission Iowa Association of Regional Councils Senator Harkin's office, Iowa Cass County Mormon Trails
Salt Lake City, Utah	Mormon Trail Association LDS History Library Oregon California Trails Association Pony Express Trail Association Bureau of Land Management City of Rocks National Reserve Nebraska Mormon Trail Association National Pony Express Association
Rock Springs, Wyoming	Lincoln County Bureau of Land Management, Rock Springs Field Office Bureau of Land Management, Kemmerer Field Office Wexpro/Questar Tracks Across Wyoming Wyoming Department of Transportation Anadarko Western Archaeological Services Oregon California Trails Association
Boise, Idaho	Oregon California Trails Association Bureau of Land Management, Idaho State Office Bureau of Land Management, Boise District Office Bureau of Land Management, Four Rivers Field Office National Trust for Historic Preservation
Walla Walla, Washington	Fort Walla Walla Museum Frenchtown Historical Foundation Whitman Mission National Historic Site Blue Mountain Dressage and Combined Training School
Vancouver, Washington	Oregon California Trails Association US Forest Service
The Dalles, Oregon	Oregon State Historic Preservation Office Oregon California Trails Association US Forest Service Oregon Historic Trails Advisory Council
Carson City, Nevada	Oregon California Trails Association Bureau of Land Management, Nevada State Office Bureau of Land Management, Salt Lake Field Office Trails West

Meeting Place	Organization representation
	US Forest Service, Tahoe National Forest National Pony Express Association
Sacramento, California	Trails West California State Parks Wild Rose Ranch Oregon California Trails Association National Pony Express Association Pony Express Trail Association Representative Garamendi's Office, 10 th Congressional District, California

Appendix 2. Agencies, Organizations, and Tribes Contacted Prior to the Public Scoping Meetings

Bureau of Land Management

Nevada State Office, Reno, Nevada
Battle Mountain District, Battle Mountain, Nevada
Carson City District Office, Carson City, Nevada
Elko District Office, Elko, Nevada
Ely District Office, Ely, Nevada
Winnemucca District Office, Winnemucca, Nevada
Idaho State Office, Boise, Idaho
Boise District Office, Boise, Idaho
Idaho Falls District Office, Idaho Falls, Idaho
Twin Falls District Office, Twin Falls, Idaho
Oregon/Washington State Office, Portland, Oregon
Eugene District Office, Springfield, Oregon
Lakeview District Office, Lakeview, Oregon
Medford District Office, Medford, Oregon
Burns District Office, Hines, Oregon
Prineville District Office, Prineville, Oregon
Roseburg District Office, Roseburg, Oregon
Salem District Office, Salem, Oregon
Vale District Office, Baker City, Oregon
California State Office, Sacramento, California
Central California District Office, Sacramento, California
Colorado State Office, Lakewood, Colorado
Front Range District Office, Canon City, Colorado
Northwest District Office, Grand Junction, Colorado
North California District Office, Redding, California
New Mexico, Oklahoma, Texas State Office, Santa Fe, New Mexico
Spokane District Office, Spokane, Washington
Utah State Office, Salt Lake City, Utah
West Desert District Office, Salt Lake City, Utah
Wyoming State Office, Cheyenne, Wyoming
Wind River/Bighorn Basin District Office, Worland, Wyoming
High Desert District Office, Rock Springs, Wyoming
Wyoming High Plains Office, Casper, Wyoming
Northern States Field Office, Milwaukee, Wisconsin

United States Forest Service

Arapaho and Roosevelt National Forests, Fort Collins, Colorado
Ashley National Forest, Vernal, Utah
Boise National Forest, Boise, Idaho
Bridger-Teton National Forest, Jackson, Wyoming
Caribou-Targhee National Forest, Idaho Falls, Idaho
Columbia River Gorge National Scenic Area, Hood River, Oregon
Deschutes National Forest, Bend, Oregon
Eldorado National Forest, Placerville, California
Fremont-Winema National Forests, Lakeview, Oregon

Humboldt-Toiyabe National Forest, Sparks, Nevada
Klamath National Forest, Yreka, California
Lake Tahoe Basin Management Unit, South Lake Tahoe, California
Malheur National Forest, John Day, Oregon
Medicine Bow-Routt National Forest, Laramie, Wyoming
Modoc National Forest, Alturas, California
Mt Baker-Snoqualmie National Forest, Everett, Washington
Ochoco National Forest, Prineville, Oregon
Okanogan-Wenatchee National Forests, Wenatchee, Washington
Plumas National Forest, Quincy, California
Rogue River-Siskiyou National Forests, Medford, Oregon
Sawtooth National Forest, Twin Falls, Idaho
Shasta Trinity National Forest, Redding, California
Stanislaus National Forest, Sonora, California
Tahoe National Forest, Nevada City, California
Uinta-Wasatch-Cache National Forest, Salt Lake City, Utah
Umpqua National Forest, Roseburg, Oregon
Willamette National Forest, Springfield, Oregon

National Trail Associations, Partner Organizations, Universities, and Historical Societies

A & M University Commerce
Adair County Historical Society, Greenfield, Iowa
Adams County Historical Society, Brighton, Colorado
Albany County Historical Society, Laramie, Wyoming
Allen County Public Library
Alliance for Historic Wyoming
Alpine County Historical Society, Markleeville, California
Amador County Historical Society, Jackson, California
American Antiquarian Society
Appanoose County Historical Society, Centerville, Iowa
Arizona State University, Tempe, Arizona
Audubon County Historical Society, Audubon, Iowa
Bannock County Historical Society, Pocatello, Idaho
Berkeley Historical Society, Berkeley, California
Beltane Ranch B & B
Benton County Historical Society, Colorado
Bingham County Historical Society, Blackfoot, Idaho
Blaine County Historical Society, Hailey, Idaho
Calaveras Genealogical Society, Calaveras, California
California Historical Society, San Francisco, California
California State Polytechnic University
California State University, Fresno
California State Library
Carbon County Historical Society, Rawlins, Wyoming
Cass County Historical Society, Griswold, Iowa
Central Wyoming College
Cherokee County Historical Society, Canton, Georgia
Cherry Creek Historical Society, Denver, Colorado

Clarke County Historical Society, Osceola, Iowa
Colfax Area Historical Society, Colfax, California
Collin College History Department
Colorado Historical Society, Denver, Colorado
Columbine Genealogical & Historical Society, Littleton, Colorado
Contra Costa Historical Society, Martinez, California
Converse County Historical Society, Douglas, Wyoming
Davis Historical Society, California
Davis County Historical Society, Bloomfield, Iowa
Decatur County Historical Society, Leon, Iowa
Denver Public Library
Des Moines County Historical Society, Burlington, Iowa
Douglas, Colorado History Research Center
Douglas County Historical Society, Castle Rock, Colorado
Elbert County Historical Society, Kiowa, Colorado
El Camino Real de los Tejas NHT Association
El Camino Real de Tierra Adentro Association
El Dorado County Historical Museum, Placerville, California
Folsom Historical Society, Folsom, California
Fort Douglas Museum, Salt Lake City, Utah
Fremont County Historical Society, Sidney, Iowa
Fremont County Historic Preservation Commission, Riverton, Wyoming
Fremont County Historical Society, Lander, Wyoming
Friends of Black Rock
Friends University
Glendale Public Library
Goshen County Historical Society, Torrington, Wyoming
Great Platte River Road Archway Monument
Guthrie County Historical Society, Guthrie, Iowa
Haskell Indian Nation's University Cultural Center
Historical Society of Pottawattamie County, Council Bluffs, Iowa
Huntington Library
Idaho State Historical Society, Boise, Idaho
Iowa County Historical Society, Marengo, Iowa
Jackson County Historical Society, Holton, Kansas
Jackson Hole Historical Society & Museum, Wyoming
Jefferson County Historical Society, Evergreen, Colorado
Jasper County Historical Society of Iowa, Newton, Iowa
Johnson County Historical Society, Coralville, Iowa
Kansas City Public Library
Kansas Flint Hills Tours
Kansas State Historical Society
LDS Church History Department
Lane County Historical Museum
Lee County Historical Society, Keokuk, Iowa
Lewis and Clark College Library
Lewis and Clark National Historic Trail Association
Lewis and Clark Heritage Foundation
Lincoln County Historical Society, Kemmerer, Wyoming

Los Angeles Public Library
Madera County Library
Mahaffie Stagecoach Stop and Farmstead
Manhattan Convention & Visitors Bureau (Kansas)
Marysville Chamber of Commerce
McHenry Museum & Historical Society, Modesto, California
Mechanics Institute Library
Mid-Continent Public Library
Mills County Historical Society, Glenwood, Iowa
Missouri History Museum
Modoc County Historical Society, Alturas, California
Mono County Historical Society, Bridgeport, California
Monroe County Historical Society, Albia, Iowa
Montgomery County Historical Society, Red Oak, Iowa
Morgan County Historical Society, Morgan, Utah
Mormon Battalion Association
Mormon Oxen Organization
Mormon Trail Association
Natrona County Historical Society, Casper, Wyoming
National Frontier Trails Museum
National Historic Trails Center Foundation
National Historic Trails Interpretive Center, Wyoming
National Pony Express Association
Nevada County Historical Society, Nevada City, California
North Lake Tahoe Historical Society, Tahoe, California
North Lee County Historical Society, Fort Madison, Iowa
North Platte Valley Museum
Northeastern Nevada Museum
Old Colorado City Historical Society, Colorado Springs, Colorado
Old Spanish Trail Association
Oregon-California Trails Association
Oregon Historical Society Library
Otero County Historical Society, La Junta, Colorado
Patterson Township Historical Society, Patterson, California
Payson Library
Pioneer Historical Society of Bent County, Colorado
Platte County Historical Society, Wheatland, Wyoming
Plumas County Museum
Polk County Historical Society, Des Moines, Iowa
Pony Express Trail Association
Poweshiek County Historical and Genealogical Chapter, Montezuma, Iowa
Prowers County Historical Society, Lamar, Colorado
Pueblo County Historical Society, Pueblo, Colorado
Pueblo Library District
San Joaquin Historical Society, Lodi, California
Santa Clara County Historical & Genealogical Society
Santa Fe Trail Association
Southern Utah University/Sherratt Library
St. Louis Public Library

State Bank of Blue Rapids
State Historical Society of Wisconsin
Sweetwater County Historical Museum
Sweetwater County Historical Society, Green River, Wyoming
Trail of Tears Association
Tuolumne County Historical Society, Sonora, California
Uinta County Historical Society, Lyman, Wyoming
University of Nebraska Kearney
University of Oklahoma Press
University of Wyoming Libraries
Utah Mormon Trail Association
Utah State University-CEU San Juan Campus, Blanding, Utah
Wayne County Historical Society, Corydon, Iowa
Wells Fargo Bank History Department
West Sacramento Historical Society, Sacramento, California
Western Historical Quarterly
Westminster Historical Society Board (Colorado)
White Buffalo Nation
Wild Rose Ranch
Wyoming State Archives
Wyoming State Historical Society, Wheatland, Wyoming
Yale University Library
Yuba Historical Society, Marysville, California

Federally Recognized American Indian Tribes

Alturas Rancheria, California
Arapaho Tribe, Wyoming
Battle Mountain Band of the Te-Moak Tribes of Western Shoshone, Nevada
Berry Creek Rancheria, California
Big Bend Rancheria, California
Bridgeport Indian Colony (Paiute), California
Buena Vista Rancheria (Miwok), California
Burns Paiute Tribe, Oregon
Carson Colony Community, Nevada
Cedarville Rancheria (Northern Paiute), California
Cheyenne River Sioux Tribe, South Dakota
Cheyenne-Arapaho Tribe, Oklahoma
Citizen Band of Potawatomi, Oklahoma
Confederated Tribes & Bands of the Yakama Indian Nation, Washington
Confederated Tribes of the Umatilla Indian Reservation, Oregon
Confederated Tribes of Warm Springs, Oregon
Cortina Rancheria (Wintun), California
Crow Creek Sioux Tribe, South Dakota
Crow Tribal Council, Montana
Duckwater Shoshone Tribe, Nevada
Elko Band of the Te-Moak Tribe of Western Shoshone, Nevada
Ely Shoshone Tribe, Nevada
Enterprise Rancheria, California
Fallon Paiute Shoshone Business Council, Nevada

Fort Bidwell Community Council (Paiute), California
Fort McDermitt Paiute Shoshone Tribes, Nevada
Goshute Tribe, Utah
Greenville Rancheria, California
Ione Band of Miwok Indians, California
Iowa Tribe of Kansas and Nebraska, Kansas
Iowa Tribe of Oklahoma, Oklahoma
Jackson Rancheria (Mewuk - Miwok), California
Kickapoo of Kansas Tribe, Kansas
Kickapoo Tribe of Oklahoma, Oklahoma
Kiowa Tribe, Oklahoma
Lookout Rancheria (Pit River), California
Lovelock Paiute Tribe, Nevada
Lower Brule Sioux Tribe, South Dakota
Mechoopda Maidu Indian Tribe of Chico Rancheria, California
Montgomery Creek Rancheria (Pit River), California
Mooretown Rancheria (Maidu), California
Nez Perce Tribe of Idaho, Idaho
Northern Cheyenne Tribe, Montana
Northwest Band of Shoshone Nation of Utah, Idaho
Oglala Sioux Tribe, South Dakota
Omaha Tribe, Nebraska
Osage Nation of Oklahoma, Oklahoma
Otoe - Missouri Tribe, Oklahoma
Pawnee Tribe, Oklahoma
Pit River Tribe of California, California
Ponca Tribe, Oklahoma
Ponca Tribe of Nebraska, Nebraska
Prairie Band of Potawatomi, Kansas
Pyramid Lake Paiute Tribe, Nevada
Redding Rancheria, California
Reno -- Sparks Indian Tribe, Nevada
Roaring Creek Rancheria, California
Rosebud Sioux Tribe, South Dakota
Sac & Fox Nation, Oklahoma
Sac & Fox of Missouri Tribe, Kansas
Sac and Fox of the Mississippi in Iowa (Meskwaki Nation), Iowa
Santee Sioux Tribe, Nebraska
Shingle Springs Rancheria, California
Shoshone -- Paiute Tribe of Duck Valley Indian Reservation, Nevada
Shoshone -Bannock Tribes, Ft. Hall, Idaho
Shoshone Tribe, Wyoming
Sisseton - Wahpeton Sioux Tribe, South Dakota
Skull Valley Band of Goshute Indians, Utah
South Fork Band (Te-Moak Tribes) of Western Shoshone NV
Standing Rock Sioux Tribe, North Dakota
Summit Lake Paiute Tribe, Nevada
Susanville Rancheria, California
Ute Indian Tribe of the Uintah & Ouray Reservation, Utah

United Auburn Indian Community, California
Walker River Paiute Tribe, Nevada
Washoe Tribe of Nevada & California, Nevada
Wells Indian Colony Band of Western Shoshone, Nevada
Winnemucca Colony, Nevada
Yankton Sioux Tribe, South Dakota
Yerington Paiute Tribe, Nevada
Yomba Shoshone Tribe, Nevada

State Historic Preservation Offices

California Office of Historic Preservation
Colorado Historical Society, Office of Archaeology and Historic Preservation
Idaho State Historical Society
Iowa State Historical Society
Kansas Historical Society
Missouri State Historic Preservation Office
Nebraska State Historical Society
Nevada State Historic Preservation Office
Oklahoma State Historic Preservation Office
Oregon State Historic Preservation Office
Utah State Historic Preservation Office
Washington Department of Archaeology & Historic Preservation
Wyoming State Historic Preservation Office

U.S. Fish and Wildlife Service

California Fish and Wildlife Office, Sacramento
Colorado Ecological Services Field Office
Idaho, Snake River Fish and Wildlife
Illinois, Rock Island Field Office
Kansas Ecological Services Field Office
Missouri, Columbia Field Office
Nebraska Ecological Services Field Office
Oregon Fish and Wildlife Office
Nevada Fish and Wildlife Office
Utah Ecological Services Field Office
Washington, Upper Columbia River Fish and Wildlife Office
Wyoming Ecological Services Field Office
Region 1: California, Hawaii, Idaho, Nevada, Oregon, Washington, American Samoa,
Commonwealth of the Northern Mariana Islands, Guam and the Pacific Trust Territories
Region 2: Arizona, New Mexico, Oklahoma, and Texas
Region 3: Illinois, Indiana, Iowa, Ohio, Michigan, Minnesota, Missouri, and Wisconsin
Region 6: Colorado, Kansas, Montana, Nebraska, North Dakota, South Dakota, Utah, and
Wyoming Region 8: California, Nevada

Other Federal Offices Contacted

Cascade-Siskiyou National Monument, Bureau of Land Management, Oregon
Snake River Birds of Prey National Conservation Area, Bureau of Land Management, Idaho
Bureau of Reclamation, Nevada
Bureau of Reclamation, Wyoming

Alcova Reservoir, Bureau of Reclamation, Wyoming
American Falls Reservoir, Bureau of Reclamation, Idaho
Anderson Ranch Reservoir, Bureau of Reclamation, Idaho
Big Sandy Reservoir, Bureau of Reclamation, Wyoming
Clear Lake, Bureau of Reclamation, California
Clear Lake National Wildlife Refuge, Bureau of Reclamation, California
East Canyon Reservoir, Bureau of Reclamation, Utah
Echo Reservoir, Bureau of Reclamation, Utah
Eden Reservoir, Bureau of Reclamation, Wyoming
Emigrant Lake, Bureau of Reclamation, Oregon
Flaming Gorge Reservoir, Bureau of Reclamation, Utah-Wyoming
Flaming Gorge National Recreation Area, Bureau of Reclamation,
Folsom Lake, Bureau of Reclamation, California
Fontenelle Reservoir, Bureau of Reclamation, Wyoming
Glendo Reservoir, Bureau of Reclamation, Wyoming
Guernsey Reservoir, Bureau of Reclamation, Wyoming
Horsetooth Reservoir , Bureau of Reclamation, Colorado
Humboldt Wildlife Management Area, Bureau of Reclamation, Nevada
Hyatt Reservoir, Bureau of Reclamation, Oregon
Jenkinson Lake, Bureau of Reclamation, California
Lahontan Reservoir, Bureau of Reclamation, Nevada
Lake Natoma, Bureau of Reclamation, California
Newton Reservoir, Bureau of Reclamation, Utah
Pathfinder Reservoir, Bureau of Reclamation, Wyoming
Pathfinder National Wildlife Refuge, Bureau of Reclamation, Wyoming
Prineville Reservoir, Bureau of Reclamation, Oregon
Rockport Lake, Bureau of Reclamation, Utah
Rye Patch Reservoir, Bureau of Reclamation, Nevada
Stampede Reservoir, Bureau of Reclamation, California
Stillwater Wildlife Management Area, Bureau of Reclamation, Nevada
Air Force Plant No. 78, Department of Defense, Utah
Army Training Area, Department of Defense, Nebraska
Boardman Naval Bombing Range, Department of Defense, Oregon
Camp Adair Military Reservation, Department of Defense, Oregon
Camp Williams, Department of Defense, Utah
Cherry Creek Reservoir, Department of Defense, Colorado
Clinton Lake, Department of Defense, Kansas
Coralville Reservoir, Department of Defense, Iowa
Cornhusker Army Ammunition Plant, Department of Defense, Nebraska
Cottage Grove Lake, Department of Defense, Oregon
Deseret Test Center, Department of Defense, Utah
Dexter Reservoir, Department of Defense, Oregon
Dugway Proving Grounds, Department of Defense, Utah
El Dorado Lake, Department of Defense, Kansas
Elk City Lake, Department of Defense, Kansas
Fall Creek Reservoir, Department of Defense, Oregon
Fallon Naval Air Station, Department of Defense, Nevada
Fallon Naval Target Range, Department of Defense, Nevada
Fern Ridge Lake, Department of Defense, Oregon

Forbes Air Force Base, Department of Defense, Kansas
 Fort Carson Military Reservation, Department of Defense, Colorado
 Fort Leavenworth Military Reservation, Department of Defense, Kansas
 Fort Lewis Military Reservation, Department of Defense, Washington
 Hill Air Force Base, Department of Defense, Utah
 Hills Creek Lake, Department of Defense, Oregon
 John Martin Reservoir, Department of Defense, Colorado
 Kearney Rifle Range, Department of Defense, Nebraska
 Lake Wallula, Department of Defense, Oregon-Washington
 Lowry Air Force Base, Department of Defense, (Closed) Colorado
 Mather Air Force Base, Department of Defense, (Closed) California
 McCord Air Force Base, Department of Defense, WA
 Oakland Army Base, Department of Defense, California
 Offutt Air Force Base, Department of Defense, Nebraska
 Oologah Lake, Department of Defense, Oklahoma
 Perry Lake, Department of Defense, Kansas
 Peterson Air Force Base, Department of Defense, Colorado
 Pueblo Chemical Depot, Department of Defense, Colorado
 Rathbun Lake, Department of Defense, Iowa
 Sharpe General Depot (Field Annex), Department of Defense, California
 Sunflower Army Ammunition Plant, Department of Defense, Kansas
 Tenkiller Ferry Lake, Department of Defense, OK
 Tooele Army Depot, Department of Defense, Utah
 Umatilla Chemical Depot, Department of Defense, Oregon
 Wendover Range, Department of Defense, Utah
 Yakima Firing Center, Department of Defense, WA
 Blodgett Experimental Forest, US Forest Service, California
 Crooked River National Grassland, US Forest Service, Oregon
 Newberry National Volcanic Monument, US Forest Service, Oregon
 Bamforth National Wildlife Refuge, US Fish and Wildlife Service, Wyoming
 Baskett Slough National Wildlife Refuge, US Fish and Wildlife Service, Oregon
 Bear Lake National Wildlife Refuge, US Fish and Wildlife Service, ID
 Bear River Migratory Bird Refuge, US Fish and Wildlife Service, Utah
 Bear Valley National Wildlife Refuge, US Fish and Wildlife Service, Oregon
 Bear Valley Wetlands Study Area, US Fish and Wildlife Service, Wyoming
 Clear Lake National Wildlife Refuge, US Fish and Wildlife Service, California
 Cokeville Meadows National Wildlife Refuge, US Fish and Wildlife Service, Wyoming
 Cold Springs National Wildlife Refuge, US Fish and Wildlife Service, Oregon
 DeSoto National Wildlife Refuge, US Fish and Wildlife Service, Iowa-Nebraska
 Great River National Wildlife Refuge, US Fish and Wildlife Service, Missouri
 Hutton Lake National Wildlife Refuge, US Fish and Wildlife Service, Wyoming
 Lower Klamath National Wildlife Refuge, US Fish and Wildlife Service, California
 Lower Klamath National Wildlife Refuge, US Fish and Wildlife Service, California-Oregon
 Malheur National Wildlife Refuge, US Fish and Wildlife Service, Oregon
 McNary National Wildlife Refuge, US Fish and Wildlife Service, WA
 Minidoka National Wildlife Refuge, US Fish and Wildlife Service, Idaho
 Mortenson Lake National Wildlife Refuge, US Fish and Wildlife Service, Wyoming
 Neal Smith National Wildlife Refuge, US Fish and Wildlife Service, Iowa
 Nisqually National Wildlife Refuge, US Fish and Wildlife Service, Washington

Oxford Slough Waterfowl Production Area, US Fish and Wildlife Service, Idaho
Pathfinder National Wildlife Refuge , US Fish and Wildlife Service, Wyoming
Port Louisa National Wildlife Refuge, US Fish and Wildlife Service, Iowa
Ridgefield National Wildlife Refuge, US Fish and Wildlife Service, Washington
Rocky Mountain Arsenal National Wildlife Refuge, US Fish and Wildlife Service, Colorado
Ruby Lake National Wildlife Refuge, US Fish and Wildlife Service, Nevada
Saddle Mountain National Wildlife Refuge, US Fish and Wildlife Service, Washington
Seedskaadee National Wildlife Refuge, US Fish and Wildlife Service, Wyoming
Stillwater National Wildlife Refuge, US Fish and Wildlife Service, Nevada
Tule Lake National Wildlife Refuge, US Fish and Wildlife Service, California
Umatilla National Wildlife Refuge, US Fish and Wildlife Service, Oregon-Washington
William L. Finley National Wildlife Refuge, US Fish and Wildlife Service, Oregon
Fort Leavenworth Federal Penitentiary Farm, Missouri
Hanford Site National Historic Landmark, Washington
Idaho National Engineering Laboratory, Idaho
Roman L. Hruska U.S. Animal Meat Research Center, Nebraska
Craters of the Moon National Monument, Idaho

NPS Units, Offices, and Affiliated Sites

Bent's Old Fort National Historic Site, Colorado
Brown v. Board of Education National Historic Site, Kansas
Chimney Rock National Historical Park, Nebraska
City of Rocks National Reserve, Idaho
Craters of the Moon National Monument and Preserve, Idaho
Eugene O'Neill National Historic Site, California
Fort Laramie National Historic Site, Kansas
Fort Larned National Historic Site, Kansas
Fort Vancouver National Historic Site, Oregon
Fossil Butte National Monument, Colorado
Golden Spike National Historic Site, Utah
Hagerman Fossil Beds National Monument, Idaho
Harry S Truman National Historic Site, Missouri
Herbert Hoover National Historic Site, Iowa
Homestead National Monument of America, Nebraska
Intermountain Regional Office, NPS, Denver, Colorado
Jefferson National Expansion Memorial
John Day Fossil Beds National Monument, Oregon
Juan Bautista de Anza National Historic Trail, California
Lava Beds National Monument, California
Lewis and Clark National Historic Trail, Omaha
Midwest Regional Office, NPS, Omaha, Nebraska
Pacific West Regional Office, Oakland, California
Scotts Bluff National Monument, Nebraska
Tallgrass Prairie National Preserve, Kansas
Whitman Mission National Historic Site, Washington

Department of Transportation Offices

California Department of Transportation, Sacramento, California
Colorado Department of Transportation, Denver, Colorado

Idaho Department of Transportation, Boise, Idaho
Iowa Department of Transportation, Ames, Iowa
Kansas Department of Transportation, Topeka, Kansas
Missouri Department of Transportation, Jefferson City, Missouri
Nebraska Department of Roads, Lincoln, Nebraska
Nevada Department of Transportation, Carson City, Nevada
Oklahoma Department of Transportation, Oklahoma City, Oklahoma
Oregon Department of Transportation, Salem, Oregon
Utah Department of Transportation, Salt Lake City, Utah
Washington Department of Transportation, Olympia, Washington
Wyoming Department of Transportation, Cheyenne, Wyoming

State Park and Tourism Related Offices

Ashland Area Chamber of Commerce, Ashland, Kansas
California State Parks, Sacramento, California
Colorado State Parks, Denver, Colorado
Idaho State Parks and Recreation, Boise, Idaho
Iowa Department of State Parks, Des Moines, Iowa
Kansas Department of Wildlife and Parks, Pratt, Kansas
Missouri State Parks, Jefferson City, Missouri
National Historic Oregon Trail Interpretive Center, Baker City, Oregon
Nebraska Game and Parks Division, Lincoln, Nebraska
Nevada Division of State Parks, Carson City, Nevada
Oklahoma State Parks Division, Oklahoma City, Oklahoma
Oklahoma Tourism and Recreation Department, Oklahoma City, Oklahoma
Oregon Parks and Recreation Department, Salem, Oregon
Patee House Museum & Jesse James Home, St. Joseph, Missouri
St. Joseph Convention & Visitors Bureau, St. Joseph, Missouri
Utah State Parks and Recreation, Salt Lake City, Utah
Washington State Parks, Olympia, Washington
Wyoming State Parks and Historic Sites and Trails, Cheyenne, Wyoming

Cities and Counties

CITIES

City of Lamar, Colorado	City of Twin Falls, Idaho
City of La Junta, Colorado	City of Boise City, Idaho
City of Las Animas, Colorado	City of Wichita, Kansas
City of Denver, Colorado	City of McPherson, Kansas
City of Longmont, Colorado	City of Lyons, Kansas
City of Greeley, Colorado	City of Great Bend, Kansas
City of Fort Collins, Colorado	City of Dodge City, Kansas
City of Pueblo, Colorado	City of Garden City, Kansas
City of Iowa City, Iowa	City of Shawnee, Kansas
City of Grinnell, Iowa	City of Larned, Kansas
City of Newton, Iowa	City of Olathe, Kansas
City of Des Moines, Iowa	City of Gardner, Kansas
City of Des Moines, Iowa	City of Lawrence, Kansas
City of Council Bluffs, Iowa	City of Topeka, Kansas
City of Pocatello, Idaho	City of Independence, Missouri

City of Kansas City, Missouri
City of OmahaOmaha, Nebraska
City of Fremont, Nebraska
City of Kearney, Nebraska
City of North Platte, Nebraska
City of Scottsbluff, Nebraska
City of Carson City, Nevada
City of Tahlequah, Oklahoma
City of Tulsa, Oklahoma
City of Burns, Oregon
City of Madras, Oregon

COUNTIES

Alameda County, California
Amador County, California
Calaveras County, California
Contra Costa County, California
El Dorado County, California
Modoc County, California
Nevada County, California
Placer County, California
Sacramento County, California
San Joaquin County, California
Sierra County, California
Siskiyou County, California
Sutter County, California
Yolo County, California
Yuba County, California
Adams County, Colorado
Arapahoe County, Colorado
Bent County, Colorado
Boulder County, Colorado
Broomfield County, Colorado
Crowley County, Colorado
Denver County, Colorado
Douglas County, Colorado
El Paso County, Colorado
Jackson County, Colorado
Jefferson County, Colorado
Larimer County, Colorado
Logan County, Colorado
Moffat County, Colorado
Morgan County, Colorado
Otero County, Colorado
Prowers County, Colorado
Pueblo County, Colorado
Sedgwick County, Colorado
Weld County, Colorado
Bear Lake County, Idaho

City of The Dalles, Oregon
City of Portland, Oregon
City of Walla Walla, Washington
City of Cheyenne, Wyoming
City of Laramie, Wyoming
City of Rawlins, Wyoming
City of Rock Springs, Wyoming
City of Green River, Wyoming
City of Casper, Wyoming
City of Diamondville, Wyoming

Bingham County, Idaho
Blaine County, Idaho
Butte County, Idaho
Camas County, Idaho
Caribou County, Idaho
Cassia County, Idaho
Elmore County, Idaho
Franklin County, Idaho
Gooding County, Idaho
Jerome County, Idaho
Minidoka County, Idaho
Twin Falls County, Idaho
Hancock County, Illinois
Appanoose County, Iowa
Cass County, Iowa
Dallas County, Iowa
Davis County, Iowa
Decatur County, Iowa
Guthrie County, Iowa
Iowa County, Iowa
Jasper County, Iowa
Johnson County, Iowa
Lee County, Iowa
Lucas County, Iowa
Mills County, Iowa
Monroe County, Iowa
Polk County, Iowa
Pottawattamie County, Iowa
Poweshiek County, Iowa
Wayne County, Iowa
Atchison County, Kansas
Barton County, Kansas
Brown County, Kansas
Doniphan County, Kansas
Douglas County, Kansas
Edwards County, Kansas

Elk County, Kansas
Finney County, Kansas
Ford County, Kansas
Gray County, Kansas
Hamilton County, Kansas
Harvey County, Kansas
Jackson County, Kansas
Jefferson County, Kansas
Johnson County, Kansas
Kearny County, Kansas
Leavenworth County, Kansas
Marion County, Kansas
Marshall County, Kansas
McPherson County, Kansas
Montgomery County, Kansas
Nemaha County, Kansas
Pawnee County, Kansas
Pottawatomie County, Kansas
Rice County, Kansas
Shawnee County, Kansas
Wabaunsee County, Kansas
Washington County, Kansas
Wyandotte County, Kansas
Buchanan County, Missouri
Clay County, Missouri
Jackson County, Missouri
Platte County, Missouri
Adams County, Nebraska
Buffalo County, Nebraska
Butler County, Nebraska
Cass County, Nebraska
Clay County, Nebraska
Colfax County, Nebraska
Dawson County, Nebraska
Dodge County, Nebraska
Douglas County, Nebraska
Gage County, Nebraska
Garden County, Nebraska
Hall County, Nebraska
Hamilton County, Nebraska
Jefferson County, Nebraska
Kearney County, Nebraska
Keith County, Nebraska
Lancaster County, Nebraska
Lincoln County, Nebraska
Merrick County, Nebraska
Morrill County, Nebraska
Nance County, Nebraska
Nuckolls County, Nebraska

Otoe County, Nebraska
Platte County, Nebraska
Platte County, Nebraska
Saline County, Nebraska
Sarpy County, Nebraska
Saunders County, Nebraska
Scotts Bluff County, Nebraska
Seward County, Nebraska
Thayer County, Nebraska
Washington County, Nebraska
Webster County, Nebraska
York County, Nebraska
Churchill County, Nevada
Douglas County, Nevada
Elko County, Nevada
Eureka County, Nevada
Humboldt County, Nevada
Lyon County, Nevada
Pershing County, Nevada
Storey County, Nevada
Washoe County, Nevada
Benton County, Oregon
Columbia County, Oregon
Crook County, Oregon
Deschutes County, Oregon
Douglas County, Oregon
Harney County, Oregon
Jackson County, Oregon
Jefferson County, Oregon
Josephine County, Oregon
Klamath County, Oregon
Lane County, Oregon
Linn County, Oregon
Malheur County, Oregon
Morrow County, Oregon
Polk County, Oregon
Sherman County, Oregon
Umatilla County, Oregon
Wasco County, Oregon
Cherokee County, Oklahoma
Mayes County, Oklahoma
Nowata County, Oklahoma
Rogers County, Oklahoma
Box Elder County, Utah
Cache County, Utah
Davis County, Utah
Morgan County, Utah
Salt Lake County, Utah
Summit County, Utah

Tooele County, Utah
Utah County, Utah
Weber County, Utah
Benton County, Washington
Clark County, Washington
Cowlitz County, Washington
Franklin County, Washington
King County, Washington
Klickitat County, Washington
Lewis County, Washington
Pierce County, Washington
Thurston County, Washington
Walla Walla County, Washington
Yakima County, Washington
Albany County, Wyoming
Carbon County, Wyoming
Converse County, Wyoming
Fremont County, Wyoming
Goshen County, Wyoming
Lincoln County, Wyoming
Natrona County, Wyoming
Platte County, Wyoming
Sweetwater County, Wyoming
Uinta County, Wyoming

Appendix 3. Distributed Media Releases Announcing the Public Scoping Meetings

Newspaper and Press

Associated Press: Oklahoma City, Oklahoma; Topeka, Kansas; Kansas City, Missouri; Lincoln, Nebraska; Des Moines, Iowa; Salt Lake City, Utah; Boise, Idaho; Portland, Oregon; Salem, Oregon; Olympia, Washington; Yakima, Washington; Seattle, Washington; Carson City, Nevada; Reno, Nevada; Berkeley, California; and Sacramento, California

CALIFORNIA

Modoc County Record, Alturas, California
Siskiyou Daily News, Yreka, California
Yuba City Appeal-Democrat, Yuba City, California
The Union, Grass Valley, California
Auburn Journal, Auburn, California
Mountain Democrat, Placerville, California
Folsom Telegraph, Folsom, California
Grapevine Independent, Rancho Cordova, California
Sacramento Bee, Sacramento, California
The Pine Tree Calaveras County, California
Calaveras Enterprise, San Andreas, California
Berkeley Daily Planet, Berkeley, California
Oakland Tribune, Oakland, California

COLORADO

Sterling Journal-Advocate, Sterling, Colorado
The Coloradoan, Fort Collins, Colorado
Greeley Gazette, Greeley, Colorado
Greeley Tribune, Greeley, Colorado
Colorado Daily, Boulder, Colorado
Boulder Weekly, Boulder, Colorado
Denver Post, Denver, Colorado
Colorado Springs Gazette, Colorado Springs, Colorado
Pueblo Chieftain, Pueblo, Colorado
La Junta Tribune-Democrat, La Junta, Colorado

IDAHO

The News-Examiner, Montpelier, Idaho
Preston Citizen, Preston, Idaho
Idaho State Journal, Pocatello, Idaho
Sho-Ban News, Fort Hall, Idaho
Idaho Statesman, Boise, Idaho
Times-News, Twin Falls, Idaho
Power County Press, American Falls, Idaho
Idaho Falls Post-Register, Idaho Falls, Idaho
Mountain Home News, Mountain Home, Idaho
Idaho Press-Tribune, Nampa/Caldwell, Idaho

IOWA

Keokuk Daily Gate City, Keokuk, Iowa
Chariton Newspapers, Chariton, Iowa
Ottumwa Courier, Ottumwa, Iowa
Iowa City Press-Citizen, Iowa City, Iowa
Newton Daily News, Newton, Iowa
Des Moines Register, Des Moines, Iowa
The Daily Nonpareil, Council Bluffs, Iowa

KANSAS

Atchison Daily, Atchison, Kansas
Emporia Gazette, Emporia, Kansas
Garden City Telegram, Garden City, Kansas
Lawrence Journal-World, Lawrence, Kansas
Leavenworth Times, Leavenworth, Kansas
Manhattan Mercury, Manhattan, Kansas
The Olathe News, Olathe, Kansas
Topeka Capital-Journal, Topeka, Kansas
The Wichita Eagle, Wichita, Kansas
The Augusta Daily Gazette, Kansas
Dodge City Daily Globe, Dodge City, Kansas
Great Bend Tribune, Great Bend, Kansas
Hiawatha World, Hiawatha, Kansas
Horton Headlight, Horton, Kansas
Kansas City Kansan, Kansas City, Kansas
McPherson Sentinel, McPherson, Kansas
Marysville Advocate, Marysville, Kansas
Newton Kansan, Newton, Kansas
Parsons Sun, Parsons, Kansas
Kansas Chief, Troy, Kansas

MISSOURI

The Independence Examiner, Independence, Missouri
Kansas City Star, Kansas City, Missouri
Lee's Summit Journal, Lee's Summit, Missouri
St. Joseph News-Press, St. Joseph, Missouri

NEBRASKA

The Daily Sun, Beatrice, Nebraska
Lincoln Journal Star, Nebraska
Omaha World Herald, Omaha, Nebraska
The Independent, Grand Island, Nebraska
The Daily Hub, Kearney, Nebraska
North Platte Telegraph, North Platte, Nebraska
Scottsbluff Star-Herald, Scottsbluff, Nebraska
Fairbury Journal-News, Fairbury, Nebraska
Keith County News, Ogallala, Nebraska

Hastings Tribune, Hastings, Nebraska
Nebraska City News, Nebraska City, Nebraska
Syracuse Journal-Democrat, Nebraska
York News-Times, York, Nebraska
Columbus Telegram, Columbus, Nebraska
Fremont Tribune, Fremont, Nebraska
Plattsmouth Journal, Plattsmouth, Nebraska

NEVADA

The Ely Times, Ely, Nevada
Lahontan Valley News, Fallon, Nevada
Nevada Appeal, Carson City, Nevada
Record-Courier, Gardnerville, Nevada
Battle Mountain Bugle, Battle Mountain, Nevada
Elko Daily Free Press, Elko, Nevada
Lovelock Review-Miner, Lovelock, Nevada
Reno Gazette-Journal, Reno, Nevada

OKLAHOMA

Tallequah Daily Press, Tahlequah, Oklahoma
Bartlesville Examiner-Enterprise, Oklahoma
Muskogee Daily Phoenix, Muskogee, Oklahoma
Tulsa World, Tulsa, Oklahoma

OREGON

The Argus Observer, Ontario, Oregon
Burns Times Herald, Burns, Oregon
The Central Oregonian, Prineville, Oregon
Madras Pioneer, Madras, Oregon
The Dalles Chronicle, The Dalles, Oregon
The Bend Bulletin, Bend, Oregon
Polk County Itemizer-Observer, Dallas, Oregon
Eugene Register-Guard, Eugene, Oregon
Corvallis Gazette Times, Corvallis, Oregon
The Creswell Chronicle, Creswell, Oregon
Cottage Grove Sentinel News, Cottage Grove, Oregon
Roseburg News-Review, Roseburg, Oregon
The Grants Pass Daily Courier, Grants Pass, Oregon
The Medford Mail Tribune, Medford, Oregon
The Ashland Daily Tidings, Ashland, Oregon
The Statesman Journal, Salem, Oregon
The Hermiston Herald, Hermiston, Oregon
The East Oregonian, Pendleton, Oregon
Milton-Freewater Valley Herald, Milton-Freewater, Oregon
Baker City Herald, Baker City, Oregon
La Grande Observer, La Grande, Oregon
The Portland Oregonian, Portland, Oregon

UTAH

Ogden Standard-Examiner, Ogden, Utah
The Deseret News, Salt Lake City, Utah
The Salt Lake Tribune, Salt Lake City, Utah
Provo Daily Herald, Provo, Utah
Herald Journal, Logan, Utah
The Leader, Tremonton, Utah
Box Elder News Journal, Brigham City, Utah

WASHINGTON

The Vancouver Columbian, Vancouver, Washington
The Daily News, Longview, Washington
The Chronicle, Centralia, Washington
The Olympian, Olympia, Washington
The Tacoma News Tribune, Tacoma, Washington
The Puyallup Herald, Puyallup, Washington
Enumclaw Courier-Herald, Enumclaw, Washington
Yakima Herald Republic, Yakima, Washington
Tri-City Herald, Kennewick, Washington
Walla Walla Union-Bulletin, Walla Walla, Washington
Goldendale Sentinel News, Goldendale, Washington

WYOMING

Casper Star Tribune, Casper, Wyoming
The Telegram, Torrington, Wyoming
Guernsey Gazette, Guernsey, Wyoming
Douglas Budget, Douglas, Wyoming
The Glenrock Independent, Douglas, Wyoming
Platte County Record-Times, Wheatland, Wyoming
Lusk Herald, Lusk, Wyoming
Wyoming Tribune Eagle, Cheyenne, Wyoming
Laramie Bommerang, Laramie, Wyoming
Rock Springs Daily Rocket-Miner, Rock Springs, Wyoming
The Green River Star, Green River, Wyoming
Kemmerer Gazette, Kemmerer, Wyoming
Uinta County Herald, Evanston, Wyoming
Riverton Ranger, Riverton, Wyoming
Pinedale Roundup, Pinedale, Wyoming
Casper Journal, Casper, Wyoming
Bridger Valley Pioneer, Lyman, Wyoming

Radio and Television Stations

Iowa – Iowa Public Radio
Kansas - KBBE 96.7 FM, Kansas Public Radio, WIBW Radio
Missouri - KCUR 89.3 FM, KCTE 1510 AM
Nebraska - NPRN Public Radio, KIOS 91.5 FM Public Radio
Oklahoma - KTLQ Radio Station, KRMG News Talk Radio

Appendix 4. U.S. Senate and House of Representatives Offices Contacted Prior to the Public Meetings

U.S. Senator Tom Coburn, Oklahoma
U.S. Senator James M. Inhofe, Oklahoma
U.S. Senator Jerry Moran, Kansas
U.S. Senator Pat Roberts, Kansas
U.S. Senator Roy Blunt, Missouri
U.S. Senator Claire McCaskill, Missouri
U.S. Senator Mike Johanns, Nebraska
U.S. Senator Ben Nelson, Nebraska
U.S. Senator Chuck Grassley, Iowa
U.S. Senator Tom Harkin, Iowa
U.S. Senator Michael F. Bennet, Colorado
U.S. Senator Mark Udall, Colorado
U.S. Senator John Barrasso, Wyoming
U.S. Senator Mike Enzi, Wyoming
U.S. Senator Orrin Hatch, Utah
U.S. Senator Mike Lee, Utah
U.S. Senator Mike Crapo, Idaho
U.S. Senator James E. Risch, Idaho
U.S. Senator Jeff Merkley, Oregon
U.S. Senator Ron Wyden, Oregon
U.S. Senator Maria Cantwell, Washington
U.S. Senator Patty Murray, Washington
U.S. Senator John Ensign, Nevada
U.S. Senator Harry Reid, Nevada
U.S. Senator Barbara Boxer, California
U.S. Senator Dianne Feinstein, California
U.S. Representative Mike Thompson, District 1, California
U.S. Representative Wally Herger, District 2, California
U.S. Representative Daniel E. Lungren, District 3, California
U.S. Representative Tom McClintock, District 4, California
U.S. Representative Doris Matsui, District 5, California
U.S. Representative George Miller, District 7, California
U.S. Representative Barbara Lee, District 9, California
U.S. Representative John Garamendi, District 10, California
U.S. Representative Jerry McNerney, District 11, California
U.S. Representative Dennis Cardoza, District 18, California
U.S. Representative Jeff Denham, District 19, California
U.S. Representative Diana DeGette, District 1, Colorado
U.S. Representative Jared Polis, District 2, Colorado
U.S. Representative Scott Tipton, District 3, Colorado
U.S. Representative Cory Gardner, District 4, Colorado
U.S. Representative Doug Lamborn, District 5, Colorado
U.S. Representative Mike Coffman, District 6, Colorado
U.S. Representative Ed Perlmutter, District 7, Colorado
U.S. Representative Dave Loebsack, District 2, Iowa

U.S. Representative Leonard Boswell, District 3, Iowa
U.S. Representative Tom Latham, District 4, Iowa
U.S. Representative Steve King, District 5, Iowa
U.S. Representative Mike Simpson, District 2, Idaho
U.S. Representative Tim Huelskamp, District 1, Kansas
U.S. Representative Lynn Jenkins, District 2, Kansas
U.S. Representative Kevin Yoder, District 3, Kansas
U.S. Representative Mike Pompeo, District 4, Kansas
U.S. Representative Enamuel Cleaver, District 5, Missouri
U.S. Representative Sam Graves, District 6, Missouri
U.S. Representative Blaine Luetkemeyer, District 9, Missouri
U.S. Representative Jeff Fortenberry, District 1, Nebraska
U.S. Representative Lee Terry, District 2, Nebraska
U.S. Representative Adrian Smith, District 3, Nebraska
U.S. Representative Dean Heller, District 2, Nevada
U.S. Representative John Sullivan, District 1, Oklahoma
U.S. Representative Dan Boren, District 2, Oklahoma
U.S. Representative David Wu, District 1, Oregon
U.S. Representative Greg Walden, District 2, Oregon
U.S. Representative Earl Blumenauer, District 3, Oregon
U.S. Representative Peter DeFazio, District 4, Oregon
U.S. Representative Peter Schrader, District 5, Oregon
U.S. Representative Rob Bishop, District 1, Utah
U.S. Representative Jim Matheson, District 2, Utah
U.S. Representative Jason Chaffetz, District 3, Utah
U.S. Representative Jaime Herrera Beutler, District 3, Washington
U.S. Representative Doc Hastings, District 4, Washington
U.S. Representative Cathy McMorris Rodgers, District 5, Washington
U.S. Representative Norm Dicks, District 6, Washington
U.S. Representative Dave Reichert, District 8, Washington
U.S. Representative Adam Smith, District 9, Washington
U.S. Representative Cynthia Lummis, Wyoming

Appendix 5. Written Comments via Email

Public comments – whether sent to the NPS by email, provided to the agency’s PEPC (planning) website, given orally at one of the public meetings, mailed to the agency office, or provided on comment forms at the public meetings – have often been edited. They were analyzed and placed, as appropriate, within one or more topic categories. Personal or sensitive information containing individuals’ names or contact information have been omitted for reasons of privacy. Spelling errors, where necessary, have been corrected.

Comments were received from

- Pioneer’s Alliance (The Conservation Fund, Idaho Conservation League, Lava Lake Institute for Science and Conservation, The Nature Conservancy in Idaho, Wood River Land Trust)
- Lava Lake Land & Livestock, L.L.C., San Francisco, California
- The Coalition of Local Governments, Kemmerer, Wyoming - County Commissions and Conservation Districts for Carbon, Fremont, Lincoln, Sweetwater, Unita, and Sublette - Wyoming
- Sweetwater County, Wyoming
- Anadarko, Casper, Wyoming
- Russ Tanner, Registered Professional Archaeologist and Certified Public Historian, Rock Springs, Wyoming
- Kay Threlkeld
- Spencer Kimball, Manager of Government Affairs, Western Energy Alliance (formerly IPAMS), Denver, Colorado
- Tamástslíkt Cultural Institute, Cayuse, Umatilla and Walla Walla Tribes, Pendleton, Oregon
- Mike Dedman, Education Specialist, Whitman Mission National Historic Site, Washington
- Rock Springs Grazing Association, Rock Springs, Wyoming
- Linda Andersen, Galva, Kansas
- Sharon Snyder
- David Welch
- Steve Knight, Executive Director/Superintendent, Silver State Charter Schools, Carson City, NV
- Del Spencer
- Jim Beason note forwarded by Jack and Pat Fletcher to Lee Kreutzer
- Robert Carson, Whitman College
- **Mormon Trail Association**, Salt Lake City, Utah (sent by Ron Andersen)

Written Comments via Email
Comments
Our comments are focused on the addition of Goodale’s Cutoff, Idaho, to the Oregon National Historic Trail as part of the National Historic Trail System (“NHTS”). (Lava Lake Land and Livestock)
Goodale’s Cutoff winds for several miles through our deeded property at Lava Lake Main Ranch and adjacent Cottonwood Range. Lava Lake’s economic and conservation interests will be directly impacted by the

Written Comments via Email
Comments
designation of Goodale's Cutoff as part of the NHTS. (Lava Lake Land and Livestock)
As ranchers and conservationists, we generally support the designation of Goodale's Cutoff as a National Historic Trail. We believe that Goodale's Cutoff and the surrounding landscape, especially the portion running from Arco, Idaho to Picabo, Idaho, remains in a remarkably unaltered and unfragmented state and provides a unique window on the experience of settlers migrating to the West and into the history of European settlement of central Idaho and the Intermountain West. In addition, recognition of Goodale's Cutoff as part of the National Historic Trail System has the potential to support ongoing land and wildlife conservation activities in the region and provide significant local economic development opportunities that are compatible with traditional land uses such as ranching and backcountry recreation. Goodale's Cutoff also has stand-alone value for land conservation and wildlife. For example, the Pioneers Alliance recently documented a narrow migration corridor which partly coincides with Goodale's Cutoff that is used by hundreds of pronghorn. Goodale's Cutoff as a consequence is part of one of the longest mammalian migration corridors in North America. (Lava Lake Land and Livestock)
Designation of Goodale's Cutoff as part of the NHTS must not interfere, limit, constrain or otherwise impact ongoing uses of private lands for ranching, farming, recreational purposes, etc. The Environmental Assessment must specifically discuss potential impacts of the designation on private lands and uses of private lands. NPS informational materials for this EA state "Some historic sites and trail segments are in private ownership, while others are in public ownership. Participation in national historic trail programs is voluntary, and private landowners along the trail retain all legal rights to their property. Public land managers likewise retain all management authority over national historic trails on their lands." (Lava Lake Land and Livestock)
Designation of Goodale's Cutoff as part of the NHTS must not lead to public access to private lands crossed by the Cutoff without the landowner providing explicit permission for such access, which permission shall be granted, modified and withdrawn at the landowner's absolute sole discretion.
Designation of Goodale's Cutoff as part of the NHTS must support conservation of wildlife habitat and migratory corridors. For example, the designation should not lead to infrastructure or interpretive development that interferes with the pronghorn migration corridor in the Pioneers - Craters landscape. (Lava Lake Land and Livestock)
NPS must evaluate the impact of pesticide and herbicide use along Goodale's Cutoff on neighboring farms and ranches. Lava Lake Main Ranch, Cottonwood Range and a portion of our State of Idaho grazing leases and allotments on federal lands, including lands that are crossed by Goodale's Cutoff, are certified organic range lands. (Lava Lake Land and Livestock)
Designation of Goodale's Cutoff as part of the NHTS must not support incompatible recreation and tourism activities that will degrade, alter or eliminate the primitive, unspoiled and unfragmented nature of the lands surrounding the Cutoff. For example, interpretive facilities, trails, access roads and other infrastructure should be generally low-profile, discreet and consistent with the history of the Cutoff and with the unspoiled and undeveloped nature of much of the surrounding landscape. (Lava Lake Land and Livestock)
NPS must evaluate mechanisms by which designation of Goodale's Cutoff as part of the NHTS will provide potential support to local communities, specifically the City of Carey and Blaine County, for compatible economic development associated with Goodale's Cutoff. (Lava Lake Land and Livestock)
NPS must evaluate potential mechanisms for supporting the conservation of land along Goodale's Cutoff on a strictly "willing seller - willing buyer" basis. (Lava Lake Land and Livestock)
NPS must evaluate mechanisms for enabling NPS, BLM, other public agencies and their private partners to expand the interpretive, educational and low-impact recreational activities associated with Goodale's Cutoff, particularly in coordination with and in support of local rural communities such as Carey, Idaho. (Lava Lake Land and Livestock)
NPS must include in its interpretive materials information relating to uses of portions of the Cutoff route by earlier and later inhabitants, fur-traders, pioneers and settlers including the Shoshone-Bannock people (particularly as regards the Camas Prairie, Lava Lake, Big Cottonwood, etc.), Alexander Ross (Malade or Big Wood River, Camas Creek and Camas Prairie in 1824), prospectors and miners (mid-1870s – 1880s), Mormon pioneers (1880s and 1890s), and Scottish and Basque sheepmen (1890s through 1920), among others. (Lava Lake

Written Comments via Email
Comments
Land and Livestock)
NPS must include in its interpretive materials information relating to later use of the Cutoff route by late 19th-century stage operators and early 20th-century motorized conveyances. (Lava Lake Land and Livestock)
NPS must endeavor to maintain or restore the actual roadbed of the Cutoff in or to a condition that preserves the essential character of the Cutoff during the period of greatest transcontinental migration on this segment of the Oregon Trail (1862 – late 1880s). (Lava Lake Land and Livestock)
To this end, NPS will seek to form public - private partnerships wherever possible.
NPS must not “improve” the road itself; rather, Goodale’s Cutoff should be left as stark testament to the rigors and privation, the occasional jubilation and the frequent accidents, disease and tragic death that ineluctably accompanied travel upon it in one of the final chapters of the great 19th-century Westward overland migration. (Lava Lake Land and Livestock)
Beginning in 1862, thousands of weary souls traveling West on Goodale’s Cutoff passed through what would later become the entrance gate to Lava Lake Main Ranch. Many, I’m sure, shared the sentiment penned by Julius C. Merrill in his 1864 trail diary: <i>"It was a desolate, dismal scenery. Up or down the valley as far as the eye could reach or across the mountains and into the dim distance the same unvarying mass of black rock. Not a shrub, bird nor insect seemed to live near it. Great must have been the relief of the volcano, powerful the emetic, that poured such a mass of black vomit."</i> These words are inscribed on the State of Idaho historical marker at Lava Lake on U.S. 20. The sense of desolation and isolation they convey is still palpable. (Lava Lake Land and Livestock)
Goodale’s Cutoff is an important part of the history of our unforgiving yet spectacular landscape. It deserves recognition and protection. (Lava Lake Land and Livestock)
Our comments are focused on the addition of Goodale’s Cutoff, Idaho, to the Oregon National Historic Trail. We present key issues for the National Park Service to consider in its preparation of the feasibility study and environmental assessment. (Pioneer’s Alliance)
As a group of nonprofit conservation organizations participating in the Pioneers Alliance, we generally support the designation of Goodale’s Cutoff as a National Historic Trail. In 2007, the Pioneers Alliance, a coalition of ranchers, farmers, local residents, conservationists, agency representatives & elected officials, began working together to sustain the natural and cultural values of the Pioneer Mountains to Craters of the Moon landscape in south-central Idaho (http://pioneersalliance.wordpress.com/).
The city of Carey, Idaho, near the middle of the Pioneers-Craters landscape, is a mile south of the approximate route of Goodale’s Cutoff. The community is surrounded by working farms and ranches and large expanses of public lands. Carey is a crossroads for travelers in central Idaho and a gateway for both recreationists and ranchers to the landscape. We think the increased visibility provided by designation can benefit the local community and introduce more people to the natural and cultural amenities of the region. (Pioneer’s Alliance)
Goodale’s Cutoff parallels 60 miles of the “Peaks to Craters” Scenic Highway (US Highway 20/26/93; http://www.idahobyways.gov/byways/peaks-to-craters.aspx). Here is a sample of features of interest along “Peaks to Craters”: <ul style="list-style-type: none"> • Craters of the Moon National Monument and Preserve (Idaho’s first monument; unique natural communities, unusual rock formations, and thousands of acres of lava fields) • Recreation access to Silver Creek (world-class fly fishing) and the Big Wood & Big Lost Rivers • Historic working farms and ranches • Recreation access to the Little Wood, Fish Creek, Mackay, and Magic Reservoirs • Carey Lake Wildlife Management Area (an Important Bird Area supporting dozens of species) • Mt. Borah and High Peaks of the Lost River Range (includes 9 of Idaho’s 12 highest peaks) (Pioneer’s Alliance)
The Pioneers Alliance recently documented a narrow migration corridor for hundreds of pronghorn, which also coincides with Goodale’s Cutoff.
Some of the key issues the National Park Service must consider in scoping and preparation of the feasibility study and environmental assessment include: <ul style="list-style-type: none"> • ongoing uses of private lands for ranching, farming, recreational purposes, etc., and clarification about any potential restrictions on private lands and governance and management of public lands,

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<ul style="list-style-type: none"> • conservation of wildlife habitat and migratory corridors, • compatible recreation and tourism activities, and • possible support to local communities, specifically the City of Carey and Blaine County, for sustainable economic development associated with Goodale's Cutoff. (Pioneer's Alliance)
<p>The local governments (Coalition of Local Governments [CLG], Kemmerer, Wyoming) support recognition of historic sites and events, so long as private property rights are protected.</p>
<p>Unfortunately management issues that arise next to the trails have created negative feelings towards federal agency designating historic sites. To a great extent, this is a self-inflicted wound on the part of NPS and the Bureau of Land Management (BLM). Nonetheless, the Coalition (CLG) does not support designation of the proposed trails for the following reasons:</p> <ol style="list-style-type: none"> 1. Lack of landowner consent; 2. Factual questions regarding the trail segments' eligibility, such as the Cherokee Trail splits and others; 3. Need for NPS and BLM to redo the eligibility determinations in an unbiased and objective fashion; 4. Additional assessment of the economic costs of trail designation in light of increased and often punitive regulation and to assess the potential conflicts with other important land uses within the respective Wyoming counties and conservation districts.
<p>The National Trails System Act (NTSA) provides that historic trails cannot be designated without the consent of the landowner. 16 U.S.C. §§1243(a)(iii), 1244(h), 1246(a). CLG notes that private landowners for the most part do not consent to designation of the trails nor did NPS seek the consent of landowners regarding an additional feasibility study. The proposed Cherokee Trail and the Sublette Cutoff both run through portions of the Wyoming Checkerboard found in Lincoln, Sweetwater and Uinta Counties. On the checkerboard ownership of the mineral and surface estates are split. This fact greatly complicates any consent, because all landowners must agree. Since the private landowners do not consent, any historic trails located on the public lands would be broken into short and isolated segments, inaccessible to the public. The trails cannot be designated as historic trails under the criteria in the NHTA. (CLG)</p>
<p>Even if Congress were to make an exception by amending the NTSA to not require consent, management would be impossible. Most landowners do not allow trespass and, thus, public visitation of the trail segments would be largely precluded. The failure of the public information in the scoping notice to disclose these material facts suggests that NPS is either unaware of the landownership patterns or chose to disregard them. The trail segments proposed for designation that run through the Wyoming Checkerboard include the Overland Trail, the Cherokee Trail, and the Sublette Cutoff. In each case, these trail segments do not qualify for designation. (CLG)</p>
<p>The scoping materials repeatedly state that segments of the trail can be invisible and still be designated. This is only partly correct. The NTSA provides that the route need not currently exist as a discernible trail to qualify, but its location must be sufficiently known to permit evaluation of public recreation and historical interest potential. A designated trail should generally accurately follow the historic route, but may deviate somewhat on occasion of necessity to avoid difficult routing through subsequent development, or to provide some route variation offering a more pleasurable recreational experience. 16 U.S.C. §1244(b)(11). The NTSA further provides for key elements of the study. Id. The scoping materials completely omit the land ownership patterns and most of the other statutorily mandated subjects. Without adequate information, the public scoping process is incomplete. As just one example, the maps omit all private land, thus creating the impression that the trails run through federal land in Wyoming, instead of repeatedly crossing private land. The scoping process should be reopened after NPS prepares adequate information in line with Section 3 of the NTSA. (CLG)</p>
<p>The regulatory conflicts apply with even greater force to other land uses, such as wind farms, transmission lines and oil and gas wells. Designation under NTSA also invokes protection under the National Historic Preservation Act ("NHPA"), 16 U.S.C. §470 et seq., and the regulations, 36 C.F.R. Part 800. All public land uses or land uses deemed to have a federal nexus are regulated to preserve the context and experience at cultural and historical sites. This greatly limits or interferes with land uses even on adjacent private lands. 16 U.S.C. §470a. Any federal undertaking must consider the effects on a cultural or historical site. Id. 36 C.F.R. Part 800. The NHPA expressly authorizes the Secretary of Interior to protect historical sites and to consider the direct and indirect effects of any federal undertaking on the site. 16 U.S.C. §470a, 36 C.F.R. §800.5. The regulatory definitions limit the</p>

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<p>consideration of potential effects include: the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by an undertaking. As noted in the introduction, CLG has seen first-hand how agency regulation alienates landowners and the public. For instance, BLM Kemmerer frequently requires livestock operators to move fences or sheep troughs that will be placed on private lands in the Checkerboard or elsewhere on the basis that they can be seen from the historic trail segments located on public land. This viewshed criteria attempts to regulate lawful activities on private land where BLM has no jurisdiction. Its application has profoundly alienated the livestock industry, due to the cost and inconvenience involved. Because trails are linear, the preservation of the historical site involves tens of thousands of acres of land under the context rules. The context rules include delineation of viewsheds based on estimates of the effects on the integrity of the experience. These viewsheds are several miles wide, and even a three-mile buffer would include up to 32000 acres to protect an historic ranch headquarters (no more than 160 acres). The high visibility found in Wyoming means that designation would impair wind energy farms and the transmission lines. Or if not, then wind development will greatly degrade the historic context. (CLG)</p>
<p>The economic base for western Wyoming is energy, mining, livestock grazing and recreation, including motorized recreation. Expensive regulation adds costs to these uses or precludes them directly harms the tax base, the custom and culture and the communities. For instance, a transmission line can provide millions of dollars of revenue to a county a year. Historic designation would require rerouting the line, often outside a county boundary or may preclude its construction and the related wind farm due to impacts on the context of the historic trail. This means millions of dollars and related jobs lost. Because this has already happened in specific instances, the Coalition members have a legitimate concern that formal designation will have even greater adverse economic impacts. (CLG)</p>
<p>The initial analysis of historic eligibility and more importantly the trail segments' integrity should be redone. The Coalition interaction with BLM on the historic trail issues has suggested that BLM staff did not consistently or correctly follow the NPS guidelines, How to Apply the National Register Criteria for Evaluation, National Register Bulletin 51 (1995) (NRB #51) in making its historic register eligibility determinations. While BLM relies on 36 C.F.R. Part 800, there is scant evidence that BLM followed the site integrity guidelines to define the historic trail segments in the first place. As a result, the assessing staff either did not or could not correctly distinguish between historic and contemporary uses of the trail segments. Many of the proposed trail segments have been used in modern times in relation to motor vehicle travel for hunting, recreation, or moving livestock. These modern day uses largely obscure or have eliminated the original routes. This fact precludes a finding of integrity and the trail segments do not qualify. While the NTSA allows for designation when the route is lost, that is only if the route is otherwise well established. The Cherokee Trail's route and splits remain largely lost to history. The lack of a clear and well-documented route, coupled with debatable identification process, means that the Cherokee Splits in southwestern Wyoming should be redone. During a field tour related to the programmatic agreement process out of the Hiawatha Regional Development Plan Environmental Impact Statement, CLG members saw that many of the segments of the Cherokee Trail were not visible. BLM staff had to use GPS in order to find where the trail's route was supposed to be. In other cases, the trail segments were in the sight and sound of active oil and gas development and had also lost their integrity. BLM justified the finding of integrity on the basis that if you looked the other way, the development was not visible. The NRB #51 states in relevant part that the physical features must "define both why a property is significant and when it was significant." When a trail no longer looks the same as it did during its original use, and has either deteriorated or been used by modern day vehicles, then the trail cannot be said to meet the integrity criteria. The Coalition brought these concerns to BLM's attention, noting that the trail determinations omit more recent use by sheep campers and other recreation vehicles and did not distinguish between historic and modern day uses. BLM responded that the conclusions have been made and will not be revisited. Given the gravity of the errors identified, the lack of integrity of the Cherokee Trail splits raises serious questions as to whether the identified segments are historic trails or are just tracks made by sheepherder or stock trails. The historic assessment process was also marred by BLM cultural resources staff, who willfully trespassed on private land for purposes of documenting trail segments. (CLG)</p>

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<p>Overland Trail: The Green River Resource Management Plan (RMP) in 1997 adopted a de facto historic designation for several trails including the Overland Trail as a cultural resource protection measure. The Overland Trail was designated in the RMP based on a determination of potential eligibility for the National Historic Register. Many landowners especially those in the Wyoming Checkerboard objected at that time. Due to the high energy potential and development, the oil and gas industry funded studies of the Overland Trail studies by cultural and historic professionals. The reports raise important questions as to the exact location of the splits. BLM and NPS have ignored these studies and, instead relied on volunteer work that did not conform to NPS guidelines. To date, neither BLM nor NPS has advanced a substantive reason documenting why the studies are wrong and the conclusions of history significance and integrity by volunteers are right. The Coalition remains concerned because much of the work was done by or under the direct supervision of one BLM employee, whose bias for historic preservation overran the facts on many occasions. The assessments were done by volunteers who were not familiar with the region and were frequently unable to distinguish between historic campsites and more recent camp sites. Since ranching remains a primary use of the lands throughout the Checkerboard, the presence of camp sites and visible trails will not necessarily mean an historic site. More often than not it is a contemporary site. The Coalition does not believe that BLM ever corrected for the errors. (CLG)</p>
<p>Sublette Cutoff: The proposed action will designate the Sublette Cutoff as part of the Oregon and California Trail instead of just the California Trails as it currently is. The need for a dual designation is not explained. It should not have been determined suitable in the first place. Other than Alfred Quorum and Nancy Hill grave markers, there is no indication that the pioneers ever traveled this route. It certainly was not a historically or nationally significant route. Sweetwater County has two trail segments being proposed (Cherokee Trail and Central Overland Trail). Both trail segments cross through checkerboard lands that would certainly interfere with their potential for public recreational use. These segments, along with the Sublette Cutoff, would be impossible to manage since there's so much private lands interspersed. This also affects recreational use and their suitability determination. The work by the Oregon and California Trails Association is even more troubling. At the May 31st meeting in Rock Springs they were bragging about all the Class 1 and Class II visual resource designations. These designations will have significant adverse impacts as documented in these comments. (CLG)</p>
<p>Are there opportunities for the public to enjoy and visit parts of these routes? There are very few opportunities given the fact that the routes run through private land, including the Wyoming Checkerboard particularly Overland, Cherokee and parts of Sublette Cutoff. As explained above, without landowner consent, public access to view public land segments would be unlawful trespass. (CLG)</p>
<p>How do you currently use these routes? For the trails that have been overridden, they are recreation routes or livestock routes. Otherwise there is relatively little if any use of the routes. Basically, if the routes are in use, they no longer meet integrity criteria. If they are not in use, they are largely left to isolated segments or have all but disappeared. (CLG)</p>
<p>Do you think the routes are historically and nationally significant? Why or why not? The trail segments identified by BLM previously are debatable and serious issues have not been resolved. As noted above, the eligibility assessments need to be redone. (CLG)</p>
<p>How might designation of these routes as national historic trails (NHTs) affect you and your community?</p> <p>1. Jurisdictional Confusion</p> <p>The NPS proposal to designate the Overland Trail as a national historic trail that crosses checkerboard ownership creates land and mineral management conflicts between agencies and landowners over role and responsibility for the trail. Such a designation will have negative impacts due to overlapping jurisdiction between NPS and BLM for the federal land, the private landowners and the trail advocates. BLM staff have attempted to use the historic protection as a lever to manage private land uses, either through perceived authority or claimed federal nexus due to the adjacent federal land section. On several occasions, BLM has required the removal of sheep watering troughs or other range improvements that were to be located on private land, because their presence impinged on the views from public lands. The same policies make it very difficult to develop private lands for wind energy or to build transmission lines that must cross the Checkerboard. While BLM cannot regulate private land uses, the fact that it has and will likely do so again, has created conflict and local hostility to trail preservation efforts. Unless and until NPS and BLM consistently respect private land rights, the landowners</p>

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are unlikely to support an official historic trail designation.
The proposed historic trail designation will actually encourage landowners to destroy trail segments on the private lands to limit the agency threats or leverage. Designation will materially impair grazing activities, as illustrated by the sheep trough incidents described above. It will certainly interfere with easements and rights-of-way and related mineral development on both the public and private lands.
2. Impacts on Community and Economy Will Be High
The impacts will be very costly to the communities. Designation will ensure that transmission line rights-of-way and other development will be denied. As a result, the communities will lose direct revenue as well as jobs.
The study must also consider how designation will directly conflict with renewable energy policies. Wind farms and the related transmission lines do not conform to the context management regulations. 36 C.F.R. Part 800. But the trails run through the same parts of the region where wind farms are proposed and transmission lines are necessary. (CLG)
CLG stated at the beginning of the comments that prior regulation by NPS and BLM has made historic trail designation hugely unpopular. This will not change unless NPS addresses both the landowner consent issue and regulatory constraints that will preclude other land uses. The fact that none of the scoping materials included this information suggests that an additional scoping process is warranted. (CLG)
One of Sweetwater County's Comprehensive Plan goals is to balance resource development with environmental protection. Sweetwater County encourages the National Park Service to keep this goal in mind when evaluating the feasibility for adding the additional National Historic Trails within Sweetwater County.
Currently, Sweetwater County contains four National Historic Trails, which include the California, Oregon, Pony Express and Mormon Trails. Depending on the results of this EA and decisions by Congress, three additional trails may be added to the National Historic Trail System within the County. These trails have economic importance to Sweetwater, but also have the potential to impact the economy of the County. By attracting tourists these trails contribute to the Sweetwater County tourism industry, which provides \$145,000,000 dollars each year to the County's economy, but by crossing mineral producing lands, these trails and their associated regulations could potentially impact or limit mineral production, which provides 86% of Sweetwater County's two billion dollar assessed valuation.
To maintain the tourism dollars that these trails generate, regulations are necessary to preserve the integrity of our County's National Historic Trails. However, these regulations must be balanced enough to not only preserve the trails but also to preserve the continued exploration and development of mineral resources which occur in the vicinity of these trails. Without this mineral development, the employment and revenue base of Sweetwater County would greatly suffer.
Most of the land within Sweetwater County has been historically and traditionally used to support the agriculture and mineral extraction industries. These land uses and industries continue to employ and economically support the vast majority of Sweetwater County residents. Sweetwater County recognizes the importance of the role that these trails have played in our County's history, but we only support designating additional National Historic Trails if our County's historic and traditional mineral and agriculture land uses are considered and maintained in the designation of additional National Historic Trails.
Sweetwater County maintains over 1,100 miles of county roads and many of these roads may follow existing historic trails. AS part of this Environmental Assessment, Sweetwater County encourages the National Park Service to carefully map the location of the proposed National Historic Trails against the location of existing Sweetwater County Roads. Sweetwater County Roads are vital for commerce within the County; therefore, it is very important that if additional trails are designated within our County, these trails do not interfere with the movement of goods and services within our County.
The scope of this Environmental Impact Statement spans from Iowa to the west coast, and includes 13 states. Depending on the results of this Environmental Assessment and decision made by Congress, approximately 11,000 additional miles of trail could be added to the National Historic Trail System. Adding this many miles of

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trail to the National Historic Trail System will affect the development of land across the western half of the United States. To ensure that the ability to develop our western lands is balanced with trail protection, Sweetwater County strongly recommends that the National Park Service prepare an Environmental Impact Statement rather than the Environment Assessment that is currently in progress.
Anadarko's comments focus primarily on the trail routes proposed for the Central Overland Trail through southern Wyoming and north eastern Colorado; and for the Cherokee Trail in southern Wyoming. Anadarko, as a private surface landowner, private mineral owner, and holder of significant number of state and federal mineral leases throughout the areas of the proposed routes, believes the proposed routes will not meet the third criteria (potential for public recreational use or historic interest based on historic interpretation and appreciation) to qualify as a national historic trail.
Anadarko owns significant surface and mineral interests in what is commonly referred to as the land grant strip or the "Checkerboard," which is almost 700 miles long and 40 miles wide. ...and is traversed by the Overland and Cherokee trails. Anadarko also owns a large number of federal oil and gas leases in the states that could be impacted by future Public land management agency decision that could result from inclusion of the Overland and Cherokee Trails as a NHT.
The National Parks Service should also make inquiries into the Bureau of Land Management Offices (Kemmerer, Rock Springs, Rawlins, and Casper Field Offices) and the States of Wyoming and Colorado oil and gas regulatory agencies to gain a full appreciation of the significant increase in activity surrounding oil and gas development surrounding major shale plays, oil shale pilots, wind energy, and coal exploration and development projects in the southern Wyoming and northern Colorado that is coincidentally in the same areas of the proposed Central Overland and Cherokee Trail designations. (Anadarko)
In addition, Anadarko believes that administration of a NHT designation for the Overland and Cherokee Trails would be exceedingly difficult to manage and provide the public visitation due to the checkerboard ownership for a majority of these trails.
The NPS must consider in its feasibility study the extent to which this mixed ownership pattern and multiple ownerships would curtail reasonable opportunities for on the ground interpretative siting and public recreational use. (Anadarko)
On federal lands, Anadarko has consistently opposed the use of special designations such as Areas of Critical Environmental Concern (ACEC), Special Recreation Management Areas (SRMA), mineral entry withdrawals, etc. as a means of providing additional regulatory control over the Overland and Cherokee Trails. This position is based on Anadarko's belief that BLM provides ample protection for these Trails through the Resource Management planning process and the application of the National Historic Preservation Act.
Should Congress designate the Overland and Cherokee Trails as NHTs, it would not be unreasonable to expect that BLM would eventually seek to amend its current management prescriptions for those resources. Therefore, Anadarko recommends that should the NPS recommend a NHT designation that they would work in tandem with BLM to submit to Congress both the recommendation for designation and BLM's proposed changes to the area's land management plans.
Should the Overland and Cherokee Trails be designated as NHTs it would impose upon the NPS additional administrative duties such as marking, interpretation and cooperative planning among landowners, interest groups and individuals at a time when federal budgets are constrained. (Anadarko)
BLM has ongoing programs that address trail resources such as inventories, mapping, interpretation, trail protection and preservation, viewshed protection and management of visitor use. Numerous interpretive opportunities on overland trails are available such as the National Historic Trail Interpretive Center (Casper, WY) and site specific information available at local BLM offices. Interpretive and management information is also available via the BLM website. The Wyoming State Historic Preservation Office (SHPO) has an active monument and marker program that recognizes the Overland and Cherokee Trails as well as an outstanding interactive webpage devoted to immigrant trails in Wyoming. Perhaps one of the best resources for interpretive information can be found at the website of the Oregon California Trail Association (OCTA). OCTA provides additional resources ranging from virtual tours, guidance for identifying, interpreting and mapping and information on genealogical research. (Anadarko)

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The NPS must consider the efforts of the agencies and OCTA when making a recommendation to Congress for designation. If needed, these entities efforts could be expanded to further recognize the Overland and Cherokee Trails without a NHT designation. It would not be in the best interest of either the NPS or this nation's citizens to incur additional federal budget demands in light of the efforts on overland trails already established by BLM, Wyoming SHPO and OCTA. (Anadarko)
The feasibility study must consider whether the subject trail variants meet all three criteria of the National Trails System Act to warrant a NHT designation. Anadarko believes that the present and foreseeable mineral development and the mixed surface ownership along the checkerboard surrounding the proposed trail designations will not provide high quality opportunities for historic interpretation and appreciation.
Significant portions of the trail exist in areas that are subject to ongoing resource uses. These include, oil and gas development, wind energy, mining, and transportation corridors. The feasibility assessment should quantify these existing, as well as potential future resource uses in the immediate and adjacent area of the proposed trail variants. The NPS must consider the existing and future landscape characteristics in the vicinity of the trial sin light of providing the public opportunities for recreational use based on appreciation of the trail's setting. (Anadarko)
...Anadarko does not support the inclusion of yet another layer of complexities in trail management that NHT designation would bring to the Overland and Cherokee Trails.
Child's Route (near Casper, Wyoming)—during 2000-2002 I lead a BLM study of the trails system in which we flew low level (e.g. 300 ft. above ground level) helicopter reconnaissance of the Oregon/California/Mormon Pioneer and Pony Express routes in Wyoming. During our flights in the Casper area I was assisted by BLM archaeologist Chris Arthur from the Casper Field Office and OCTA's expert Randy Brown guided our flights. My recollection is that we were able to observe very little, if any, of the Child's Route. The areas where there were trail remains would be in the area around Glendo Reservoir and between Glendo and Douglas, Wyoming. I don't think there are intact trail traces west of Douglas. If this route were to be added to the NHT System a thorough study would need to be done to document the actual existence of the Child's Cutoff Route. (Russ Tanner)
Central Overland Stage Route—this route is Ben Holladay's stage, mail and freight route used primarily during the Civil War, although there had certainly been earlier use of this route. This route is highly significant. It was the route connecting the eastern United States to the west coast during the Civil War. While some traffic did continue on the more northerly route over South Pass, after the spring of 1862 the Overland Route became critical to the nation's security. Furthermore, from Virginia Dale, Colorado to Fort Bridger, Wyoming there are miles and miles of intact trail trace of the Central Overland and many, many stage stations in varying degree of preservation as well as inscription sites, pioneer graves and other trail related sites. Much of this route is on Federal lands administered by the Bureau of Land Management (BLM). Again, additional study should be done on some aspects of this route, but much good historical and archaeological work as already been done on the Central Overland and, in my opinion, it has been well managed over the past 30 years by the BLM and by caring landowners in southern Wyoming. I strongly support the addition of the Central Overland Stage Route to the California National Historic Trails network. (Russ Tanner)
Southern Cherokee Trail Route—this route from roughly south of Saratoga, Wyoming to the crossing of the Green River within present day Flaming Gorge Reservoir is a very interesting, and I think, historically significant trail. The Cherokee Trail is evidence of a small, very specific group of gold rush pioneers—the Cherokee Tribe members from Arkansas and Oklahoma who travelled to California. The route was not used by very many other groups, to the best of my knowledge. However, I think, this aspect of American history—the gold rush pioneering efforts of removed Indian peoples from the southeastern United States is quite remarkable and a uniquely American story. The trail route remains in places although it is not a continuous route. Much of the route that does exist as trail that was used in subsequent years by ranchers and others in the late Nineteenth and early Twentieth Century. Thus, while I think the route needs to be better documented on the ground, and while I must say I disagree with some of the suggested routes especially south of Rock Springs, Wyoming, the trail is significant, there are intact trail resources including trail ruts and a few graves. I support the addition of this variant of the Cherokee gold rush trail to the California NHT network. (Russ Tanner)
Northern Cherokee Trail route—This little used route of a very small number of Cherokee gold rush pioneers

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located generally between Rawlins and Point of Rocks, Wyoming has never, to my knowledge, been identified by intact trail remains. While it may be significant in relation to the unique Cherokee gold rush experience, I do not believe it is the resource that best represents that experience, the southern route is the better resource. Frankly, since no traces of this route have been documented I do not think it meets the minimal integrity standards to qualify for listing on the National Register of Historic Places (NRHP). Since NRHP standards seem to be the standards applied to NHT eligibility this means this route, as it is documented at this time would not qualify for being added to the NHT network. (Russ Tanner)
(Regarding the Northern Cherokee Trail route) – I suggest that a category of ‘trail resource’ be created within Federal management systems to encompass routes such as this trail that are known from historical documentation but that do not qualify for listing at this time because they have no documented physical integrity. One purpose for this category would be to allow Federal funds to be spent on additional research on this route especially focused on identifying and documenting true physical remains of the trail. I think it would be impossible for the Federal land managing agency (BLM) in the area where this trail would be located, to manage an undocumented trail resource. Again, I strongly encourage additional work before this route is considered for listing as an NHT. (Russ Tanner)
My primary question to the National Trails System Office is simple. What is the purpose of this Feasibility Study? If the purpose of the study is to comply with the instructions of congress, but to limit the study to as few routes as possible, then there is no point in my commenting further. (Kay Threlkeld)
However, it has always been my understanding that the purpose of this legislation was to fix the problem of having National Historic Trails that did not reflect the historical use of those trails by emigrants heading to the three primary destinations – Oregon, California, and Salt Lake City. Most of these routes were included in the California National Historic Trail legislation, but NOT included in the Oregon and Mormon Pioneer Trail legislations, since those trails were originally designated as point-to-point, single-route trails. At the time the 1999 Comprehensive Management Plan was written for the four Platte River corridor trails, there was a realization that this issue needed to be addressed and the designations corrected. Routes currently designated as CALI NHT needed to be included in both the Oregon and Mormon Pioneer NHTs if they were heavily used by emigrants headed for those two destinations. That was the whole point of creating the Additional Routes Legislation. (Kay Threlkeld)
I have no way of knowing exactly which routes are currently being studied by the NPS. But when I attended the public comment session in Salt Lake City it was apparent to me that many of these routes are being ignored; some of these omissions are egregious. If the study goes forward without addressing the use of all of the currently designated CALI routes by Mormon and Oregon emigrants, then at the end of the study the Trails Community is going to be left with the same issues and historically inaccurate designations that caused the new Feasibility Study to be initiated in the first place. (Kay Threlkeld)
I will attach a table that I prepared for the National Trails System Office in November 2009 listing these routes and their probable affiliations.* (Kay Threlkeld)
The Independence Road – This route is currently designated as both OREG and CALI NHT. It should also be designated as MOPI NHT. In 1846 (a full year before Brigham Young and the Pioneer Company left Winter Quarters for the Valley of the Great Salt Lake) the Mississippi Saints (the first group of Mormon Pioneers to move west) went to Independence and traveled as far west as Ft. Laramie along the Independence Road. They overwintered in Pueblo and met up with the Pioneer Company of 1847 at FOLA the next summer and went on to SLC with the Pioneer Company. Many other Mormons followed in their footsteps over the years, but this first party alone is so historically significant that the route should be included in the MOPI Trail. (Kay Threlkeld)
The Lander Road – This route is currently CALI NHT and should be OREG NHT as well. When the Whitmans and the Spaldings went to Oregon in 1836 they did not cross South Pass where the Meeker Monument says they did. They crossed on the route that would later be the Lander Road. After Lander constructed the road, it was probably used by more Oregon bound emigrants than California bound emigrants. You currently have graves of Oregon bound emigrants designated as High Potential Sites on the CALI NHT because you do not have an OREG list to include them. All of this would be remedied by including the route in the OREG NHT. (Kay Threlkeld)

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Seminole Cutoff – Currently CALI NHT only. Mel Bayshore has documented extensive use of this route by Mormon companies and it was heavily used by Oregon bound companies after its development. (Kay Threlkeld)
These routes are already digitized in the GIS database maintained by the National Trails System Office. I could go into greater depth about each of the routes and would be happy to work through each route with Trails Office staff if the NPS is willing to study them for inclusion under section 7.A of the legislation. However, if it is the intention of the National Park Service to ignore this issue in order to limit the amount of work required for the study, then my further documentation of these routes would be pointless. (Kay Threlkeld)
The proposed amendments to the NHTs are potentially detrimental to (Western Energy) Alliance members' real property interests. Alliance members with valid, existing leases potentially traversed by and surrounding the proposed NHTs are first in time and first in rights with regard to any conflicts over land management arising from the feasibility study. Further, the leaseholds which are potentially traversed by or surrounding these additions to the NHTs existed prior to the authority for the additional trail system. <i>See P.L. 111-11.</i>
In considering possible additions to the NTS, the NFS must consider “valid existing rights.” 36 C.F.R. 212.55(d)(1) (2011). The Secretary of the Interior and the federal courts interpret the phrase “valid existing rights” to mean that federal agencies like the Department of the Interior (DOI) cannot impose stipulations or conditions of approval that make development on existing leases either uneconomic or unprofitable. <i>See Utah v. Andrus</i> , 486 F. Supp. 995, 1011 (D. Utah 1979). We are concerned that the proposed additions to the NTS, including associated buffer zones, may impact Alliance members' ability to exercise their valid, existing lease rights. Any revision of NHT feasibility studies must acknowledge and recognize the development of existing lease rights. (Western Energy Alliance)
The (Western Energy) Alliance urges NPS to respect the valid, existing lease rights of its members at this early stage and throughout all of the subsequent stages in the feasibility study and planning process. The proposed additions to the NTS may traverse or surround Alliance members' oil and gas operations and investments. The proposed additions may, therefore, hinder Alliance members' ability to responsibly explore and produce oil and natural gas in the West. Ultimately, DOI and NPS must protect and respect the valid, existing property rights of Alliance members at each stage of the planning process initiated by P.L. 111-11.
<p>The Whitman route of the Oregon Trail is on both US Forest Service and Umatilla Tribal lands before leaving the Reservation to pass through private farmland.</p> <p>When Marcus Whitman traveled through the Blue Mountains in 1836, he was escorted by two American Indians with ancestors who now reside on the Umatilla Indian Reservation. This interaction well illustrates the Tribes' perspective of their relationship with Whitman. He was traveling through their land under their guidance. Previous encounter between the indigenous people and the new comers were of a similar nature. The Whitman Mission was constructed with the permission of the Cayuse who called the Walla Walla Valley home.</p> <p>Marcus Whitman came to the region with an agenda that differed from previous travelers and traders. He desired to change the people who had granted him a place to live and raise his crops; though by their actions they had shown themselves to be very successful and accommodating. He also encouraged others to follow what to become the Oregon Trail, not only so that he could profit from them, but also so that the expansion of the US boundaries would continue into the homelands of those he was to “save”.</p> <p>Eventually, he expanded his land base, over the objections of his hosts. The Native people here repeatedly warned Whitman that he had overstayed his welcome and should leave. That he stayed despite this advice and the fact that he had not converted any Indians to Christianity says much about his intentions. When he led a wagon train from the east through the Blue Mountains and Tribal territory it was clear that there was more to his plans. The last straw was a measles epidemic that devastated the Cayuse population.</p> <p>Ultimately his inability to understand his circumstance cost him and many of his followers their lives, as they were killed by the Cayuse.</p> <p>Up until the arrival of Whitman, Tribal and emigrant relations were conducted in a manner consistent with the</p>

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business etiquette of the time. Whitman's decision to turn from this model resulted in a profound change in the way that the Tribal people of this area and the newcomers viewed each other.
Places of interest located near or on the route of the Trail include the Oregon Trail Blue Mountain Crossing site – operated by the Forest Service, the Umatilla Tribes' Tamástslikt Cultural Institute – an American Indian museum, the Whitman Mission National Historic site – operated by the National Park Service and Fort Walla Walla Museum – a heritage non-profit. (Tamástslikt Cultural Institute)
With the exception of an interpretive site located Mt. Emily Road, little has been done to promote the (Whitman Mission) route. The majority of the developable opportunities are on the Forest Service lands. (Tamástslikt Cultural Institute)
Due to lack of improvements – we seldom use the (Whitman Mission) route. (Tamástslikt Cultural Institute)
Do you think the Whitman Mission route is nationally significant?... Certainly, the arrival of Marcus Whitman, his role in encouraging the Oregon Trail, the killings of the Whitmans, the resulting war, and the trial and hanging of the Cayuse Five all are huge events in the history of this region. It is likely that there have been more books written about Marcus Whitman than any other individual from this region, with the possible exception of Chief Joseph. Whitman's role in the history of this region cannot be overstated. (Tamástslikt Cultural Institute)
The communities in this area have been very proactive in preserving and promoting their heritage resources. For the commemoration of the Oregon Trail in 1993, a Pendleton Committee and the Tribes conducted a living history program throughout the entire summer. For the Lewis and Clark Bicentennial, a local committee developed and installed 11 interpretive kiosks and developed a five mile equestrian and hiking trail. Within the last year, Walla Walla citizens expanded the Fort Walla Walla Museum.
The Tribes and Tamástslikt have also been very active in promoting trail resources. They have completed auto tour route maps and CD's for the Oregon and Lewis and Clark Trails and installed interpretive signs at eight Lewis and Clark sites. Their Tamástslikt Cultural Institute is widely regarded as one of the finest Indian museums in the nation.
The communities and agencies are likely to embrace the Whitman Route as they have other Trail resources. (Tamástslikt Cultural Institute)
The route along the Columbia River, as it relates to the homeland of the Tribes, departs Whitman Mission and roughly follows the Walla Walla River to where it feeds into the Columbia River, then it follows the Columbia River to the mouth of Willow Creek about 70 miles downstream. The route is rich in history. There were numerous Indian fishing village sites along the Columbia River and the route of the National Historic Lewis and Clark Trail follows the Columbia River as well.
In 1818, the first permanent non-Indian settlement in the area, Fort Nez Percés, was established by the Northwest Fur Company near the mouth of the Walla Walla River. In the late 1830's the Whitman Mission was built and Marcus Whitman aggressively pursued trade with the pioneers. Those who traveled to his mission generally resumed their travels via the upper Columbia route. Some wagon trains sent small parties to the Mission to secure supplies and then rejoin their train by following the Upper Columbia Route. Following the killings of the Whitmans, the use of the route was sporadic for years.
There are numerous existing heritage attractions along the route, beginning with the Frenchtown Historic site, eight miles west of Walla Walla. Here, Hudson Bay Company (Hudson Bay purchased the Northwest Fur Co.) trappers and traders settled with their Indian wives.
Following the Treaty of 1855, unfounded rumors circulated that Indians were organizing to kill all of the whites in the area. Hudson Bay abandoned what was now Fort Walla Walla where Fort Nez Percés was located and the Fort was consequently looted and burned. A volunteer militia from the Willamette Valley (Portland area) came to the Fort, saw the destruction, and sought to punish the Indians. They found Walla Walla Chief PeoPeoMox Mox who, along with others, approached the soldiers under a flag of truce. They were taken hostage and a battle

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<p>began, in which PeoPeoMoxMox was killed and mutilated by the volunteers. The four day battle for control of the Walla Walla Valley and surrounding land is the longest running battle in Washington state history. As reinforcements arrived, the militia prevailed.</p> <p>A volunteer citizen committee and the Umatilla Tribes arranged for a transfer of 27 acres to their group and have installed trails, parking areas, interpretive signage, and a small overlook shelter. A cemetery has been rehabilitated and native plants are being reestablished. Future plans include a log building to provide shelter for events and space for displays, restroom and equipment</p> <p>At this time, there is interest in developing a small heritage park less than a mile from the Walla Walla River; this effort is being led by the same citizens involved with the development of the Frenchtown Historic site. Immediately following the mouth of the Walla Walla River, the Columbia River is framed by Wallula Gap, a striking deep canyon which is a visual reminder of the Missoula Floods.</p> <p>The site of the Two Sisters, a pair of rock formations whose origin are described in a Tribal Coyote story, is next, with an interpretive panel. The story goes that Coyote was in love with the two sisters, but very jealous, so much so that he turned the sisters to stone on one side of the River and turned himself to stone on the other side so he could keep watch on the sisters.</p> <p>Emerging from the Gap, about 15 miles further, Sand Station and Warehouse Beach picnic and swimming areas are offered by the Army Corps of Engineers. Hat Rock State Park 20 miles downstream, offers picnicking, boat launching, and has Lewis and Clark interpretation. Seven mile downstream is the McNary Dam and its Salmon Information Visitor Center – operated by the Corps of Engineers. There also numerous opportunities for picnicking, hiking, and fishing in the area around the dam. There is a hiking and equestrian trail that connects Hat Rock with the Dam. This trail was developed by a volunteer committee during the Lewis and Clark Bicentennial. The Umatilla National Wildlife Refuge is about 20 miles to the west and offers wildlife viewing and fishing. A seasonal hiking trail from the refuge links with the city of Boardman’s Heritage Trail four miles to the west. (Tamástslíkt Cultural Institute)</p>
<p>There are many opportunities for swimming, bike riding, fishing, wildlife viewing and heritage experiences (along the Columbia River route). (Tamástslíkt Cultural Institute)</p>
<p>This area (Columbia River route) is rich with history, beginning with the Native inhabitants and their place names and oral histories of the area. The Umatilla fisheries of the Columbia River span from Wallula Gap near the mouth of the Walla River to the mouth of the John Day River, some 90 miles to downriver.</p> <p>Umatilla, as in the name of the town, river and the tribe, is derived from the Umatilla Sahaptin place name ímatalam, which is descriptive of a place with “lots of rocks.” This large winter village (population estimates of 500-600 persons) existed on both sides at the mouth of the Umatilla River. The village site has not been occupied in the memory of living elders, perhaps since the since the treaties went into effect in 1859 and when government authorities worked to settle Indian families on reservations. Yasulúusa was a special fishing rock on the Columbia River near McNary Dam – now inundated by the Dam’s pool, Lake Wallula. There are many more named sites in the area.</p> <p>The waterways of the Walla Walla and Columbia Rivers have always been major transportation routes for the region and thus strategically important and influential in its history. (Tamástslíkt Cultural Institute)</p>
<p>The agencies and citizens in this area (of the Columbia River route) have already embraced the history of their region and have been proactive in preserving and promoting that history. It is to be expected that designation would result in increased activities and interpretation associated with the Oregon Trail era. (Tamástslíkt Cultural Institute)</p>
<p>Mike Dedman, Education Specialist – Whitman Mission National Historic Site Clifford Drury – notations on the Oregon Trail by Mike Dedman added with excerpts from ‘Marcus and Narcissa Whitman and the Opening of Old Oregon’, Volume 2.</p>

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Clifford Drury completed a remarkable set of research. In it he describes specific incidents which define the use of the Oregon Trail study route. My narrative is followed by his specific page number and excerpt about the subject matter.
After the missions were established in the Oregon Country many incidents occurred which lead to national implications. The immediacy of events unfolded many times. In one case Dr. Whitman left hurriedly for the East. The Cayuse Indians along the current study route began to interpret his movement as being more important than considerations given to them. The relations between the US Government, missionaries, emigrants and the Indian Nations in the Oregon Country were defined by this for generations to come. (Mike Dedman) “The Cayuses had reason to be fearful and suspicious. The Oregon Trail cut across their homeland. They had heard of the probability of a large immigration of white people entering Oregon in 1843. Why had Dr. Whitman gone east so suddenly? Was he more interested in the white man’s welfare than he was in theirs?” (Drury 2005, p. 15 – new edition)
The preparations for immigration along the study route were extensive. One emphasis was in providing food for the huge numbers of people traveling west. These immigrants needed food and Whitman Mission provided that context. A farm at this location produced volumes of food needed for immigrants and was a decisive reason for why the immigrants chose the study route. The study route is the Oregon Trail as detailed in journals, letters, and the scholarly study given it by Clifford Drury. (Mike Dedman) “Narcissa was pleased to find everything peaceful at the mission. Geiger had done exceedingly well with his farm work in anticipation of a heavy demand for farm produce when the 1843 immigration would arrive” (Drury 2005 new edition, p. 18).
The Presbyterian missions in the Oregon Country provided massive amounts of food and supplies to those traveling on the Oregon Trail. The Oregon Trail extended along the study route to Whitman Mission and down the Columbia River drainage. By selling food and supplies to immigrants on the Oregon Trail the mission experience turned largely to immigrant comforts. (Mike Dedman) e 22 “‘They seem to be and to feel ‘like sheep without a shepherd’,” she wrote. Narcissa also reported that in the expectation of a large immigration coming in the fall of 1843, Spalding and Geiger had made arrangements to send a pack train to Fort Hall with about 1,000 pounds of flour and other provisions which could be sold to those in need. No doubt this flour had been ground in Spalding’s mill. (Drury 2005 new edition, p. 22)
Marcus Whitman went east to Boston to convince the American Board of Foreign Missions to keep missions open in the Oregon Country. Strategically the underlying reason became to give immigrants along the study route a safe journey in their quest to reach the rich farming and agricultural areas of Oregon. While east Whitman met with the Secretary of War and other officials to help satisfy the need to provide that safe context for Oregon Trail travelers. With the number of Oregon Trail immigrants on the rise this spelled out an argument to have the boundary fixed for the United States inclusive to the Oregon Country now contained within Washington and Oregon State. (Mike Dedman) “Since Elijah White had been in Washington in the spring of 1842 and had received his appointment as Indian Agent for Oregon from Spencer, there is reason to believe that White had told Whitman of Spencer’s official position. All Indian affairs were then a part of the responsibilities of the Secretary of War. The Oregon Trail went through Indian country, thus the Secretary of War would have been the Government official most interested in the welfare of Oregon emigrants. When Whitman visited Washington, therefore, he had an important contact with a member of the President’s cabinet” (Drury 2005 new edition, p. 44) “Whitman in his proposed bill stressed the need for the protection and welfare of the Oregon emigrants. Whereas the Linn bill called for the establishment of “a line of forts,” Whitman suggested “a chain of agricultural posts or farming stations.” In Section 1 of his proposal, Whitman stated: “Which said posts shall have for their object to set examples of civilized industry to the several Indian tribes, to keep them in proper subjection to the laws of the United States,”” (Drury 2005 new edition, p. 47) “Even though no treaty affecting the Pacific Northwest was then under consideration, Whitman, as an enthusiastic booster of Oregon, was able to pass on much valuable information to high Government officials. Although we have no evidence that he discussed the possible location of the Old Oregon boundary, we do know

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that Whitman stressed the importance of promoting Oregon emigration and the necessity of protecting those traveling over the Oregon Trail” (Drury 2005 new edition, p. 48).
The first study route Oregon Trail stop along the Columbia River area is today's Whitman Mission National Historic Site (Waiilatpu). It provides a look at how the Oregon Trail along the study route defines a story repeated over and over about conflicts between Indian Nations, immigrants, and missionaries along the Oregon Trail. (Mike Dedman)
“Whitman argued that it was folly to abandon the flourishing fields at Waiilatpu and Lapwai for the Spokane station with its limited agricultural possibilities. No doubt he emphasized the strategic importance of Waiilatpu as the first outpost in the Columbia River Valley on the Oregon Trail” (Drury 2005 new edition, p. 52).
Many immigrants used the mission at Waiilatpu to find comfort. The study route provides a look at where people brought themselves to a provisional point along the Oregon Trail.
“Eyes had all of his money in a belt around his waist. His body was not recovered; thus his wife and three children were left almost destitute. They spent the winter of 1843–44 with the Whitmans at Waiilatpu, being among the first of many unfortunate victims of the Oregon Trail to seek the hospitality of the mission station” (Drury 2005 new edition, p. 85).
“As has been told, Whitman had gone to Tshimakain the day after his return to Waiilatpu in order to attend Mrs. Eells in her confinement. Upon his return to Waiilatpu on October 10, he found some of the immigrants still streaming by his home, many of whom were in need of provisions” (Drury 2005 new edition, p. 103).
Page 106 “Even as Whitman had felt a responsibility for the wife of Miles Eyes and her children, so in the Hobson case, he promised the distracted father that the three girls could be left at his mission station [Letter 145] ” (Drury 2005 new edition, p. 106).
Page 108 “When Narcissa, exhausted from the long, slow wagon trip from Fort Walla Walla, arrived with her husband and the four little girls at Waiilatpu, she found the main mission house and the dwelling that Gray had erected, crowded with emigrants” (Drury 2005 new edition, p. 108).
The cultivation of the farm at Waiilatpu gave immigrants a chance to resupply on the Oregon Trail. This also had major implications for the Cayuse. They began to plant crops to also supply the immigrants. Charges were made in both cases for the supplies and food. Sustainability was a goal on the part of the missions while the Indians welcomed their new found income from the immigrants. (Mike Dedman)
“Whitman hired Littlejohn to take care of cultivation on the condition of giving him one-third of the produce which he would be free to sell to the emigrants of 1844. We have no evidence that Whitman asked for or received any compensation from any of the emigrants for the hospitality they enjoyed at Waiilatpu. No doubt the women helped Narcissa in household duties and regarding the men, Whitman wrote: “I intend to give employment by the job in cutting & splitting rails; making fence& breaking new land” (Drury 2005 new edition, p. 110).
“Thus, the total number of white people, whom Narcissa referred to as “the foreign inhabitants of Waiilatpu,” living there in the late fall of 1843, was forty-one, of whom thirty were emigrants or mountain men. The immigrants of 1843 set a pattern for the annual migrations which followed, for each year the number of immigrants enjoying the hospitality of the Whitmans varied from thirty to nearly sixty” (Drury 2005 new edition, p. 109).
Anecdotal stories relate incidents of notable people traveling along the study route and the Oregon Trail. One was the Fremont expedition led many to know much more about the Oregon Country. Another was Captain Sutter passing Waiilatpu finding so many people along the trail and route destination. He decided to venture into the mountains to establish a mill attracting the largest migration of people for the promising effects of gold.

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(Mike Dedman)
<p>“October 31, she stated: “Fremont, the scientific explorer’s party have just arrived to-day with ten carts.” On his way to the Fort, Frémont had stopped at Waiilatpu, where he had hoped to get some flour but was disappointed to find that none was available” (Drury 2005 new edition, p. 110).</p>
<p>The pressures of the Oregon Trail being located right next to the mission at Waiilatpu on the study route were extreme. Food became difficult to provide at times as so many people were in high need. In one case the food stores were raided by the immigrants while the Whitmans were away. (Mike Dedman)</p>
<p>“Profiting by his experience in the fall of 1843 when the immigrants drained him of all provisions except potatoes, a few hogs, and some scorched wheat left in the ruins of the burnt mill, Whitman made every possible effort to be ready for those he expected to arrive in the fall of 1844. In his letter of October 25, 1844, to Greene, he stated that he had from fifteen to seventeen “beeves” which he was selling for six cents a pound. He also planted as many potatoes and garden vegetables as time and cultivated land permitted” (Drury 2005 new edition, p. 112).</p>
<p>“Gradually during the spring and summer of 1844, the immigrants who had wintered at Waiilatpu left for the Willamette Valley. John Hobson sent for his daughter Ann but placed Emma with the Walker family at Tshimakain, where she stayed until May 1845. Most of the immigrants, who wintered at Waiilatpu during the years 1843–47 inclusive, moved on the Whitman stage for a few short months and then disappeared into the obscurity of unrecorded history” (Drury 2005 new edition, p. 113).</p>
<p>The effect of the study route on American relations with the Indian Nations was at first unexpected. The Cayuse in particular began to trade and market items and produce to the passing immigrants starting an economic process lasting for many of the Oregon Trail years. (Mike Dedman)</p>
<p>“One of the first reactions of the Cayuses to the incoming whites was to profit as much as possible by selling them farm produce or by exchanging fresh horses and cattle for worn-out animals. Whitman, in his letter to Greene of April 8, 1844, said that he thought the Indians had gained much more in these transactions than did the Waiilatpu mission” (Drury 2005 new edition, p. 116).</p>
<p>“There were more people in the 1843 immigration than were in the combined membership of the Cayuse and Walla Walla tribes” (Drury 2005 new edition, p. 122).</p>
<p>"Profiting by his experience in the fall of 1843, when the immigrants drained him of all provisions excepting potatoes, Whitman made every effort to be ready for those who would arrive in 1844” (Drury 2005 new edition, p. 122).</p>
<p>“The Indians likewise profited by the previous year’s experience. In their eagerness to get American cattle, they rode forth to meet the immigrants and some went as far as Fort Hall, where they traded fresh horses for the travel-worn cattle. Those who were cultivating small acreages eagerly sold or bartered their produce to the incoming whites” (Drury 2005 new edition, p. 123).</p>
<p>The Great Migration of 1843 and a passing tide of 1844 immigrants along the study route typified the pulse of direction at Waiilatpu. The struggle to maintain a presence with the Cayuse as missionaries broke away many times as so many immigrants needed help at the mission. (Mike Dedman)</p>
<p>“The vanguard of the 1844 emigration arrived at Waiilatpu on Tuesday, October 1, having been delayed by a late spring on the Missouri frontier” (Drury 2005 new edition, p. 123).</p>
<p>“The 1844 emigration numbered about 1,500. In his letter to Greene of October 25, Whitman said: “The immigrants are passing and must be for some weeks yet, as the season is now so far advanced, and many desire to winter with us. I have given no one any encouragement for staying. . .” Even though Whitman urged all who</p>

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<p>could do so to continue their journey, they could not out of Christian charity refuse hospitality to the needy. By October 25, when both Narcissa and Whitman took time to write letters, Waiilatpu was already crowded with immigrant families who wanted to remain through the coming winter, and there were still more to come. In her letter to her parents, Narcissa wrote: "I cannot write any more, I am so thronged and employed that I feel sometimes like being crazy, and my poor husband, if he had a hundred strings tied to him pulling in every direction could not be worse off" (Drury 2005 new edition, p. 123).</p>
<p>The Sager family of seven orphan children was left at Waiilatpu. Their parents had died on the Oregon Trail. The compassion the Whitmans had for their plight was evidenced over and over for those traveling on the Oregon Trail and the study route.</p>
<p>Page 124</p> <p>By October 25, the Whitmans learned that "there are more than five hundred souls back in the snow and mountains. Among the number is an orphan family of seven children, the youngest an infant born on the way, whose parents have both died since they left the States."</p>
<p>Page 128</p> <p>The exact date of the arrival of the Sager children is not fixed; we know that it was sometime after October 25 and before the end of the month [Letters 187 & 191]. Catherine never forgot her thrill when, as a nine-year-old girl, she first saw Waiilatpu and met Marcus and Narcissa Whitman. (Mike Dedman)</p>
<p>As more people crossed the study route with immigrants on the Oregon Trail it became evident that the area could sustain people. The long term effect of this resulted in pressures being felt by the Indian Nations along the study route. They became convinced that American interests were for their land. American Government Indian policies developed and eventually progressed to the Oregon Territory because of these pressures with resulting hostilities.</p>
<p>Page 131</p> <p>By November 11, 1844, Whitman was able to tell Walker that all of the immigration had passed Waiilatpu with the exception of seven wagons still to come [Letter 164a]. Writing to Greene on April 4, 1845, Whitman stated that: "After supplying all that came with provisions and urging all to go on that could, twelve families wintered with us." A school for white children was conducted through the winter months with Alanson Hinman as the teacher. Twenty-six were enrolled including sixteen from the immigrant families and ten from the Whitman household.</p>
<p>Page 132</p> <p>In addition Whitman reported that he had accepted over \$500.00 in notes from the immigrants who had been unable to pay in cash and also "some ten or twelve oxen." He stressed the fact that he did not want to make money out of the sale of provisions to the immigrants, but did want to meet expenses. "It is impossible for us to refuse those who are hungry," he wrote, "even although they cannot pay us and in some cases cannot ever secure payment. Situated as we are, necessity compels us to become suppliers to immigrants and we may as well make the best of it we can."</p>
<p>Page 133</p> <p>Greene was not pleased with these developments. Writing to Whitman on April 6, 1846, in reply to Whitman's letters of the fall of 1844 and spring of 1845, Greene said: "We are glad to hear of your prosperity in secular matters, and that you may be able, by means of your grain and your stock, to defray a large part of your expenses. All this is well. Still we are not quite sure that you ought to devote so much time and thought to feeding the emigrants, and thus make your station a great restaurant for the weary pilgrims on their way to their promised land.</p>
<p>Page 135</p> <p>The presence of so many immigrants at Waiilatpu during the winter of 1844-45, the building of the sawmill and</p>

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the rebuilding of the gristmill, together with other responsibilities, left Whitman little time to devote to the natives.
A change occurred along the study route due to conflicts between the Indian Agent Elijah White and Dr. Marcus Whitman. Mr. White had been telling people along the Oregon Trail that Whitman was charging too much for flour to the immigrants. When Whitman found this out they had an altercation in Oregon City. The result was White began telling immigrants to bypass the Waiilatpu mission with Whitman and instead head to the Dalles to obtain cheaper supplies. Supplies at the Dalles were almost nonexistent leaving immigrants in dire situations.
<p>Page 147</p> <p>Somewhere along the Snake River, Dr. Elijah White and his small party, eastward bound, met the westward emigration. Some asked White if they could obtain supplies at the Whitman station. Although assuring them that they could, White recommended they by-pass both Waiilatpu and Fort Walla Walla by following, after crossing the Blue Mountains, the Umatilla instead of the Walla Walla River to the Columbia. This recommendation reflects White's antipathy to Whitman which was evident at the confrontation the two men had at Oregon City the previous May. To Walker, Whitman explained: "Doc. White told them how plenty & cheap provisions would be at the Dalles."</p>
<p>Page 148</p> <p>According to an account given by Sarah J. Cummins, who was the seventeen-year-old wife of one of the 1845 immigrants, Whitman was instrumental in saving a party of immigrants from an Indian attack while they were in the Blue Mountains.</p>
<p>Page 149</p> <p>Most of the 1845 immigrants, after crossing the Blue Mountains, followed White's advice and went down the Umatilla River past present day Pendleton, Oregon, to the Columbia River. This bypass route shortened the distance to the Columbia and was, therefore, a logical road to follow.</p>
<p>Page 167</p> <p>The only extant letter of Narcissa's written during the fall of 1845 or the following winter is one dated November 28 and addressed to Mrs. Brewer at Waskopum. After referring to the fact that the last of the immigrants not planning to spend the winter at Waiilatpu, had left for the Willamette Valley, she wrote: "I feel greatly worn out both physically and mentally..."</p>
With the Great Migration of 1843 Marcus Whitman helped to secure a role he had played in helping develop the boundary with the United States and England. He had helped direct the migration on his return trip to the mission. The study route follows the route of this migration and so many people passing by the mission to the end of the Oregon Trail.
<p>Page 170</p> <p>The first indication that Whitman knew of the boundary settlement is found in his letter to Greene of April 1, 1847. After referring to his hazardous journey across the country during the winter of 1842-43, he wrote: "I often reflect upon the fact that you were sorry that I came. I did not at that time nor has it since changed my views... American interests acquired in the Country, which the success of the Immigration of '43 alone have and could have secured, have become the foundation and cause of the late treaty with England & the U. States in regard to Oregon." This statement together with others previously given reveals the great significance Whitman saw in the role he had played in opening a wagon road to the Columbia River in 1843.</p>
Even with the bypass south of the mission now used by many immigrants Marcus Whitman continued to recognize the importance of the study route. Travelers tired and late to reach the region needed a rest stop or extended stopover before proceeding onward. The mission provided this.
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<p>With the opening of the road along the Umatilla in 1845, and this new southern route across the Cascades in 1846, the Whitman mission no longer enjoyed a favored position on the Oregon Trail. It was now on a side road, and only those in urgent need of provisions, the sick, or the weary took the longer route past Waiilatpu. To Whitman's disappointment, these new developments meant that he was unable to sell sufficient provisions to the immigrants to bring his station to a self-supporting basis.</p> <p>Page 180</p> <p>From previous experience, Whitman knew that he could expect some needy families of the immigration to stop over at Waiilatpu. Such was the case in the fall of 1846. On November 3, Whitman reported to Greene: "...a party came this way and as is usual with the last of the [immigration]... some among [them] were in very needy circumstances, their teams being very much reduced and quite unfit to proceed.</p>
<p>Records of interactions between the people of the Oregon Country were documented by missionaries, immigrants, Indians and artists. Paul Kane contributed a record as an artist to many activities along the Oregon Trail. His collection and descriptions give us a more detailed account of activities going on between people along the study route and in particular at the mission. John Stanley as an artist continued to contribute and today many of his works show cultural and physical outlines of facilities found along the Oregon Trail. Fort Walla Walla along the Columbia river and study route is shown in detail and location with his drawings.</p> <p>Page 197</p> <p>The second artist who made a tour of the Pacific Northwest during the summer and fall of 1847, and who also visited Waiilatpu, was John Mix Stanley. Stanley, who hailed from the States of New York and Ohio, was touring the Great Plains and the Far West painting Indians.</p>
<p>Marcus Whitman's interest in helping the immigrants was reflected in his succession of legislative attempts. These helped focus people in the east on the Oregon Country after American control in 1846. With a rising tide of interest came more people and an Indian interest in securing economic interests in the region with sales of produce to immigrants. The produce was produced along the Oregon Trail study route.</p> <p>Page 211</p> <p>Again Whitman pled for the government to establish "a line of posts along the travelled route to Oregon at a distance, of not more than fifty miles [apart]." As in his proposed bill, he stressed the importance of these being "farming stations" where agricultural products could be raised and made available both to the military and to the passing emigrants.</p>
<p>The significance of the study route is also shown with the effect of the Oregon Trail presence. At missions without the Oregon Trail passing at their front door the hostilities and clashes were significantly reduced. With the Oregon Trail came a stream of challenges and perceptions as important a player as the people themselves.</p> <p>Page 229</p> <p>Even though not a single immigrant had settled in Cayuse territory nor had any member of the tribe been killed by white men passing through their land; yet the very presence of the covered wagons and the tepees at Waiilatpu illustrated the conflict then taking place between the two cultures. The other missions at Lapwai and Tshimakain were too far removed from the Oregon Trail to feel the conflict of cultures focused at Waiilatpu.</p>
<p>Are there opportunities for the public to enjoy and visit parts of these routes?</p> <p>a. Confederated Tribes of the Umatilla Indian Reservation</p> <p>The Tamastlikt Cultural Institute has many exhibits on the Cayuse Indians who were directly affected by the immigrants on the Oregon Trail. The study route covers the route of people on the Oregon Trail on the Confederated Tribes of the Umatilla Indian Reservation today.</p> <p>b. Follow remnants of the Oregon Trail in the Blue Mountains</p> <p>There are posted signs in the Blue Mountains where Marcus and Narcissa Whitman crossed into the Columbia River valley. The study route was followed by other immigrants during the period of the Oregon Trail. Portions of the sections of the Oregon Trail have original wagon ruts still visible on it. Just eleven miles from Whitman</p>

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<p>Mission are ruts left in resident back yards and fields of Milton Freewater, Oregon</p> <p>c. Whitman Mission National Historic Site On the study route this national park site offers a look at the Oregon Trail and the impact it had on the many people in the region. A section of the Oregon Trail has been restored and has a replica wagon at the site. Interpreters cover many aspects of the Oregon Trail stories related directly to the study route.</p> <p>d. Fort Walla Walla The original British Hudson's Bay Company Fort Walla Walla on the banks of the Columbia River is signed and has a vehicle pullout. Visitors may stop and see what it looked like near the confluence of the Snake and Columbia River. The later American Fort Walla Walla established a military presence along the study route of the Oregon Trail.</p> <p>e. Frenchtown Historic Site The newest historic site next to Whitman Mission celebrates the French fur trappers here in the Walla Walla valley. They traded furs with the Hudson's Bay Company Fort Walla Walla, married Cayuse Indian women, and had many cabins next to the Oregon Trail. One cabin has been located and is being restored for the historic site. An Oregon Trail stone marker shows where the trail went in the vicinity of the Frenchtown Historic Site. (Mike Dedman)</p>
<p>How do you currently use these routes? The study route included as part of the National Historic Trails System is currently used within the scope of interpretive and education services at Whitman Mission National Historic Site. As a national park site we provide public services as part of our story to inspire people to understand the motivations for and consequences in actions of the Oregon Trail. (Mike Dedman)</p>
<p>Do you think the routes are historically and nationally significant? Why or why not? The study route already recognizes Whitman Mission National Historic Site as part of the Oregon Trail. This is a nationally recognized site. It does not currently recognize portions of the Oregon Trail before and after the mission. The original Oregon Trail passed along the study route for many years. It arrived at Whitman Mission and proceeded on to Fort Walla Walla along the banks of the Columbia River. The site of Fort Walla Walla on the Oregon Trail is internationally significant. This was the site of the British Hudson's Bay fur trading company. This British Fort Walla Walla led to many interactions between immigrants, missionaries, Indians, and was a representative entity for establishing the international boundary between the United States and Great Britain in what became Canada. (Mike Dedman)</p>
<p>How might designation of these routes as NHTs affect you and your community?</p> <p>a. Community knows their personal area history The people and visitors to the Walla Walla valley will connect directly to their history. Current residents of Walla Walla are also related to the people of the Oregon Trail era. Frenchtown descendants continue to gather at rendezvous during the year to celebrate their past.</p> <p>b. Students in schools to study the area history The Walla Walla School District classrooms study the story of the Oregon Trail. Whitman Mission National Historic Site provides the schools with information and materials studying the study route as it exists today. The education specialist provides classroom lessons and teaching on the study route including materials on the Confederated Tribes of the Umatilla, Frenchtown Historic Site and the Whitman Mission story.</p> <p>c. Provided economic stimulus to area Reflecting much of the economic change during the era of the Oregon Trail the recognition of the trail along the accepted traditional route would provide economic benefits to the people here. A celebration of key events from the past would result in positive change for the community. (Mike Dedman)</p>
<p>For the record, RSGA, as the principal landowner of the Overland Trail route in Sweetwater County, opposes the proposed designation for the Overland Trail and does not consent to any such designation on the RSGA lands, now or in the future. (Rock Springs Grazing Association)</p>
<p>The private lands leased by RSGA are within the "checkerboard", or the Union Pacific Railroad Land Grant, in southwest Wyoming, and the public and private lands are all included within the BLM Rock Springs Grazing Allotment. This allotment, which is the largest single grazing permit in the BLM, covers an area in excess of</p>

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2,000,000 acres with few fences and a long history of winter grazing for sheep and wildlife, and wild horses year round. Land ownership is approximately 51% private and 49% public land. (Rock Springs Grazing Association)
The Union Pacific Railroad Land Grant, or Checkerboard Lands, of Wyoming, is the most complicated of all private and public land management situations, and especially where there are multiple-use resource values. The landownership pattern of alternating sections means that the Overland Trail route is also subject to alternating management responsibility between BLM for public lands, and RSGA, as owner and lessee of the private surface estate, and Anadarko Petroleum, as a private surface landowner and the owner of all private mineral estates within the Checkerboard. The resulting management of these sections of private and public land and minerals requires skill and flexibility for agencies and landowners to make it work for the private and public interests involved. (Rock Springs Grazing Association)
The National Historic Trail Act provides that historic trails cannot be designated without the consent of the landowner. 16 U.S.C. §§1243(a)(iii), 1244(h), 1246(a). As explained more fully in these comments, RSGA does not consent to the proposed designation or any additional feasibility study. Because it is, in conjunction with the owner of the mineral estate, the principal owner of the affected interests in land, it would not be feasible to designate the public land trail segments, even assuming that each met the eligibility criteria. Accordingly, the Overland Trail does not qualify for the proposed historic trail designation. (Rock Springs Grazing Association)
The initial analysis of historic eligibility should be redone entirely. Our dealings with BLM on the historic trail issues have demonstrated that the BLM staff did not correctly follow or even use the NPS guidelines How to Apply the National Register Criteria for Evaluation, National Register Bulletin 51 (1995) (NRB #51) in making its historic register eligibility determinations. While BLM relied on 36 C.F.R. Part 800, BLM did not correctly apply the policies defining integrity. As a result, the assessing staff either did not or could not correctly distinguish between historic and contemporary uses of the trail segments. For instance, many of the trail segments have been used by more modern residents, including motor vehicles for hunting, recreation, or moving livestock. These modern day uses preclude a finding of integrity and the trail segments do not qualify. (Rock Springs Grazing Association)
Moreover, many of the segments are not clearly visible and thus they do not meet the integrity criteria. NRB #51 states in relevant part that the physical features must “define both why a property is significant and when it was significant.” When a trail no longer looks the same as it did during its original use, and has either deteriorated or been used by modern day vehicles, then the trail cannot be said to meet the integrity criteria. RSGA has brought these concerns to BLM’s attention on many occasions, noting that the trail determinations omit more recent use by sheep campers and other recreation vehicles. (Rock Springs Grazing Association)
RSGA believes, based on recent experience with local BLM, there is imminent danger of abuse by BLM cultural resources staff, who have willfully trespassed on private land for purposes of documenting trail segments and who have failed to objectively evaluate the integrity of the trail segments, as required by NPS guidelines. More importantly, BLM has declined to reconsider these nonpublic assessments when landowners and the public have raised questions about the conclusions regarding the eligibility of the trail segments for protection. These abuses burden landowners, and those with interests in private lands, and force them to defend their property rights within the public process, including litigation. (Rock Springs Grazing Association)
In the last 15 years, BLM had used its land use planning process to impose a de facto historic designation under the guise of protecting the cultural resources. The Overland Trail was so designated in the Green River Resource Management Plan (RMP) in 1997. RSGA opposed the proposed historic trail management at that time as well. (Rock Springs Grazing Association)
RSGA and other landowners welcomed Overland Trail studies and cultural and historic professionals funded by industry. The federal agencies (BLM and NPS) have ignored these studies and, instead relied on volunteer work that did not conform to NPS guidelines. (Rock Springs Grazing Association)
The NPS proposal to designate the Overland Trail as a national historic trail that crosses checkerboard ownership creates land and mineral management conflicts between agencies and landowners over role and responsibility for the trail. RSGA’s experience with management of other congressionally- designated trails shows that there are significant negative impacts to the trail due to lack of clear jurisdiction among agency staff,

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landowners, and special interest groups. In most cases, the conflicts originate from agency staff attempting to exercise influence and control over the private land uses, either through perceived authority or claimed federal nexus by virtue of the adjacent federal land section. On several occasions, BLM has required the removal of sheep watering troughs or other range improvements that were to be located on private land, because their presence impinged on the views from public lands. The same policies make it almost impossible to develop private lands for wind energy or to build transmission lines that must cross the Checkerboard. While BLM cannot regulate private land uses, the fact that it has and will likely do so again, has created conflict and local hostility to trail preservation efforts. Unless and until BLM and other federal agencies consistently respect private land rights, the landowners are unlikely to ever support an official historic trail designation. (Rock Springs Grazing Association)
RSGA concludes that designation by NPS would only add another agency and another generation of staff to review and develop management plans for the trail on public and private land. Sadly, the current experience under an eligibility determination encourages landowners to destroy trail segments to eliminate the agency threats made against landowners whose land includes trail segments that have retained their historic integrity. It will materially impair RSGA shareholders' grazing activities, as illustrated by the sheep trough incidents described above. It will certainly interfere with easements and rights-of-way and related mineral development on both the public and private lands. (Rock Springs Grazing Association)
RSGA does not permit unfettered public access to the trail's route, or the right to cross private land to get to the trail on public land. The public and agencies that do so are in trespass. The Trail's route runs through the heart of historic UPRR Land Grant where historically and to this day, there is intense development for transportation, energy, mining, and transmission lines. The proposed historic trail designation will impose new regulatory burdens that will preclude or interrupt logical patterns of development, which are typically limited by terrain and ownership. The current BLM management of the Overland Trail under its cultural resources protection authority already impedes legitimate land uses on private land. If the Overland Trail were formally designated, then management would be even more complicated for the federal and state agencies and the landowners where the trail is located. Certainly, pending and future permits for wind energy and the related transmission lines would be significantly limited or denied. (Rock Springs Grazing Association)
Aggressive management by BLM and SHPO of the trail regarding mitigation, viewshed analysis, and setting in the historic context has unlawfully burdened private land uses, where-in agencies try to dictate design and location of facilities on and off the private land. Landowners have had to defend their property rights and spend inordinate investment of time and money to defend their property rights. Examples of conflict are relocating oil and gas facilities from private land to public land to protect the views from the trail. This can be considered a federal taking of income by landowners. (Rock Springs Grazing Association)
RSGA does not believe that historic trail designation will actually protect or benefit the Overland Trail. The Oregon Trail near South Pass was previously pristine but due to excessive publicity and public use, many of the trail segments have lost their historic integrity. For instance, the trail has become a shrine for the Mormon Church and, for over a decade now, thousands of visitors per year walk, pull, and push wagons and hand carts, drive vehicles pulling camp trailers and ATV's, and route tour buses, over and adjacent to the trail. As result of these land uses allowed by BLM and NPS, the Oregon Trail has lost much of its integrity, since it is now impossible to distinguish between modern day uses and the original historic remains of the trail. It certainly has ended the previous pristine experience envisioned with designation. In addition, the associated public uses along the trail, such as camping, have damaged or degraded the lands adjacent to the trail and riparian areas. The impacts are not due to livestock or wildlife but are due to visitors. (Rock Springs Grazing Association)
Because the majority of the land within the Overland Trail's route is private, public use, including camping, would be trespass and would lead to significant damage to private land resources as well as law enforcement measures. As noted at the beginning of these comments, federal law requires the consent of the private landowners, in recognition of the fact that designation leads to public use and it is not sound public policy to designate a trail that the public cannot reach. (Rock Springs Grazing Association)
It is the understanding of RSGA that private landowners will have more opportunity for input into final decisions regarding designation of historic trails. For the record, Rock Springs Grazing Association, as a

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principal landowner of the Overland Trail in Sweetwater County, opposes such designation of the Overland Trail on the lands of Rock Springs Grazing Association, now and in the future. (Rock Springs Grazing Association)
While doing other research I found the following link to the Cherokee Trail from the Kansas Historical Society and thought you might want to read. I found it very interesting. Hope it helps in doing research on the Cherokee Trail. Linda Andersen, Galva, KS http://www.kansasmemory.org/item/222186
It was a pleasure meeting you and your staff this week at the Carson City Library. I was impressed with your staff's knowledge of our western emigrant trails including the cutoffs and other subtle trails. I support your efforts with the feasibility study of adding historic routes to the existing Oregon, California, Mormon Pioneer and Pony Express trails and offer any support you need as the former president and board member of CANV-OCTA and member of Trails West. As I expressed my concern at the meeting, I can only hope that the public will preserve the archeology of the trails and not over love them. I think educating the public, especially our/your students about the western emigration, its people and places is vitally important to understand the development of everything west of St. Joseph. The maps, brochures and displays and professional presentation and respect of our National Parks System make you an ideal partner in educating the public and preserving our past.
I am sure OCTA and Trails West publications and our trails experts will be an invaluable resource for your studies. Please ask. (Steve Knight)
Researching and eventually incorporating additional sections of historic trail in the Oregon and California NHT system would be of benefit to the FS as a land managing agency. The FS has some documentation -- both literature and field surveys -- but in general has not researched these routes thoroughly. This means they will be managed when they are considered thru Section 106 & 110 activities, but not necessarily as parts of a larger trail network. So, any research on the part of NPS that would allow us to have a clearer understanding of the extent and locations of these various trail sections would certainly be helpful for FS in managing these cultural resources. For example, if we know better where they are, we can begin to consider them in our management plans, make efforts to avoid them, and set up mitigation strategies where they cannot be avoided.
I am confident the FS has more information than we realize about many of these trails; this might be field survey information about sections of trail, or focused literature searches specific to particular locals along the trail. Much of it is probably hiding in the gray literature reports from decades of past FS projects. A few trails have been more thoroughly researched, and more comprehensive documents might be available. There also seems to be a fair amount of FS corporate knowledge about these trails, where looted artifacts are currently housed, which local historical societies have mapped particular trails, existing interpretive signing, etc. Part of NPS's research might gather together and synthesize these pieces of information.
Once they are clearly identified, and historical information has been gathered by NPS, then the FS can include them in out planning documents, better protect them and interpret them for the public. jw
Jeff Walker, PhD Heritage Program Lead, Pacific Northwest Region USDA Forest Service, office (503) 808-2126
Hi Gretchen,
I'm the archaeologist on the Goosenest District of the Klamath National Forest and I'd like to provide the following information in response to the feasibility study and request for public comments on the designation of certain historic trails to the National Historic Trail System.
We have approximately 13 miles of the Yreka Trail on the KNF and 1.5 miles of the Lockhart Wagon Road (a.k.a. Fall River Mills Road, Pitt River Road, Military Pass Road, alternate Yreka Trail). The KNF, along with Richard Silva our local trails expert completed four Passport-In-Time projects (2007-2010) on portions of the Yreka Trail and the entire length of the Lockhart Wagon Road (metal detecting and documenting artifacts).

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<p>Additionally the KNF partnered with the BLM (Eric Ritter, Redding Field Office) on a study of portions of the Yreka Trail in 2000-2001.</p> <p>Richard Silva has compiled information from each of these projects including plotting the Trail and adding margin indexing to USGS quad maps. Richard has also written up a history of the Yreka Trail. The only project that is written as a stand-alone report is the BLM report (2005) documenting the findings of the 2000-2001 study. I have our survey reports for the PIT projects but there is yet to be written a comprehensive report for the Yreka Trail on the KNF.</p> <p>A lot of information exists on the Yreka Trail and to a lesser on the Lockhart Wagon Road. Many of us federal archaeologists in northern California and southern Oregon have worked together on trail projects or shared what we've done. I'm not sure what information you will need for the study but I wanted you to know that information exists and to introduce myself. Please feel free to contact me (unfortunately I won't be able to attend one of the public meetings).</p> <p>Thank you, Jeanne *****</p> <p>Jeanne M. Goetz, Archaeologist Goosenest Ranger District, Klamath National Forest 37805 Highway 97, Macdoel, CA 96058 (530) 398-5742, jgoetz@fs.fed.us *****</p>
<p>I attended the NPS scoping meeting in The Dalles June 4. I'm a member of OHTAC. Thank you for your presentation. There was discussion re: possibly extending the time frame for trails. The example given was the 1841-1848 time frame for the Oregon Trail. I was thinking about that and offer the following perspective.</p> <p>The beginning of the Great Westward Migration was assigned the year 1840. The closing of the Frontier was 1890. This means that Americans were finally everywhere. Technically, after 1890, there were no more pioneers or settlers, only people moving into already established communities. My suggestion would be to have 1890 as the final year for trail consideration.</p> <p>Thank you again for your presentation and best of luck with the project.</p> <p>John Hayes</p>
<p>Gretchen</p> <p>I attended the recent feasibility study held in Rock Springs, Wyoming regarding the proposal for adding additional historic routes to the NHTs. I am with the Wyoming Department of Transportation. I tried to provide comments via the internet but the address listed was not found. Therefore, I am providing you these comments direct for inclusion into the study.</p> <p>If trails get added or included into the system based upon this study and there is a desire to have them signed on our roadway system please consider the following:</p> <p>-An agreement or memorandum of understanding should be pursued covering topics regarding sign installations. This agreement should be with the National Park Service and WYDOT. Topics of this agreement may include material supplies, installation and maintenance procedures, costs, modifications to existing signs (if any), etc. A point of contact at this time for WYDOT would be Paul Jones, Assistant State Traffic Engineer (307-777-4370) regarding this agreement.</p>

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<ul style="list-style-type: none"> - The NPS will be required to supply the trail logos for inclusion onto the signs. - The NPS will be required to supply WYDOT with exact locations for sign placements. <p>Thank you for your time regarding this matter. If there are any questions or concerns regarding these comments please feel free to contact me.</p> <p>Damon Newsome, District Traffic Engineer, Rock Springs, WY</p>
<p>I strongly support more trails everywhere, to reduce hiker density and increase variety. Bob</p> <p>Robert J. Carson Professor of Geology& Environmental Studies Hall of Science 107 Whitman College, Walla Walla, WA 99362 USA</p>
<p>Gretchen, Here's a website of interest for the trail proposed along Highway 6 in Iowa.</p> <p>http://www.whitepoleroad.com/home.html</p> <p>Best wishes, Rick Dressler</p>
<p>Gretchen, I have word that you folks are exploring some of the short cuts off the main Oregon Trail. My wife Rachel and I have explored the Free Emigrant Road for the last 36 years. We live in Oakridge, Oregon. I am the Curator of our local Oakridge Museum. For about the last 10 years there has been two main people that have helped; Ike Woodruff and Keith Leavitt. We worked close with Carol Winkler of the Middle Fork Ranger District. Unfortunately she died before we finished three projects. Unable to find any other land managers to help we went ahead and finished the endeavors. 1. To GPS the Trail. 2. To Mark the trail and 3. To create a map. We have maps and information available.</p> <p>Del Spencer Oakridge, OR</p>
<p>Here is a pertinent note from Mr. Beason, the gentleman in Kansas who was wondering if the linear feature across his property might be the Cherokee Trail.</p> <p>Lee Kreutzer National Trails System National Park Service</p> <p>----- Forwarded by Lee Kreutzer/SANTAFE/NPS on 06/13/2011 09:27 AM ----- "Jim and Diana Beason"</p> <div> <div>06/12/2011 08:13 PM</div> <div> <p>To "Jack and Pat Fletcher"</p> <p>cc <Lee_Kreutzer@nps.gov>, "Jere and Jan KRAKOW"</p> <p>Subject The Trail</p> </div> </div> <p>Good evening all,</p>

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<p>Thought you might be interested to know I have discovered a bit more information about the trail. Every year we host the Hale, KS Homecoming. It is always the first Sunday in June and is held in our shop building. There are generally about 40 attendees, some from as far away as California, some as close as two miles! I announced our "discovery" of the tracks across our meadow. Everyone was very interested. When I sat down by my neighbor he said the trail was very obvious in their meadow also. I don't know why we hadn't gotten together on this before...we just hadn't. He said they had known for years about the trail but had no idea what trail it was and he was unaware of the tracks in our meadow! This would be approximately a mile or so from our location and is appropriately located NW of us. That's all for now.</p> <p>Have a good evening!</p> <p>Jim Beason</p>
<p>6/2/2011</p> <p>I strongly support more trails everywhere, to reduce hiker density and increase variety. Bob</p> <p>--</p> <p>Robert J. Carson Professor of Geology & Environmental Studies Whitman College 345 Boyer Avenue Walla Walla, WA</p>

*Table Submitted by Kay Threlkeld regarding additional routes to consider for the study.

Table of Routes (Submitted by Kay Threlkeld)		
Route Name	Trail Affiliation	Listed on Senate Bill S.217
Amazonia Road (MO & KS) [Called "Road to Amazonia" in S.217]	OREG ADD CALI ADD MOPI ADD	Yes
Applegate Trail (NV, CA & OR) Includes subroutes: Applegate Trail 1846 Applegate Trail 1847 Applegate Trail 1851 Applegate Trail 1852	OREG ADD CALI NHT	Yes
Atchison – Independence Creek Routes (KS) Note specific route for POEX does not include all of these variants.	OREG ADD CALI ADD MOPI ADD POEX ADD	Yes
Baker - Davis Road (WY)	OREG ADD CALI NHT	Yes under section 7.A
Cutoff to Barlow Road (OR)	OREG ADD	Yes
Bear River Loup (WY & ID)	OREG ADD CALI NHT	Yes under section 7.A
Bessemer Bend Route (WY)	OREG ADD CALI NHT	Yes under section 7.A
Bidwell-Bartleson Route (UT, NV & CA)	CALI ADD	Yes
Big Tree Road (CA)	CALI ADD	Yes
Bishop Creek Cutoff (NV)	OREG ADD	Yes

Table of Routes (Submitted by Kay Threlkeld)		
Route Name	Trail Affiliation	Listed on Senate Bill S.217
	CALI ADD	
Black Hills Road (WY)	OREG ADD CALI NHT MOPI NHT braids on/off	Yes under section 7.A
Blacks Fork Cutoff Like the Hams Fork Cutoff, this is a route that BLM has mapped and manages as an emigrant trail. I simply missed it when I was gathering the info out of the Kemmerer management plan. My fault.	OREG ADD CALI ADD	No
Blue Ridge Cutoff (MO)	OREG ADD CALI ADD MOPI ADD	Yes
Bluff Routes (WY)	OREG ADD CALI NHT MOPI ADD POEX NHT braids on/off	Yes under section 7.A
Burnett Cutoff	CALI ADD	Yes
Carson Route – Hangtown Spur	CALI ADD	Yes under section 7.A
Carson Route – Webberville Spur	CALI ADD	Yes under section 7.A
Central Overland Trail	CALI ADD	Yes
Cherokee Trail (OK, KS, CO, WY) Includes: Cherokee Trail – Northern Route (CO & WY) Cherokee Trail – Southern Route (CO & WY)	CALI ADD	Yes
Childs Cutoff (WY)	OREG ADD CALI NHT MOPI ADD	Yes under section 7.A
Council Bluffs Road (NE & WY) Listed in S.217 as alternate Elkhorn River Crossings for MOPI – those are the arcs listed as MOPI ADD Really needs to be studied for OREG as well as MOPI. This is a huge route and needs to be brought into the OREG NHT system.	OREG ADD CALI NHT MOPI NHT & some braids MOPI ADD	Yes - for MOPI and under section 7.A for Ore
Council Bluffs Road – Loup River Route (NE) Listed in S.217 as alternate Loup River Crossings for MOPI – those are the arcs listed as MOPI ADD	OREG ADD CALI NHT MOPI NHT & some braids MOPI ADD	Yes - for MOPI and under section 7.A for Ore
Council Bluffs Road – Platte River Route (NE)	OREG ADD CALI NHT MOPI ADD	Yes under section 7.A
Cowlitz River Route	OREG ADD	Yes
Deep Sand Route (WY)	OREG ADD CALI NHT MOPI NHT	Yes under section 7.A
Dempsey - Hockaday Cutoff (WY)	OREG ADD CALI NHT	Yes under section 7.A

Table of Routes (Submitted by Kay Threlkeld)		
Route Name	Trail Affiliation	Listed on Senate Bill S.217
Diamond Springs Cutoff (WY)	OREG ADD CALI ADD MOPI ADD	Yes
Emigrant Gap Route	OREG NHT & some braids OREG ADD CALI NHT ½ MOPI NHT & ½ MOPI ADD	Yes under section 7.A
Folsom Alternate (CA) We determined that this is not included in the Sacramento – San Francisco extension and will have to be dealt with in the feasibility Study	POEX ADD	No
Fort Hall Road (ID & NV)	OREG ADD CALI NHT	Yes under section 7.A
Fort Leavenworth – Big Blue River Route (KS)	OREG ADD CALI ADD MOPI ADD	Yes
Fort Leavenworth – Kansas River Route	OREG ADD CALI ADD	Yes
Free Emigrant Road	OREG ADD	Yes
Georgetown/Dagget Pass Trail This route is partially mapped - from Reno to where it leaves the Johnson Cutoff. From there to Georgetown it has never been mapped by anyone. I have asked everyone in California.	CALI ADD	Yes
Golden Pass Road (UT)	OREG ADD CALI ADD MOPI ADD POEX ADD	Yes
Goodales Cutoff (ID)	OREG ADD	Yes
Greenhorn Cutoff	OREG ADD CALI ADD	Yes
Grizzly Flat Cutoff (CA)	CALI ADD	Yes
Gum Springs – Fort Leavenworth Route (KS)	OREG ADD CALI ADD	Yes
Hams Fork Cutoff (WY) Somehow this was left off the list, but it is a big route and is managed by BLM as a part of the trail. It should be studied for inclusion in both routes.	OREG ADD CALI ADD	No
Handcart Route (Iowa City to Council Bluffs)	MOPI ADD	Yes
Hastings Cutoff (WY, UT & NV) OREG ADD as far as SLC, where they went north on SL Cutoff. I don't believe any OREG bound emigrants went across the west desert, but we should probably check.	OREG ADD CALI NHT MOPI NHT as far as SLC	Yes under section 7.A

Table of Routes (Submitted by Kay Threlkeld)		
Route Name	Trail Affiliation	Listed on Senate Bill S.217
Hastings Cutoff – Weber Canyon Route (UT)	OREG ADD CALI ADD	Yes
Hastings Cutoff – Yellow Creek Route (WY & UT) This was an oversight and is not on the list, but it should definitely be CALI NHT since the first wagons through (Donner Party) went this way.	CALI ADD (Donner Party Route)	No
Hennes Pass Route What the heck is the Hennes Pass Route? I need to look further in this. It must be coincident with some route already mapped.	CALI ADD	Yes
Hudspeth Cutoff (ID)	OREG ADD CALI NHT	Yes under section 7.A
Humboldt River Route (NV)	OREG ADD CALI NHT	Yes under section 7.A
Humboldt River Route – North Side (NV) OREG ADD only as far as Rye Patch Reservoir, where the Oregon bound emigrants picked up the Applegate.	OREG ADD only as far as Rye Patch Reservoir CALI NHT	Yes under section 7.A
Humboldt River Route – Carlin Canyon (NV)	OREG ADD CALI NHT	Yes under section 7.A
Humboldt River Route – Emigrant Canyon (NV)	OREG ADD CALI NHT	Yes under section 7.A
Humboldt River Route – North Side River Route (NV)	OREG ADD CALI NHT	Yes under section 7.A
Humboldt River Route – South Side (NV) OREG ADD only as far as the last crossing to north side route, just onto the Eugene Mts. quad. By that time, they had to be on the north side route in order to get onto the Applegate and head to Oregon.	OREG ADD until about 15 miles NE of Rye Patch Reservoir CALI NHT	Yes under section 7.A
Independence Road (MO & KS)	OREG NHT & some braids OREG ADD CALI NHT MOPI ADD	Yes under section 7.A
Independence Road Alternate (MO)	OREG ADD CALI NHT MOPI ADD	Yes under section 7.A
Iowa Point Road (KS)	OREG ADD CALI NHT MOPI ADD	Yes under section 7.A
Johnson Cutoff	CALI ADD	Yes
Julesburg Cutoff (NE & CO)	OREG ADD CALI NHT MOPI ADD POEX NHT	Yes under section 7.A
Keokuk route (IA)	MOPI ADD	Yes

Table of Routes (Submitted by Kay Threlkeld)		
Route Name	Trail Affiliation	Listed on Senate Bill S.217
This is not in the Iowa Red Book. Ask Bill Hartley for the route.		
Kinney Cutoff (WY)	OREG ADD CALI NHT	Yes under section 7.A
Lander Road (WY & ID)	OREG ADD CALI NHT	Yes under section 7.A
Lanes Gulch Route (ID)	OREG ADD CALI NHT	Yes under section 7.A
Lower Bellevue Route (NE)	OREG ADD CALI ADD MOPI ADD	Yes
Lower Independence Landing Road (MO) [“Blue Mills – Independence Road” is name in S.217]	OREG ADD CALI ADD	Yes
Lower Plattsmouth Route (NE)	OREG ADD CALI ADD MOPI ADD	Yes
Luther Pass Trail	CALI ADD	Yes
McAuley Cutoff (ID)	OREG ADD CALI ADD	Yes
Meek Cutoff Includes Subroutes: Meek Cutoff – Parker Route Meek Cutoff – Tethrow and Meek Route	OREG ADD	Yes
Middle Route (WY)	OREG NHT & some braids OREG ADD CALI NHT MOPI ADD POEX NHT runs along some braids of this route	Yes under section 7.A
Minersville Ferry Road (NE) Called “Minersville – Nebraska City Road” in S.217	OREG ADD CALI ADD MOPI ADD	Yes
Mitchell Pass Route (NE & WY)	OREG ADD CALI NHT MOPI ADD POEX NHT runs along some braids of this route	Yes under section 7.A
Mormon Trace called “Subsequent MOPI Routes – Lucas and Clark Counties” in S.217 Might be able to get enough out of Stan Kimball’s book and the Iowa Red book for Feasibility study purposes. I’ll work on it.	MOPI ADD	Yes

Table of Routes (Submitted by Kay Threlkeld)		
Route Name	Trail Affiliation	Listed on Senate Bill S.217
Naches Pass Trail Dave Welch is working on better maps for this route. I will update if there is time before I leave.	OREG ADD	Yes
Nebraska City Cutoff (NE) Includes Subroutes: Nebraska City Cutoff 1860 (NE) Nebraska City Cutoff 1861 (NE) Nebraska City Cutoff 1862 (NE)	OREG ADD CALI ADD MOPI ADD	Yes
Nevada City Road (CA) Includes: Nevada City Road – Harmony Ridge Route	CALI ADD	Yes
North Alternate Route (ID)	OREG ADD	Yes
Northside Alternate Route (ID) This is the one that Jerry Ichorst thinks BLM invented and that never existed historically as an emigrant route - no journals- probably later freight road.	OREG ADD	Yes
Old Wyoming Road (NE) This is a mistake in the bill. They combined the Old Wyoming Road and the Nebraska City Cutoff, when in fact they are two completely separate routes.	OREG ADD CALI ADD MOPI ADD	Yes
Oxbow Trail (NE)	OREG ADD CALI NHT MOPI ADD	Yes
Oxbow Trail Alternate (NE)	OREG ADD CALI NHT MOPI ADD	Yes
Placer County Emigrant Road to Auburn There are no maps for this. There is a very general sketch map in Chuck Graydon's book. But it is extremely generalized.	CALI ADD	Yes
Plateau Route (WY)	OREG ADD CALI NHT MOPI ADD	Yes under section 7.A
Primary Route OREG/CALI Trail south side of the Platte – Marysville Kansas to Ft. Laramie (KS, NE, WY) We are studying the eastern feeder routes for MOPI ADD, but we can't just leave them hanging in Marysville. We need to take them on along the south side of the Platte to Ft. Laramie, where the pioneer party crossed the river to the south side. This section does not have a unique route name.	CALI NHT OREG NHT & some braids OREG ADD MOPI ADD	Yes under section 7.A
River Route (WY)	OREG NHT & some braids OREG ADD CALI NHT MOPI NHT & some braids MOPI ADD POEX NHT runs along some braids	Yes under section 7.A

Table of Routes (Submitted by Kay Threlkeld)		
Route Name	Trail Affiliation	Listed on Senate Bill S.217
	of this route	
Robidoux Pass Route (NE & WY)	OREG NHT & some braids OREG ADD CALI NHT MOPI ADD POEX NHT runs along some braids of this route	Yes under section 7.A
Rock Creek Alternate	OREG NHT	Yes under Section 7.A
Sacramento-Coloma Emigrant Wagon Road (CA)	CALI ADD	Yes
Salt Lake Cutoff & Variants (UT & ID) Includes Subroutes: Salt Lake Cutoff – Bluff Road Salt Lake Cutoff – Bluff Road 1852 and later Salt Lake Cutoff – Farmington Rt 1848-50 Salt Lake Cutoff Alternate	OREG ADD CALI NHT	Yes under section 7.A
Secret Pass Route (NV)	CALI ADD	Yes
Seminole Cutoff (WY)	OREG ADD CALI NHT MOPI ADD	Yes under section 7.A
Shinn's Ferry Crossing Alternate	OREG ADD CALI NHT MOPI ADD	Yes under Section 7.A
Slate Creek Cutoff (WY)	OREG ADD CALI NHT	Yes under section 7.A
St. Joe Road (MO & KS)	OREG ADD CALI NHT MOPI ADD	Yes
Sublette Cutoff (WY) Includes Subroutes: Sublette Cutoff Variant (WY)	OREG ADD CALI NHT	Yes
Sweetwater River Road (WY)	OREG ADD CALI NHT MOPI ADD	Yes under section 7.A
Telegraph Road (WY)	OREG ADD CALI NHT ½ MOPI NHT & ½ MOPI ADD	Yes under section 7.A
Tub Springs Alternate (OR)	OREG ADD	Yes under section 7.A
Union Ferry Route (KS)	OREG ADD CALI ADD MOPI ADD	Yes
Upper Bellevue Route (NE)	OREG ADD	Yes

Table of Routes (Submitted by Kay Threlkeld)		
Route Name	Trail Affiliation	Listed on Senate Bill S.217
	CALI ADD MOPI ADD	
Upper Columbia River Route	OREG ADD	Yes
Upper Plattsmouth Route (NE)	OREG ADD CALI ADD MOPI ADD	Yes
Upper Well Springs Variant	OREG ADD	Yes under section 7.A
Volcano Road (CA)	CALI ADD	Yes
Wathena to Troy (KS) This is a route that Ken Martin and the NPEA seen to be interested in, but I don't understand it and Joe Nardone doesn't believe in it. The POEX trail already runs between Troy and Wathena. Could this be some sort of shortcut taking out the loop to the north and running on the south side of Peter's Creek?	POEX ADD	Yes
Westport - Lawrence Road (KS)	OREG ADD CALI ADD	Yes
Westport Landing Road (MO)	OREG ADD CALI ADD	Yes
Westport Road (KS) Includes Subroutes: Westport Road – Northern Route (MO & KS) Westport Road – Southern Route (MO & KS)	OREG ADD CALI ADD	Yes
Westside Kinney Cutoff (WY)	OREG ADD CALI ADD	Yes under section 7.A
Whitman Mission Route	OREG ADD	Yes
Woodbury Cutoff (KS)	OREG ADD CALI ADD MOPI ADD	Yes
Yreka Trail (CA)	CALI ADD	Yes

June 20, 2011

Gretchen Ward
National Park Service
P. O. Box 728,
National Trails System Office
Santa Fe, NM 87504

Dear Ms. Ward:

It was a pleasure to meet you in Vancouver. Your work concerning the 64 additional routes is much appreciated. It is truly a large and challenging project for which I must take some blame. It is long story, but briefly there was a controversy about the inclusion "all routes and cutoffs" in the plan for the California Trail. The final plan was not inclusive of all trails that many in OCTA thought should be included and had been agreed to by a prior agreement. Rather than continuing a divisive discussion, I and others in OCTA suggested that the additional routes be added through legislation. That was about 1998 or 1999. How time flies.

General Comments: Timeframe and Significance

The purpose of this letter is to comment on the material presented in Vancouver. At one point there was a discussion of the timeframe as specified in the Oregon NHT legislation. It was inferred that the new routes associated with the Oregon NHT could not be considered because they were later than 1848. I was surprised by this statement because it has always been assumed by us that the timeframe would be modified for the new routes. I believe that the addition of new routes requires modification of the Trails Act even if they were within the original timeframe so including a new definition of the timeframe in the modification adds little. If a timeframe is needed, I suggest that 1869 be used since that is when the transcontinental railroad began operation. OCTA has used that date as an unofficial cutoff for the wagon emigration although we know many traveled by wagon after that date.

I would also like to point out that the designated route of the Oregon NHT as described in the Comprehensive Management and Use Plan, August 1981, ignores important pre-1848 routes such as the route to the Whitman Mission and down the Columbia River by land or water from the junction of the Walla Walla and Columbia Rivers. Also, those emigrants that did not go to the Mission went through the present day Pendleton area and then down the Umatilla River to the Columbia River. Prior to 1847, when the Whitman Mission was destroyed, these were the only routes to The Dalles.

The designated Oregon NHT west from Echo was in fact not used until late 1847. Whitman explored the route in 1847 and suggested it to emigrants shortly before his death. The P. W. Crawford and Loren B. Hastings diaries of 1847 both refer to 1847

emigrants using “Whitman’s new route.” The route technically meets “1841-1848” requirement but at the expense of the routes that were used extensively from 1841 to 1847.

My second comment concerns the suggestion, as I understood it, that each route must have a unique “nationally significant” event to qualify. That is also a very narrow interpretation of the requirement. The event of national importance for all emigrant trails is the westward migration that established the United States as a coast-to-coast nation. In our case that achievement was facilitated by the Oregon Trail itself including all of its alternate routes. I believe that is consistent with the approach that has been applied to other trails.

For example, if one were to apply the unique "national significance" criteria to the Barlow and Applegate Trails, I doubt they would qualify. What nationally significant event can you identify that is unique to those routes? The Applegate and Barlow routes provided an alternative to the dangerous Columbia River route, but would the history of Oregon (or the United States) be significantly different if everyone went the river route? I think not. In fact, the Naches also provided a “safe” alternative for settlement north of the Columbia (Puget Sound) similar to that provided by the Barlow and Applegate for the area south of the Columbia (Willamette Valley).

Criteria for Designation as a National Historic Trail

In the brochure you provided for the meeting three criteria are listed for designation as a NHT. The first is that it must be “a trail or route established by historic use and must be historically significant as a result of that use.” The Naches route is well-documented (Ebey, Longmire, Biles, Meeker, etc.) and it is historically significant as a route of an alternate of the Oregon Trail to the Puget Sound. The settlement and development of the Puget Sound is a vital component of the U. S. history in the nineteenth and twentieth centuries. The Puget Sound, not Oregon or the Columbia River, developed as the primary gateway to the Pacific Rim.

The second criterion says that it must be nationally significant. As I noted above, the Oregon Trail meets that criteria. The Naches is an alternate of the Oregon Trail. The criteria also states that Native American use may also be considered. The portion of the route from the Columbia River near the Hanford Reach across the Yakima Firing Center and the Cascades to the Puget Sound was a traditional trading route of the plains tribes, extending back to Montana, to the Puget Sound (and vice versa).

The third criteria states that it must have significant potential for public recreational use. Portions of the Naches Trail in the Cascades are already widely used for hiking, off-road vehicles, and camping. The area in the Hanford Reach, now managed by the Fish and Wildlife Service presents new opportunities. Swales appear pristine in this area.

Local museums dot the trail route from Walla Walla to Steilacoom interpreting its history. An auto tour route could be easily configured near the trail in most areas. Some interpretation is already in place at many sites. The end of the trail is at Fort Steilacoom which has been preserved.

Maps of the Naches Trail

First, it should be noted that the Naches Trail is distinct from the route to the Whitman Mission discussed previously. Those travelling the Naches did not go to the old mission site and most likely used a route from the base of the Blue Mountains near Cayuse to the Columbia River that stayed on the south side of the Walla Walla Valley. Winfield Scott Ebey's journal in 1854 is clear on this point.

The Naches Trail was documented by me in very preliminary maps provided to the Kay Threlkeld in the mid-1990s. These maps were at a scale of 1:250,000. Since that time I have been updating those maps. As with most trails, in some cases we know its exact location and in others the trail corridor is known but the exact location is not. Digital data are now available for its entire length (Cayuse to Fort Steilacoom) with varying degrees of credibility. I have been working with John Cannella to develop a means to transmit these data electronically for inclusion in the NPS database. The data do not document condition (MET classification) at this time. That is a work in progress that will not be complete by July 30, 2011.

I have attached three maps that cover portions of the trail that I have been studying for the past couple of years. At this point they should not be considered definitive. Additional field work is needed to verify the routes. The first map is of the area between Cayuse (near Pendleton) and the Walla Walla Valley. Three routes are postulated (labeled I, II and III). I must admit that the known physical evidence for any of them is slight. Almost all of the area under consideration has been cultivated since the late 1800s. However, there are pristine, multiple swales at the point labeled "A" on the map.

Route I is based upon a map that was a handout at a conference OCTA conducted in Walla Walla in the 1990s. I have not been able to determine its source, but it is credible based upon general descriptions of the route and analysis of the terrain. Route II is also a credible route based upon the terrain. Route III and the dashed line that comes off of it are consistent with the traditional route as described by residents of Milton Freewater (M-F), but it is probably a later stage road. Ezra Meeker placed a marker in Milton Freewater in 1906, but that should not be taken as conclusive since Ezra was often uncertain in 1906 as to the trail's location and was not above placing a marker where funds could most easily be raised. Of course, Milton Freewater did not exist at the time the emigrants passed through the area.

Another anchor point (like the swales at Point A) is the diary of Winfield Scott Ebey. It is clear that Ebey camped near Point B, then travelled northwest. This does not help

discriminate between Routes I, II and III, but does place them on the south side of the Walla Walla Valley.

Some maps show a loop from Point B eastward joining the dashed line to the Whitman Mission. The only evidence for this is the fact that the trail into the mission comes from the east and not the south. I think a direct route from Point B to the Mission might have been difficult due to the wetness of the valley.

The second map is of the route through the west side of the Hanford Reach. This area is closed but I have observed trail evidence from the air. We may need NPS assistance to gain access to the area. It is well away from nuclear facilities.

The third map is through the Department of Defense's Yakima Firing Center. The general route along Cold Creek is well documented in the journals, but we have not been able to conduct any ground research. An aerial survey was promising. We are working with the Army to schedule access when an exercise is not underway.

I hope that you find these comments useful. I believe that we have provided all of our documentation to you although some additional material may be found at the website. Please do not hesitate to contact me for additional information or clarification.

Sincerely,

A handwritten signature in blue ink that reads "David J. Welch". The signature is fluid and cursive, with the first name "David" and last name "Welch" clearly legible.

David J. Welch

cc: Lee Kreutzer, John Cannella

Mormon Trail Association response and input regarding the Long distance Trails Trail Feasibility Study scoping meeting held in Salt Lake City, May 31, 2011, sent by Ron Andersen

I was graciously allowed input to the bill which authorized this feasibility study back in 1999 by Bill Watson of OCTA. We submitted a bill in January of 2000 only to see it die in session after session. Though alternate routes were suggested, it was OCTA persons that basically decided which would be included. One that was left out as a shared route includes the Cherokee route (east variant) in Wyoming.

Not all Mormon emigration companies kept detailed rosters and in some cases rosters are missing. The “Named emigrants” column is a count by actual name of company members and is in many cases much less than actual company numbers.

The following are some statistics and comments regarding the MOPI segments:

i) 1846 Subsequent routes A and B (Lucas and Clarke Counties, Iowa).

Eight to ten thousand Mormons took these routes in 1846, once the weather warmed, but we don’t have names. Companies were not organized by the Church, nor were rosters or much in the way of journals kept. These routes were followed in an organized way in 1853, when low water on the Missouri River and high prices at Council Bluffs persuaded organized Mormon emigration to outfit at Keokuk, Iowa.

iii) Keokuk route (Iowa), 1853.

Outfitting Location	Departure	Captain	Named Emigrants	Wagons	Arrival in Salt Lake	Sources
Six-Mile Grove, Iowa (NE of upper ferry@C.B.)	June 1	David Wilkin	131	28	Sept. 9	5
Six-Mile Grove, Iowa	June 9	Dan. Miller/J. Cooley	325	70	Sept. 9	8
* Keokuk, Iowa (B)	May 18	Atkinson/J. Crosby	82	12	Sept. 10	2
* Keokuk, Iowa	June	Moses Clawson	307	56	Sept. 15	14
* Keokuk, Iowa (B)	June 3	Jacob Gates	273	33	Sept. 26	11
* Keokuk, Iowa (B)	May 21	John E. Forsgren	268	34	Sept. 30	12
* Keokuk, Iowa	July 1	Henry Ettleman	40	11	Oct. 1	0
* Keokuk, Iowa (A)	July 13	Vincent Shurtliff	16	@20	Sept. 30	1
* Keokuk, Iowa (D)	July 11	Joseph W. Young	416	54	Oct. 10	14
* Keokuk, Iowa (B)	June 3	Cyrus H. Wheelock	446	52	Oct. 16	13
* Keokuk/Montrose	June 3/21	Claudius V. Spencer	230	40	Sept. 24	10
* Keokuk, Iowa	July	Appleton M. Harmon	295	22	Oct. 16	9
Keokuk, Iowa	July 1	John Brown	73	35	Oct. 13	10
Kanesville, Iowa	July 6	Moses Daley	76	20	Sept. 27-9	5

Keokuk	Summer	Unidentified	150		Fall	
3 Independent (Bartlett, O. Spencer/Terrell, Barron/Thomas); 2 Freight(Daley, Stewart) * Keokuk Variant (A) - Variant A; (B) - Variant B; (D) - Dragoon Road (along Des Moines River)						
Totals:			3128	467		114

Wagon captains in 1853 followed the same routes they experienced during their travels across Iowa in 1846 during their exodus from Nauvoo, Illinois.

These routes were identified by Stanley B. Kimball for the National Park Service and printed in his book, *Historic Sites and Markers along the Mormon and other Great Western Trails*. In 1996, Iowa published a travel guide showing the Mormon trail across Iowa and a parallel auto-tour route. Historic events and locations accompanied the travel guide. An Iowa Mormon Trail Association was formed with representation from each county in Iowa where the Mormon Trail crossed. Special signs were created to mark the trail and some towns along the way held special celebrations. Lectures were sponsored; books, newspaper and magazine articles were published. Archeological work was done at Mormon Grove and Mt. Pisgah, graves marked, and new signage erected.

There is a Mormon Trails School district along this segment near Garden Grove.

ii) 1856–57 Handcart & wagon route (Iowa City to Council Bluffs).

Completion of the railroad to Iowa City, the need to avoid malaria along the lower Mississippi and Missouri Rivers and lower emigration costs prompted the Church to shift its organized emigration routes, first to northern ports (Boston and New York) and then by rail to Chicago and Iowa. Handcart and wagon companies would organize near Iowa City and make their way to Council Bluffs. This segment was also identified by Stan B. Kimball and more recently in *Sacred Places, Volume five, Iowa and Nebraska* (William Hartley and Gary Anderson, 2006). There are numerous historic sites, interpretive panels, river crossings, and graves marked along this segment and celebrations held in Iowa City to commemorate the handcart episode in American History.

1856

Outfitting Station	Departure	Captain	Named Emigrants	Wagons	Handcarts	Arrival in Salt Lake	Sources
Iowa City	June 9	Edmund Ellsworth	324	4	56	Sept. 26	41
Iowa City	June 11	Daniel McArthur	233	2	44	Sept. 26	27
Iowa City	June 23	Edward Bunker	233	5	50	Oct. 2	26
Iowa City	July 15	James G. Willie	459	5	100	Nov. 9	87
Iowa City	July 28	Edward Martin	655	7	145	Nov 30	133

Florence	June 5	Philemon Merrill	173	50		Aug. 13-18	11
Florence	June 10	Canute Peterson	253	60		Sept. 20	15
Florence	June 15	John Banks	243	60		Oct. 1	11
Iowa City	July 30	Wm. B. Hodgetts	172	33		Dec. 10-15	36
Iowa City	Aug. 1	Dan Jones/ Hunt	273	56		Dec. 10-15	37
Mormon Grove	Aug. 10	Abraham O. Smoot	27	34		Nov. 9	21
Texas, Kan. City	May	Jacob Croft	63	15		Oct. 11	7
Matagor. Bay, TX	April 7	Preston Thomas	28	8		Sept. 17	9
Mississippi		Benj. Matthews	3	@8		July 19	3
Florence	Summer	Unidentified	101			Fall	
3(?) - Independent: Clapp (14 wagons-TX); Boley (13 Wagons-St. Louis); Hawkins (8 wagons-S. Africans)							
Totals:			3240	339	395		464

1857

Outfit Station	Departure	Captain	Named Emigrants	Wagons	Handcarts	Arrival in Salt Lake	Sources
Iowa City, IA	May 22	Israel Evans	81	4	28	Sept. 11	24
Iowa City	June 15	Christiansen	189	3	68	Sept. 13	26
Iowa City	@June 30	Jesse B. Martin	93	31		Sept. 12	20
Iowa City	June 15	Matthias Cowley	32	31		Sept. 13	11
Iowa City	@July 1	Hoffheins/McCune	124	41		Sept. 21	17
Iowa City	@July 5	William G. Young	30	19		Sept. 26	15
Florence, NE	June 13	W. Walker	19	28		Sept. 4	12
Texas	June	Homer Duncan	32	9		Sep 14-25	10
Florence	Summer	Unidentified	222			Fall	
Totals:			822	166	96		135

iv) 1847 Alternative Elkhorn and Loup River Crossings in Nebraska.

1851, not 1847, was the high water year requiring alternate river crossings

In order to avoid crossing the larger streams, which at that time of the year were much swollen, the company took a new route following the divide between the Missouri River and the Elkhorn for a distance of nearly 200 miles in a north-westerly direction. They then turned westward, and after traveling 10 days longer, they came to the Elkhorn, which they bridged and crossed, and finally reached Loup Fork, which they forded on Saturday, June 14th.

1851

Outfitting Station	Depart	Captain	Named Emigrants	Wagons	Arrival in Salt Lake	Sources
Kanesville	May 1	John G. Smith	126	@20	Sept. 23	
Kanesville	May	David Lewis	52	15	Sept. 9	
Kanesville	May 15	Almon Babbitt	19	@6	Aug. 17	
* Kanesville	July 1	Cummings/O. Pratt	280	100	Oct. 5	11
* Kanesville	June 29	Easton Kelsey	145	100	Sept. 23	14
Kanesville (PEF)	July 7	John Brown	235	50	Sept. 28	
Kanesville, Iowa		George W. Oman	10	5	Sept. 1	
* Kanesville	Jun 9	Morris Phelps	60	@10	Sept. 26 - Oct. 1	4
Kanesville	Jun 23	Harry Walton	214	59	Sept. 21	
Kanesville	July 1	John Reese	20	@10		
Kanesville	Aug. 3	Thomas Williams	10	@10	after Dec. 31	
Kanesville	>Aug. 12	Wilkins	13	10	after Dec. 31	
Kanesville	Aug 10	Ben Holliday	3	@15	after Dec. 31	
Kanesville		Livingston/Kinkead	12	@20	after Dec. 31	
Kanesville	Summer	Unidentified	474		Fall	
Williams, Wilkins, Ben Holliday, Livingston/Kinkead freight trains; (1) unidentified train * Used Wet Variant Route						
Totals:			1673	@359		29

v) Fort Leavenworth Road; Ox Bow route and alternates in Kansas and Missouri (Oregon and California Trail routes) ALSO used by Mormon emigrants.

All the 1850 companies organized at Bethlehem, Iowa, then crossed over the Missouri River to Plattsmouth, Nebraska, and followed the Ox Bow route.

1850

Outfitting	Depart	Captain	Named	Wagons	Arrival in	Sources
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Station			Emigrants		Salt Lake	
Bethlehem, Iowa	June 3	Milo Andrus	206	51	Aug. 20	15
Bethlehem, Iowa	June 7	Benjamin Hawkins	139	150	Sept. 9	15
Bethlehem, Iowa	June 12	Aaron Johnson	240	100	Sept. 12	14
Bethlehem, Iowa	June	James Pace	230	100	Sept. 20	13
Bethlehem (PEF)	July 4	Edward Hunter	261	67	Oct. 13	15
Bethlehem, Iowa	June 15	* William Snow/Joseph Young	471	42	Oct. 1	20
Bethlehem, Iowa	June 15	* # Warren Foote	540	104	Sept. 17	23
Bethlehem, Iowa	June 20	* Wilford Woodruff	209	44	Oct. 14	10
Bethlehem, Iowa	June 20	Markham-joined Snow	57	50	Oct. 1	7
Bethlehem, Iowa	June 15	# David Evans	106	54	Sept. 15	12
Bethlehem, Iowa	June 20	Justus Morse-splintered	41	13	Oct. 2	1
Bethlehem, Iowa	June 21	Warren Smith-sep. from Snow	17	5	Oct. 1-3	1
Bethlehem, Iowa	June 22	Shadrach Roundy	33	7	Sept. 10+	2
Bethlehem, Iowa		James Lake-sep. from Hawkins	33	6	Oct. 7	5
Bethlehem, Iowa	Summer	Unidentified	537		Fall	
3-Freight (Wooley, Perkins; Gilbert/Garrish) * Used Stratton? Variant # Golden Pass Variant						
Totals:			3120	793		153

The following companies outfitted along the Missouri River at Westport (near Independence, Missouri) and Mormon Grove (near Ft. Leavenworth) and followed the Oregon trail(s) to Forts Kearney and Laramie.

1854

Outfitting Location	Departure	Captain	Named Emigrants	Wagons	Arrival in Salt Lake	Sources
Westport, Kansas	May	Benjamin C. Turman	20	20	Aug. 6	2

Westport, Kansas	June 15	Hans Peter Olsen	284	69	Oct. 5	17
Westport	June 10	Washington L. Jolley	53	18	Sept. 21	5
Westport	June 16	Job Smith	48	20	Sept. 23-5	10
Westport	June 17	James Brown	100	42	Oct. 3	13
Westport	June 17	Darwin Richardson	64	@20	Sept. 30	10
Ft. Leavenworth	Jun 21	William Field	71	@25	Sept. 19	12
Westport	June 16	Thomas S. Williams	11	21	Oct. 23	2
Westport	July 14	Robert L. Campbell	183	@50	Oct. 28	12
Westport	July 2	Daniel Garn	85	40	Oct. 1	10
** Westport	July	Benson/Pratt/Eldredge	24	10	Oct. 3	11
Westport	July	William Empey	60	@30	Oct. 24	7
Westport	Summer	Unidentified	511		Fall	
2 Independent (Benjamin Truman and Cyrus Snell); ** Church Freight						
Totals:			1514	240		111

1855

Outfitting Location	Departure	Captain	Named Emigrants	Wagons	Arrival in Salt Lake	Sources
Atchison, Kansas	June 3	Livingston/Kinthead	35	25	Aug. 15	7
* Mormon Grove	June 7	John Hindley	197	46	Sept. 3	29
Mormon Grove, KS	June 13	J. Secrist/Guyman	397	58	Sept. 7	28
Mormon Grove	June 15	S. Blair/Stevenson	123	38	Sept. 11	39
Mormon Grove	Jun & Aug	Hooper/Williams	8	50	Sep & Dec	6
Mormon Grove	July 4	Moses F. Thurston	155	33	Sept. 28	13
Mormon Grove	July 28	Charles A. Harper	329	39	Oct. 29	23
Mormon Grove	July 31	Isaac Allred	63	36	Nov. 2	17
Mormon Grove	July 1	Richard Ballantyne	427	45	Sept. 25	34
Mormon Grove	Aug. 4	Milo Andrus	454	48	Oct. 24	33
Mormon Grove	Summer	Unidentified	169		Fall	
4 - Freight (Hooper/Williams, Peters, Livingston/Kinthead [2 trains-first & last of season]); * Independent						

Totals:		2357	418		229
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1865

Outfit Station	Departure	Captain	Named Emigrants	Wagons	Arrival in Salt Lake	Sources
Wyoming, Neb.	late June	* McCann (freight)	13	25	Nov. 1	3
Wyoming, Neb.	July 31	Miner G. Atwood	273	55	Nov. 8	53
Wyoming, Neb.	Aug 3	Henson Walker	105	50	Nov. 9	29
Wyoming, Neb.	Summer	Freight	7	65	Fall	3
Wyoming, Neb.	Aug 15	Wm. W. Willis	191	50	Nov. 29	39
Wyoming, Neb.	Summer	Unidentified	63		Fall	
* Also used the Lodge Pole, Cherokee/Overland Variant.						
Totals:			652	245		127

1866

Outfit Station	Depart	Captain	Named Emigrants	Wagons	Arrival in Salt Lake	Sources
Wyoming, Neb.	Jul 6-10	Thomas E. Ricks	269	46	Aug 29	21
Wyoming, Neb.	Jul 10	Samuel D. White	242	46	Sep 5	15
Wyoming, Neb.	Jul 11-12	Wm. Henry Chipman	404	60	Sep 15-16	22
Wyoming, Neb.	Jul 16-18	John D. Holladay	300	69	Sep 25	28
Wyoming, Neb.	Jul 24	Daniel Thompson	108	85	Sep 29	19
Wyoming, Neb.	Aug 2	Joseph S. Rawlins	438	65	Oct 1- 2	36
Wyoming, Neb.	Aug 4	Horton D. Haight	26	65	Oct 15	22
Wyoming, Neb.	Aug 7	Peter Nebeker	280	62	Sep 29	23
Wyoming, Neb.	Aug 8-9	Andrew H. Scott	79	49	Oct 8	22
Wyoming, Neb.	Aug 13	Abner Lowry	286	49	Oct 22	37
Wyoming, Neb.		Unidentified	321			
Lowry's company began as the ■San Pete out-and-back Company,• but soon earned the less flattering moniker, ■The Cholera Company of 1866,• as perhaps as many as 100 persons in this group died of the disease.						
Totals:			2753	596		245

vi) 1850 Golden Pass Road in Utah.

The Golden Pass Road was created as a toll road, used mostly by Forty-niners on their way to the gold fields of California. They used the trail by the thousands in 1850, but the exact count does not exist. Mormon companies bypassed the route to avoid the tolls.

Between the years 1857-1861, the U.S. Army used a portion of this trail to supply men and equipment to Camp Floyd, 40 miles south of Salt Lake City. They used this route to avoid close contact with the Mormon population.

The route was improved using territorial funds in 1860 and became THE route from Echo to Salt Lake City in the years 1861 to 1868 and later became part of the Interstate Highway system (I-80).

1850

Outfitting Station	Departure	Captain	Named Emigrants	Wagons	Arrival in Salt Lake	Sources
Bethlehem, Iowa	June 15	Warren Foote	540	104	Sept. 17	23
Bethlehem, Iowa	June 15	David Evans	106	54	Sept. 15	12

1861-1868

Various	Summer	85 companies	<20,000	>4,000	Fall	thousands
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In the years between 1861 and completion of the transcontinental railroad in 1869, **Eighty-five Mormon emigration companies, comprising over 20,000 emigrants (at least a third of all pioneer emigrants to Utah) traveled over parts or all of the Golden Pass route.** It bypassed the difficult and dangerous climb over Big Mountain at 7,400 feet elevation. In addition, this became the primary route in and out of Salt Lake City to the east. This was the route of the Overland Stage, and a variant of the Pony Express in the winter of 1861. It was traveled by Captain Stansbury and Lieutenant Gunnison in 1850 as they were exploring for possible railroad routes.

CENTRAL ROUTES (Calif Trail).— I) Cherokee Trail, including splits.

Five of the ten Church organized companies followed the Cherokee Trail west from Benton, Wyoming (Ft. Steele on the Platte River) west along Bitter Creek to Fort Bridger.

1868

Outfit Station	Departure	Captain	Named Emigrants	Wagons	Arrival in Salt Lake	Source
Laramie, Wyo.	July 27	John R. Murdock	87	75	Aug. 19	25
Laramie, Wyo.	July 27	Horton D. Haight	37	30	Aug. 19	16
Laramie, Wyo.	Aug. 1	William S. Seeley	230	39	Aug. 29	19
Benton, Wyo.	Aug. 13	Simpson M. Molen	34	61	Sep. 2	14
Benton, Wyo.	Aug. 14	Daniel D. McArthur	424	51	Sep. 2	16

Omaha, Neb		John C. Doddle	12	3	Oct. 20	1
Wyoming	Summer	Unidentified (includes five other companies that followed the old trail)	298		Fall	
Totals:			1,132	259		91

Appendix 6. Written Comments Submitted on the National Park Service's Planning, Environment and Public Comment Website

Public comments – whether sent to the NPS by email, provided to the agency's PEPC (Planning) website, given orally at one of the public meetings, mailed to the agency office, or provided on comment forms at the public meetings – have often been edited. They were analyzed and placed, as appropriate, within one or more topic categories. Personal or sensitive information containing individuals' names or contact information have been omitted for reasons of privacy. Spelling errors, where necessary, have been corrected.

Written Comments via PEPC
Comments
<p>I was raised by my Grandparents from the age of 5 (circa 1955) until I enlisted in the U.S. Air Force during the Vietnam War (1969; age 18). My Grandmother, a full-blood Northern Paiute, was born about 1902 at Fort McDermitt, Nevada. My Grandfather, a full-blood Western Shoshone, was born about 1910 at East Gate, Nevada; later his Tribe (White Knife Shoshone) were removed to Fallon, Nevada. Both my Grandparents spoke their language (she, Northern Paiute; he, Western Shoshone) and knew their traditional customs and traditions--all of which they tried to teach me. I am a former Chairman of the Fort McDermitt Paiute-Shoshone Tribe of Nevada and Oregon (late 1980s) and former Chairman of Inter-Tribal Council of Nevada (late 1980s and early 1990s). My undergraduate degree is from U.C. Berkeley and my law degree is from the University of Denver College of Law, Denver, Colorado. Many times each year during the Spring, Summer and Fall, my Grandparents would take me, in their Jeep, from 1955 to 1968, to different locations of traditional Northern Paiute Territory in what is now remote parts of Nevada, California, Idaho and Oregon to use (pray at, etc.) and visit sacred sites on, near or adjacent the California Trail routes. We also visited relatives on the Fort McDermitt, Pit River XL, Summit Lake, Burns, Klamath, Pyramid Lake Reservations, Indian Colonies in Nevada (e.g., Winnemucca and Reno-Sparks, etc.), and other lands that Indians have tracks of homes on (e.g., near Alturas, California, etc.). For the most part in Northern Paiute Territory, the wagon tracks of the California Trail and routes follow historic Northern Paiute trails. In many instances, those who trespassed Northern Paiute Territory on their way to their promised land (other Tribes' land) following their Manifest Destiny, littered, desecrated and polluted Northern Paiute important, historic (but still used today) cultural and environmental sites. The communications between Indian Agents and the Commissioner of Indian Affairs during these non-Indian migrations report and complain about the killing of large numbers of and theft from Northern Paiute along all of the routes of the California Trail. I note that the NPS web site on these feasibility studies tells a one-sided, romantic like, story of the "pioneers" in a light favorable to them without even a footnote about the alteration forever of the 21 Tribes of the Northern Paiute Nation, the extermination of many members of 10 of the 21, and the effects on other Tribes. Since the coming of the non-Indian, our important cultural and environmental sites have been subjected to looting, desecration, and pollution. Today, you find broken glass beer bottles, empty beer cans, and other trash and garbage, including human waste, at many of our sacred sites (e.g., springs, burial grounds, etc.).</p>
<p>The sacred Northern Paiute important cultural and environmental sites, including sacred springs and burial and prayer sites and structures, on, near or adjacent the various routes of the California Trail are too important to allow unfettered access to non-Indians. Looting occurs by non-Indians not only digging up burial sites but by picking up arrowheads and other important cultural objects, the latter most federal officials consider to be a minor issue. Many of those arrowheads are actually items intentionally deposited on the ground at or near prayer sites. These important cultural items were not lost at the site where they may be seen now. Signs, brochures, and web site postings, telling people not to violate federal laws have absolutely no effect in curtailing looting. Thus NPS should only advertise what it and its cooperating agencies can, in fact, protect. (Tribal member – keep personal information private)</p>
<p>I do not use the routes but I use the important sacred Northern Paiute cultural and environmental sites on, near</p>

Written Comments via PEPC
Comments
or adjacent the routes for prayer, spiritual (religious), and other purposes. I hide my tracks so they do not lead someone to what is sacred. I sit and watch the surrounding area for several hours to make sure no one is following me. (Tribal member – keep personal information private)
Given the economy of the United States, I think NPS should only declare and publicize what it and its cooperating agencies can protect as historically and nationally significant. I think, for example, the routes nearest paved highways, easily visited by the public (e.g., school children) and tourists, which can be protected by fencing and local law enforcement should only be the portions of the routes recognized as historic and nationally significant. (Tribal member – keep personal information private)
To declare and identify those portions of the routes in rural, remote areas as historic and nationally significant only encourages looting of not only important and still used today historic Northern Paiute cultural sites but the pollution of important Northern Paiute environmental sites (e.g., sacred springs, traditional plant growth pockets, etc.). (Tribal member – keep personal information private)

Appendix 7. Verbal Comments Recorded During Public Meetings

Public comments – whether sent to the NPS by email, provided to the agency’s PEPC (planning) website, given orally at one of the public meetings, mailed to the agency office, or provided on comment forms at the public meetings – have often been edited. They were analyzed and placed, as appropriate, within one or more topic categories. Personal or sensitive information containing individuals’ names or contact information have been omitted for reasons of privacy. Spelling errors, where necessary, have been corrected.

Five Mile Historic Park – Denver, Colorado Number of attendees: 20	April 18, 2011 6-8 pm
Comments	
I feel strongly about the inclusion and believe it (the Cherokee Trail) meets the criteria.	
There is a mapping team that is currently GPSing segments of the routes.	
The Colorado Chapter (OCTA) has a very passionate interest in the trail.	
There is not a tremendous amount of recognition currently of the Cherokee Trail but designation would have a positive impact.	
I am definitely for the inclusion of the Cherokee Trail.	
It was used by trappers, traders, and gold seekers. There are currently 40 museums along the length of the trail that either interpret (indirectly or directly) the history of the trail.	
Designation would have a unifying effect for the trails system. There’s history right here. Great for heritage tourism.	
Homesteading was another use of the trail. It is important to educate the public and to get the information out. There is a real lack of knowledge about the Cherokee Trail and what it is. This is evidenced on the internet when you Google ‘the Cherokee Trail.’ Most of the hits pertain to something other than the ‘Cherokee Trail.’ People often mistake the Cherokee Trail as part of the Trail of Tears.	
We also need to recognize that the Cherokee Trail begins where the Trail of Tears ends (referring to the dichotomy of the removal of the Cherokee due to the discovery of gold in the Southeast and then the impetus to travel, the Cherokee themselves, along the Cherokee Trail in search of gold).	
We are currently tracing the Cherokee Trail through Westminster. We did a radio program on the Cherokee Trail. We also have educational programs for kids. We have retraced parts of the route in Westminster. There are many sites in Westminster. We need to invest in our roots and the roots of history.	
I want the Cherokee Trail to be designated.	
Lloyd Glacier has been doing research in Douglas County. There are historical aerial photographs showing physical traces of the route. The negatives are with the National Archives. Sections 16 & 21 and Township 9 South you can see the corridors.	
A developer who recently purchased the land where a campsite (Trapper, Rufus B. Sage visited this cave in 1842) and spring is located along the Cherokee Trail has agreed to save a 2.5 acre easement around the site so it can’t be developed. There are two sets of swales at this side on the high side and low side of the cave. The ruts are about 1’ deep. You can also see Point of Rocks from the site. There is also evidence of prehistoric presence at the site. Any of the segments that you are studying have equal stories to tell.	
Cherry Creek Trail (a recreational trail) currently has some interpretation about the Cherokee Trail.	
There is a river crossing and cemetery located along the Cherokee Trail at the Big Thompson River (near Loveland, CO). Mountain man Jesus Garcia Mariano Medina (born in 1812) built a community (similar to a Spanish town with a plaza) in this area. He charged a toll at the river crossing and subsequently made a lot of money. The cemetery is the only remnant remaining. The land around the cemetery is currently being preserved by the developer/current land owner. There will be field trips out to the site and the cemetery. The Loveland Historical Museum has some interpretation about the trail.	
There are young students (3rd graders) visiting Four Mile Historic Park. The kids get a chance to experience what it was like to live during that era. The Kiowa, Arapaho and Cheyenne in Colorado traded buffalo for other supplies with the Spanish, Mexicans, Americans and Europeans. They were ultimately selling their own livelihood to stay	

Five Mile Historic Park – Denver, Colorado Number of attendees: 20	April 18, 2011 6-8 pm
Comments	
alive. A lot of Europeans and Cherokees came up the Cherokee Trail in search of gold. They already had experience in mining in Georgia. There were rumors that there was gold here in Colorado. Some Confederates came to this area. All the trails in Colorado lead to Sand Creek. Smoky Hill Trails also came through this area. The Cherokee Trails is part of the tragedy of the Native Americans in the West.	
Farms would not have survived without the trail. Had to establish post offices, stores. It was beneficial to the farmers financially. Farmers could do trade, which helped establish a community.	
Designation would be great for business at Four Mile Historic Park. I believe that there would be a lot of interest and would possibly draw more visitors to this site.	
Most adults are not knowledgeable about the trails. Focus on the adults. There are a lot of programs for kids but not adults.	
A lot more people and opportunities in Colorado to go out and visit resources and the trail. It is the only trail (in my opinion) that is the ‘middle link’ that connects the trails from coast to coast.	
If designated, the city may be more inclined to purchase sites for preservation purposes. We still have living history here.	
Good for heritage tourism. Signing county or 85/287 roads would make a difference in the communities.	
Once the private property owner knows about the significance of the trail, a lot of them are open to cooperating. There is pride of having a piece of history for communities and pride of ownership. There are many publicly accessible roads where interpretation and signage can go.	
Communities could link their stories along the trail if the trail is designated. Are there perks for the landowners? There should be incentives for land owners who do have resources on their land. Development is high and is destroying view sheds. You can engage the youth through scout troops, classes, mapping and GIS. The Colorado Preservation, Inc. is a youth program. There are lots of opportunities out there.	
Conservation easements are great ways to preserve sites and segments. Some properties were persuaded to convert lands to conservation easements due to OCTA field trips.	

Fairgrounds – Arena Building – Casper, Wyoming Number of attendees: 24	April 19, 2011 5:30-7:30 pm
Comments	
I have never heard of the ‘Diamond Springs Cutoff’, the route that is being proposed along the Lander Road. I thought that this was already officially part of the Lander Road. Where did this come from? Who put the list together in the Act?	
The National Park Service needs to make a decision not just Congress.	
You/NPS need to clarify what is or isn’t part of the official study.	
Who will go out and look at the trail? The volunteers can assist.	
Are these trails listed somewhere where the public can see them?	
What are the downsides to designation? Will it impact the existing trails that you currently manage? Does your office have the capacity to take on more trails?	
Study will analyze action/no action	
Just met with the county commissioner. Casper is expanding towards the East and West. There is an issue of continued loss of trails to development.	
We may lose sites especially on private land.	
Question about the Child’s Cutoff. From Ft. Laramie, WY to the N back of the Platte River. This section of the trail has been signed. 7-8 years ago.	
Question about 64 routes. How will this impact NTIR funding? I’m concerned about less preservation. What is the ultimate impact? Will this stretch staff and money?	
Are there plans to map all condition assess this study? We will seek assistance to do mapping but need help from partners. Will rely upon... How will you complete mapping? Will be difficult to map all. Can be corrected and	

Fairgrounds – Arena Building – Casper, Wyoming Number of attendees: 24	April 19, 2011 5:30-7:30 pm
Comments	
ground truthed. Can't add trails to the study.	
What is the budget for this study?	
Are you meeting and coordinating with the SHPOs	
In regards to the Overland and Cherokee Trails that run through the checkerboard lands in South Wyoming, how can it be protected with mixed ownership? Also with the oil and gas development impacts? How will you deal with this? (Question of feasibility) BLM – Rock Spring new RMP.	
Will there be a pushback from our feasibility/suitability findings. Will be part of consultations.	
What about the “undiscovered trails?” Will you look at a corridor? Now – focus on the 64. Need to focus on the 64. What if new trails are discovered?	
If you find new trails will it add to significance?	
Question about routes and ruts. Route-broad idea. Ruts are on the ground.	
Weakness – info. not getting to the SHPO's office.	
People here are interested in trails. Some only in some parts.	
How do we give you our information?	
Casper has lots of opportunities. There is the National Historic Trails Center. The routes are in use. There are OCTA treks in the summer. I feel that these are nationally and historically significant and are important to our history.	
There will be several treks this year during our Wyoming OCTA conference.	
The BLM, NHT Trails Center is a gateway to the resources. Funding for education is vital. Sponsor trips. Tracks across Wyoming. Very active across S. Wyoming, especially Overland and Cherokee Trail (OT and CT). The heritage resource is very important.	
Historically and nationally significant wise. Out on the trail the ruts can see the history in the landscape. An aura.	
Will this be published nationally?	
Are there other organizations like OCTA?	
Is this the only process to add an NHT?	
There would be a beneficial economic impact. People travel and spend money on the trails while visiting the	
There would be a beneficial economic impact. People travel and spend money on the trails while visiting them.	
It's a hope that this will be here for our grand kids. We should protect without trampling on individual rights.	
The economic impact is tremendous. Tourism equates with jobs.	
Another trail to consider is the 'Cheyenne Deadwood Stageline. Also, the Bozeman and Bridger Lodgepole.	
Who is currently studying the Bozeman Trail?	
Question from J&P Fletcher about Cheyenne Pass. Ft. Laramie to CP map – looking into it. Also, Trapper's Trail is under discussion. A lot of history associated with the Cheyenne.	
Lander BLM Office – ranchers want as narrow a strip as possible. People are suspicious of the federal government.	
Is there a conservation easement in use with these trails?	
Can you mention 'willing/seller?'	
Question of tribal listening session on the CHT.	

Cherokee Nation Complex – Council Chambers – Tahlequah, Oklahoma Number of attendees: 19	May 9, 2011 3-5 pm
Comments	
The Cherokee in the 1850s took sheep up the trail.	
The cattle drives sometimes followed portions of the Cherokee Trail (later after the gold rush era). There is a book on the trail entitled 'Cherokee Trail Diaries' by Patricia K.A. Fletcher and Jack Earl Fletcher. People from Western Arkansas also joined those on the Cherokee Trail. (Believe that the true origin/beginning of the trail starts in or around Fayetteville, Arkansas). The reason was to make a fortune out in California and then return home.	

Cherokee Nation Complex – Council Chambers – Tahlequah, Oklahoma Number of attendees: 19	May 9, 2011 3-5 pm
Comments	
The majority of those who traveled the Cherokee Trail intended on coming back. Some Cherokees stayed in California, however.	
There were several Cherokees who went out to California who then came back to become Chiefs of the Cherokee Nation.	
The companies that were formed to travel the trail had their own set of regulations. Bringing two sets of long johns was just one of the many regulations that was imposed for those traveling with these companies.	
There was a ‘Rendezvous’ site around 6 miles west of Salina (on the west side of the Grand/Neosho River) along the Old Texas Road. (This is where the companies/travelers met, fully supplied, before they traveled the trail).	
Coody’s Bluff – was a stopover and crossing along the Cherokee Trail in Oklahoma. (1860 Coody’s Bluff, Cooweescoowee District, Cherokee Nation West, six miles East of Nowata started its first Post Office May 5, 1860. The first Postmaster of Coody’s Bluff was Richard Coody. From www.rootsweb.ancestry.com)	
There is a community in Colorado that is named after a Cherokee named ‘Tin Cup.’	
The Coody family was associated with the trail. Fayetteville, Arkansas was also a starting point of the trails. The trail was also referred to the ‘Fayetteville to California Trail.’ The NPS needs to determine the true origin of the ‘Cherokee Trail.’ The Arkansas OCTA Chapter will be holding a meeting in Fayetteville on October 29 and 30 th of 2011.	
Look at the history, the merchants such as John Ross, Lewis Ross, George M., and Jonathon Migs. Look at where they are coming from.	
The Cherokee Advocate Newspaper building is now a museum. This could be a potential site. You can still walk segments of the route around Dodge City and in Wyoming.	
(The activity on this trail) started roughly 10 years after the Trail of Tears.	
There was a woman from Tennessee who traveled along the Cherokee Trail. She eventually ended up in Hawaii.	
John Roland Ridge was a Cherokee author and editor who traveled the CT. Barbara Hildebrande Longknife was another individual who traveled the trail.	
Some current landowners have segments or resources on their land but don’t even know about it.	
Very few people today know about the history of the trail.	
George Blackstone along with this slave traveled the route and wrote about it. Some letters still exist.	
There were 3 Chiefs of the Cherokee Nation that traveled the CT but did not become Chiefs until after they returned.	
There is a cycling group that is currently retracing routes of the Trail of Tears to educate the public. Designation of the Cherokee Trail would be an opportunity to do rides and to teach people about the trail. This would be a great tourism opportunity.	
Designation this is an opportunity to tell the story to the nation.	
Our businesses’ thrive on tourists to visit our sites and to learn about our history.	
The ‘Oxbow Route’ was another route that opened up the West. Senator John Boozman has been active with this route. It’s an important route.	
How many of the 64 routes will be included?	
Will the Southern Route of the CT (to Santa Fe) be included?	

McPherson Public Library – McPherson, Kansas Number of attendees: 16	May 10, 2011 2-4 pm
Comments	
Would the Cherokee Trail be designated due to the fact that it is a ‘feeder’ trail to the California Trail?	
I support designation of the Cherokee Trail. The trail was documented in original public land surveys.	
The California Trail is like a frayed rope. The Cherokee Trail is different in that it stands along and comes from the southeast. The general flow or direction of the Cherokee Trail is significant since it flows from the southeast to the West as opposed to the other trails that flow more east to west.	

McPherson Public Library – McPherson, Kansas Number of attendees: 16	May 10, 2011 2-4 pm
Comments	
The Cherokee Trail hits the Santa Fe Trail at Galva, Kansas.	
There is a lot of interest in our area about history. Galva hosted an OCTA training workshop and produced a tour guide from Walton to Empire. Most of the travel was along the ridges, which allowed them to see long distances and kept them safe from Indians. The Galva Museum currently has some information on the Cherokee Trail.	
There are visible, undisturbed remnants of the Cherokee Trail located near Hale in Chautauqua County. There's a large Buffalo Wallow to the east of the trail.	
'History of Kansas' book claims that the trail starts in Fayetteville.	
Butler County History Center has a map showing the Cherokee Trail from Ft. Smith to California. It wasn't just an immigration trail but also used for cattle and commerce.	
Artifacts have been found about 3 miles south of Gossel near Sand Creek that suggest that there may have been a military camp. It suggests that the trail was used for multiple purposes and not just for the gold rush.	
Were there any established military forts from Tahlequah to Fort Larned?	
I (personally) have never heard of any military involvement along the trail.	
The land from the middle of Butler County and south belonged to the Osage around that time period.	
May have sent troops out from Ft. Scott.	
The City of El Dorado has dug up some artifacts that may be associated with the Cherokee Trail. The artifacts are close to the water treatment plant at the crossing of the river.	
Agnes – contacted the DOT to see if they can put up road signage for the trail. The DOT will need to put it on the official maps before they can sign the route.	
Fullers Ranch is on the trail. It's the first white community in McPherson County. The town of Empire later became Galva.	
Butler County Museum has a small panel on the trail.	
There is an historic stone marker about 5.5 miles south of Gossel along Highway 15.	
There are some auto routes along some sections of the trail.	
Diamond Springs was an important spring along the Santa Fe Trail. It may have also been used by those traveling the Cherokee Trail.	
The Cherokee Trail may have been used as a postal route.	
The trail has been identified on a map from 1872-1877. W.T. Cameron was a land agent in El Dorado.	
Chautauqua County would benefit from designation. Fletchers have done a lot of research in Chaut. County.	
Smaller communities are looking for ways to attract tourists and the public. Designation would help this. There's a lot of public interest in these trails. It's a real asset to Marion County. It would have a positive economic impact.	
It's great to have the NPS endorsing this trail. It would have a great impact on the cities, counties and state.	
There is great potential in the classroom.	

Kansas Museum of History – Topeka, Kansas Number of attendees: 10	May 11, 2011 10 am-Noon
Comments	
The annual Pony Express ride uses the southern route (from Wathena to Troy, KS) every other year. The southern route was used as an alternative due to muddy and inclement weather conditions. The Northern Route was impassable at times.	
The Pony Express went through the Kickapoo Reservation. There is a possible interpretation opportunity of the interrelationship with the Pony Express and the Kickapoo Tribe.	
It is important to recognize the tribe and its boundaries at the time. We (Kickapoo) have signs indicating where the original tribal boundary is (the traditional homelands). Can the NPS recognize us? This is an opportunity to tell a more comprehensive story through interpretation on the Pony Express?	

Kansas Museum of History – Topeka, Kansas Number of attendees: 10	May 11, 2011 10 am-Noon
Comments	
Are there any incentives for the landowners who agree to put signs or interpretation on their lands?	
Is there a Code of Federal Regulation related to this study?	
Some areas around here that have been protected and donated. Can people still actively use that land? Individual created an easement to protect prairie and history of area.	
If you designate land as an easement, do you have to allow people on the property all year round?	
How do you collaborate with those in Mexico for those trails that pass through or into Mexico?	
There's still a lot of virgin/unspoiled land and sections of the existing trail in Kansas. We, in Topeka, hold an educational program every year that takes kids on a school ride from Wathena to Troy to educate kids on the trail.	
We have evidence that the Pony Express started in Atchison during the last 2 months of the Pony Express during the last 2 months of operation (September – November of 1861). The route from Kenukuk to Atchison that was a military route and was used during the Civil War.	
Designation will help communities immensely. Financially, it will help bring more attention to the trails. I do not see any downsides to the designation.	
I think designation should help tell the story of the natives. Let's hear the rest of the story. Stories need to encompass all those involved.	

National Frontier Trails Museum – Independence, Missouri Number of attendees: 22	May 11, 2011 6:30-8:30 pm
Comments	
Independence Wharf – not part of list but used by the trails could be a great place for interpretation. This site may be part of one of the routes. We need to verify. Should include Blue Mills as a landing and not just a road. The wharf was a second landing. Can you consider adding this landing as the correct 'start off point?'	
Potawatomi Trail of Death. This was an important trail that deserves recognition. Can you include or designate it?	
Where did the 64 routes come from? Who came up with these routes?	
Blue Mills Landing (Flournay Landing) – these landings are pretty well documented in the Santa Fe Trail literature. Blue Mills Landing is mentioned in Greg Franzwa's book. Cedar Crest Farm looks like there are ruts in that area (north of 24 highway). There is a cement company that wants to tunnel under the property. These routes tie right into the Atherton Road (by Kentucky Road). Part of this may be indicated on some SAFE maps.	
Landings served all commerce in this area.	
One of the Westport sections branched off of Westport Road and Lexington Avenue.	
The original road went out from Independence to Westport around 1827. NPS needs to look into this. It was not originally called Westport Road. People referred to it as the Independence to Westport Road or Road to Shawnee Indian Agency.	
Does the Ft. Leavenworth Road include the route that crossed the river and military supply route? Where did the Ft. Leavenworth route start? Would it include the town of Weston? Weston has a lot of historic buildings from the 1850s. It's a great place for interpretation.	
Liberty had a landing, as well. Some indications that a lot of Mormons did come through here to supply themselves.	
Dick Nelson speaking on behalf of Ross Marshall who could not attend. Ross has info on the Westport Road. Want to argue for the inclusion to the OREG/CALI since it was not only used by the Santa Fe Trail. Need to include interpretation on the OREG/CALI Trails.	
Has there been any interpretation on the rails and their construction and development in the West? I would love to see this history preserved. The connection between the trails and the conversion to rails is very interesting.	
The Corps of Engineers has a wonderful set of GIS maps on the internet that have these landings. They superimposed the landings on the Google Maps.	

National Frontier Trails Museum – Independence, Missouri Number of attendees: 22	May 11, 2011 6:30-8:30 pm
Comments	
The Blue Mills Landing site is very important and its story is currently not being told. Sometimes it is referred to as ‘Owen’s Landing.’ This landing should be included in all 4 trails. Blue Mills and Wayne’s Landing. The land is currently part of a county park. May be some archeological artifacts. Expressways are being proposed through this area.	
Concurrent listings for segments or sites are significant and important. The trail stories should be told across the trails.	
Does Congress appropriate money to these trails after they are designated?	
We have a lot to share here in Independence. There is a lot of history here. What can we do to push this through?	
The 64 routes are based on intense/local interest that is very tied to their route. I think this is crazy. Local groups are intensely pushing their trail. Those in California don’t really care if the routes in Kansas and this area are included.	
We held a workshop here in Westport in 2005. There were people and advocacy groups attending from all over the country. These people who are trail nuts and experts couldn’t figure out how all of these trails here tie together. How will this appear to the general public if these routes are designated? It’s tough to track all of these various routes. We need to promote the trail more simplistically. The Oregon and California NHTs are already too complex. It puts a big strain on the BLM, USFS, etc. I would urge great caution in adding too many routes. I think there are other ways to interpret the story. Interpretation can also be done locally, regionally. We don’t always need the NPS.	
We in Independence depend on the NPS and the SHPO office. As a result, we don’t have the institutions/capacity to interpret the trails on our own.	

Nebraska History Museum – Lincoln, Nebraska Number of attendees: 22	May 12, 2011 6-8 pm
Comments	
The SHPO’s office recognizes that this is important to Nebraska.	
Nebraska history has been dominated by transportation and trails. Trails are highways to history that help the public learn more about history.	
We believe that trails lend themselves to heritage tourism.	
The state historical society and the tourism department in Nebraska are currently looking at the impacts of heritage tourism and how travelers move around the state. This relates to trails as well.	
Regarding the Council Bluffs Road (the Mormon Road) – it is located east of Carney where there are at least five trails. I believe the LDS has already mapped the trails there.	
There are ruts there, various routes are there.	
Even though the Mormon trail is part of this study, this particular trail may not be part of our study – may be part of the California Trail already or may be added to the Oregon Trail. This may be the same as the Nebraska City cut off.	
Are you interested in other routes? In northwest Missouri to Council Bluffs you’ve missed about fifteen crossings. The Mormons had three lands alone.	
We know outfitting started – especially at St. Jo, as a primary starting point.	
Merrill Mattis – “Platt River Road Narratives” points out crossing at Council Bluffs occurred more than at other areas.	
The area around Council Bluffs was a heavily used area – and it isn’t shown well on our map. There are more routes than the 20 we see on our map at Council Bluffs	
What about the handcart routes? They didn’t end at Council Bluffs. They continued on. Shouldn’t you include that.	
That Mormons did not initiate the trail along the Platte – they engineered it. It’s a trail that everyone used.	
Handcarts went all the way.	

Nebraska History Museum – Lincoln, Nebraska Number of attendees: 22	May 12, 2011 6-8 pm
Comments	
This study amends/adds to the existing routes	
There are ruts at Spring Creek Prairie, 2 miles southwest of Lincoln – still in the county. They interpret the trail ruts there.	
The university has done archeological investigation and work on the Old Beaver crossing site. The site is set aside, but not currently a public site. It includes about a half mile of ruts. There are several ruts near Beaver Creek where it's a designated Nebraska archeological site.	
Want Nebraska cut off routes designated to aid in their preservation	
Bridge port Ruts are on private land. They can be seen on Google maps. They are 4-5 ruts wide for 2 to 3 miles.	
State of Nebraska has a list of public sites	
CB Mormon site – Florence NE (Gainesville Tabernacle, dates to 1856-1860. Was sustained by Brigham Young in 1847	
Old Frighters museum – in the museum have (Waddell) in Nebraska City	
steam wagon road – there w of ne city is a monument there	
wives tale about the plowed furrow from Nebraska City to Council Bluffs	
Old Wyoming road – don't confuse it. don't know where the name "old" came from may come from an article and the word stuck	
Some of these old trails predate statehood.	
Ashland, Nebraska artist studio has maps. There should be information there about trails.	
The oxbow trail went through Ashland.	
There are ruts on the Platte-Smith trail. Also on the Woodbury that I have seen there. saw picture of the webpage for state historic society	
The trail through Nebraska shows and high lights sites. DAR markers historic commemoration exists for the main routes	
some of the old road branches near the ROW there are signs	
It's not just a matter of having sites, but its knowing where the trail is – for OCTA for trail visits	
for purpose and need – be sure and include economic benefit	
there is a need for preservation which trail designation would help	
designation expands our understanding of the history itself – it was more than just one trail – to change our views of history should have these other routes included	
can't trace every single person – it's very challenging to include very route	
national significant – remember MO river was boundary of the US til 1854. Anything that went beyond was import to populating the continent (sea to sea)	
zone could you just create something along the river to be more comprehensive. There was activity all along the river	
This history is unifying more than other kids of history – it links their heritage of people from all the states who visit a place like chimney rock	
Native Americans see it a little differently – 1854 led to the pop of the west – we see it was already populated. This was the beginning of Pawnee removal	
need to tell both sides of the story – not just the Pawnee. trails should tell all stores. it's there in U>S> history – oral stories. Pawnee fed Mormons one winter keeping them alive	
Native Americans contributions need to be told from both sides	
There have been efforts to tell L & C story with American Indian perspective – many trails began as Native American trails. The NPS making efforts to tell both sides of the story	
The trails west did not drive out the Pawnee – it was the Dakota Sioux – the government was sent to help. Skeedy was there (Genoa est. 1857) was a Mormon settlement. In 1859 the Mormons were driven out and the Pawnee then moved in after	
genoa was the last agency	
Pawnee were weakened by disease to the point where the Sioux could beat them	

Nebraska History Museum – Lincoln, Nebraska Number of attendees: 22	May 12, 2011 6-8 pm
Comments	
This isn't about that	
The military came along these at roads which led to conflict	
Heritage tourism is an important consideration	
what would be the advantage of NPS involvement? What would they do for the communities of the tribe	
Have a real opportunity in NE. Highway 30 designated (Lincoln Highway) Platte river rd. 2692 also designated as scenic byway. Can promote visitation along these roads./ That's why we need an inventory of sites along these roads/trails	
winter quarters Mormon visitor center in NE Omaha has 5-7K month average visits. People are interested, we pass out a lot of maps interested people will spend more time here mostly local school groups and people from all over US and world	
Indian villages as historic sites along the trail should e looked at along the trail	
there are great native am and white man trails –there are many trails that moved.	

State History Building – Des Moines, Iowa Number of attendees: 12	May 13, 2011 3-5 pm
Comments	
What do you mean by a trail? Is it a continuous route?	
Did Congress provide enough money to complete the study?	
Can you put off doing the study if the budget becomes less – it may just take longer. If we complete the study and Congress designates then they decide if we get additional \$.	
What is the actual impact of designation these trails? What does administration entail? so are you just putting a line on a map?	
Louis, Iowa, we are working on a ferry house on the Mormon Trail	
A sizeable number of people crossed Iowa on the Oregon Trail – kind of a short cut	
Mormon Hand cart routes don't match national significance. They were ingenious, but it used existing roads and wasn't establishing a new route. It was unique and a fascinating accomplishment, but wasn't a new route (1300 miles)	
Follows highway 6 in Iowa City where it originated there is a museum with an exhibit on the hand carts. They only did it for two years. IA City had something of a permanent camp. Used same route as 49ers who went to Pike's Peak and was a stage route. "Hand Carts to Zion" – there are graves along the way to tell the story.	
Very aware of it in IA City. done quite a bit of work with the HCR story.	
don't know of any museums or awareness that is widespread about the hand cart route	
can trace by diaries – across counties near Lewis – at the Ferry house site hope to interp. there are many journal entries	
The route didn't actually follow Highway 6. From Des Moines they used the Oregon Trail route from Redfield and across Cass County, in Thuries, then down to Cass and Lewis to the state road (was a paved route)	
Highway 6 is the closest modern road	
Are there any pristine parts of the HCR – 99% of the state is Loess Hills haven't been developed as much, area just west of IA city	
no survey work we know of for remnants, but some arch work was done in the 1980s/90s	
Along Highway 6 are there places such as in Cass county near Cumberland, some remote hard to get to only small remnants	
The SHPO staff has combed the state looking for routes of John Brown and in the process can't recall any sites that deal with or interpret the Mormon hand cart routes.	
Mormon Ridge to the north in Marshall county, northeast of Marshall town – did some underground railroad stuff	

State History Building – Des Moines, Iowa Number of attendees: 12	May 13, 2011 3-5 pm
Comments	
there.	
If designated, after designated what is the next step?	
western trails center has info on the HCR	
of course I think they're significant	
Hand carts were an original idea of BY. it was really pretty innovative, also cut the time by one third. developed stations to resupply the hand carts	
What are the impacts? they would be positive. We have a NL at Lewis, that gets people to stop	
adding trail to low income counties in IA any stimulus economically would be beneficial and a good thing	
could combine with bike trails that ongoing in the state combine recreation and history	
Des Moines to Idaho City segment – those were well established routes for travel, included others such as UGR. Lots of diff people used these routes. this could be a component at the state level – had to avoid MO, route had many diff routes for many diff people	
Could be a way to help IA learn that at one time it was a frontier. that sent a lot of people to CO and CA	
The Mormon battalion used SF trail to go to SD for the war – these trail had many uses	
Multiple uses, multiple significances – would designation detract from the other stories?	
IA DOT has been very supportive. There is interest also on scenic byways lots of activity think MT designation would bring more attention, but need to study and develop further the history context.	
I think federal designation would help to enhance. having verification will help get grants. when it's a known quantity it helps to get other dollars.	
Jim Lane trail has been long ignored it should be acknowledged for its national significance. It's not part of this, but it should be known.	

Salt Lake City Main Public Library - Salt Lake City, Utah Number of attendees: 19	May 31, 2011 Time: 10 am-Noon
Comments	
We would like information on the Lander Road	
We would also like to discuss the two Cherokee cutoff routes	
The UT NPEA would like to request route information for the Wathena to Troy re-ride purposes	
I think the study should tell people where they can find driving guides and other information to find the trails	
We believe all the routes should be designated	
The desire to add routes is from the bottom up, to make the legislation more historically accurate. Not an empire building attempt.	
Crossroads chapter of OCTA supports the feasibility routes especially Bidwell-Bartelson, Central Overland, and Weber Canyon.	
concerned about golden passed. it wasn't only used by MOPI. What is the traffic ratio?	
There are problems with the shared routes. Many currently California shared routes should be studied for Oregon Trail and others. If we don't get them included now, we never will.	
cross roads disappointed when southern routes to California were deleted from the list	
cross roads eager to help when have designation	
Why are the additional routes being proposed? There are routes all over the place. What's/how's it narrowed down, how do you determine significance in terms of amount of travel on a route?	
1854 trail Mormons to Ft Riley to Ft Kearney was significant	
Golden pass and Weber canyon is a good opportunity for people who don't have 4WD to enjoy the routes. Will add to enjoyment of urbanites.	
Cherokee trail is also a Mormon trail would that be a shared trail was submitted before leg was passed	
by identifying the routes with historically defined trail, could combine some of these under a more accurate historic name would simplify look at redefining the terms. See which segments are part of a larger entity.	

Salt Lake City Main Public Library - Salt Lake City, Utah Number of attendees: 19	May 31, 2011 Time: 10 am-Noon
Comments	
the trails continually evolving and understanding of history evolving as well. e.g. lander and nobles all part of Ft. Kearney – honey lake road	
left out central southern route (to Los Angeles (the Salt Lake road)	
make name segments reflect the historic reality “bishop Creek” cutoff was the original trail, not a cutoff.	
expanded time period of significant, if add these, i.e. Mormon as shared route	
concentrate distribution of resources, dilutes what’s available. what are we trying to do – designate everything or capture a flavor of what happened? if latter, why designate more	
You can take virtual trips on a trail, process of change is cumbersome	
trails are available through Google earth makes them accessible. Opportunities for NPS to develop virtual tours.	

Rock Springs Historical Museum – Rock Springs, Wyoming Number of attendees: 25	May 31, 2011 6:30-8:30 pm
Comments	
Is the proposed trail ground-truthed?	
What are suitability and feasibility?	
OCTA primary mission is trail preservation and have qualified volunteers to map the trails	
OCTA cooperates with federal agencies to evaluate potential trails	
SW Wyoming has some of the best preserved trails in the system	
Expecting more than 400 people for 2011 OCTA convention in Rock Springs. Want to see Cherokee, Overland etc.	
OCTA also works to preserve viewshed	
I believe there are some problems with some work on the Cherokee. Some identified that are not Cherokee. On the northern Cherokee the number of wagons should not expect to find trail - only 50 wagons one time (from OCTA member and former BLM CR	
BLM Kemmerer: Been looking for piece of Cherokee. Have not found west of the Blacks Fork River (Buckboard Crossing) to Fort Bridger. Might not meet criteria in this area.	
How would designation affect existing agreements covering crossings and viewshed?	
Would designation trigger revisions in BLM’s RMP? – It might have some kind of an amendment process	
How do these trails affect development? On a case-by-case basis	
It does it raise the significance and agency sensitivity would raise issues in RMPs	
NHLs only handled with programmatic agreement. Once designated NHT handled same way. Are managed by BLM under the National Landscape Conservation System	
Spotlight is on education, helps people to learn more about the trails	
Tracks across Wyoming: 6 So Wyoming counties. All Cherokee and Overland in their area. This piece of history for economic use, heritage tourism, education.	
SHPO a partner, working hard on stage station documentation	
people recognize importance and working to open them up to visitation	
Energy development is impacting the trails	
these are important assets for the area, vitally important. more benefit than detracting	
some routes cross checker board and are difficult to manage . how it affect public recreation aspect. Access might have to be addressed	
if there are “gaps” in trail info, does that mean it won’t be designated? – depends on how much is missing – may impact suitability/feasibility	
how does checker board ownership affect designation?	
Central Overland from south of Rawlins and overland trail have been studied for their entire length. Oil and gas field, two coal mines, Trona mines – very difficult for BLM to manage, heavily utilized by industry. Can’t drive some parts. Also potentially dangerous.	

Rock Springs Historical Museum – Rock Springs, Wyoming Number of attendees: 25	May 31, 2011 6:30-8:30 pm
Comments	
Recreation use of the trail similar to way hung is managed in Wyoming. owners can open or close. many places for access and interpretation. up to us to figure out how to get public to it. will be hundreds of miles can't get to.	
Granger stage station has been managed as Oregon trail site but it is overland trail. Fed and spend on it if designated?	
OCTA has 13 chapters, each does treks, conventions, bus tours, etc. We currently use these trails. Public explores too. We use designated and study routes already.	
WY state historical society has section that deals with trail system. lots of organizations in state that use the trails. We take busloads of kids out. Lots of use without going out and standing on them.	
there are studies on trails: Is NPS going to acquire and use these?	
There are large portions of the trail(s) you can drive on.	
Pattern in WY: Original ruts abandoned, other vehicles came in, so have three parallel tracks, can drive alongside original ruts.	
How do other segments, not in the act, fit in.	
Livestock operations are using trails. part of current operations and important to their operations.	
Overland trail used because Santa Fe not used due to Civil War, traffic went north, so significant for that reason	
WY visual resource management, will designation affect energy development – in some places pushing development onto cutoff routes on private land	
Please load your PowerPoint presentation on the website	
Pleased that this is a comprehensive effort and not just Mailed to the Agency Office, or Comments Provided on Comment Forms at the Public Meetings focused on the Cherokee Trail	

Idaho History Center – Boise, Idaho Number of attendees: 10	June 1, 2011 6-8 pm
Comments	
The primary use of Goodale was 1862-65 down the Boise River to Eagle and went north over the ridge dropped into Payette River valley . The north to Wieser and west to Olds Ferry and joined primary route at Farewell Bend. Info was given to Jere. Used through the 1920s. Major corridor between Columbia River and Boise.	
The primary route of the Goodale was north side of Boise River from Boise to about Caldwell. most reference from Boise to Eagle	
Jerry E has only one account of emigrant using McGill's Goodale route through Cambridge. Significance is questionable.	
first part through center of Idaho, concurrence that the route is "good" (accurate)	
McCauley cut off was family built road along Bear River instead of going over Big Hill. Today the route is brush covered and probably isn't nationally significant since there is little or no trail left. It was short-lived. Big Hill for most was not a big deal	
Bidwell historically significant although was not much used, only went that way once. There is a road that goes that way now	
The national historic designated trails would become components of the National Landscape Conservation System (NLCS). Trails budgets may increase. BLM is proposing to treat study routs as if designated – this approach may become national policy for BLM. I if there was a fire, BLM would use the same strategy whether designated or not.	
For the BLM, historical viewshed protection is harder if you don't have national designation	
There is a need for national guidance on viewshed issues. Significance relates to feeling and setting.	
The current visual resource management program used by the BLM does not address historic aspects of the viewshed.	
BLM may be getting more money, but not for staffing. BLM funding is going for support to inventory, mapping, etc.	

Idaho History Center – Boise, Idaho Number of attendees: 10	June 1, 2011 6-8 pm
Comments	
Is congress willing to add staffing for trails?	
Whether these are designated or not, BLM has set forward policy guidance, BLM would establish mgmt. corridors for designated trails. wind geothermal potential.	
lander road = both CALI & OREG is significant trail	
The North Side Alternate crosses the Snake River is approximately 5 miles west of Ft. Hall and follows the north side of river. Evidence = 1 diary. But the Snake River was really an opportunity. Ruts on north side – farm ruts. 1300 accounts, none went this way. There was no northside alternate – clues in Parrish diary that prove they were on the south side. e.g. mentioned creeks that don't exist on north side.	
north alternate (not Northside alternate) is a real trail. It was established in 1852 - 15,000 used. There is good journal evidence, graveyard found there. Deadliest portion in Idaho. Deaths from cholera or contaminated water.	

Fort Walla Walla Museum – Walla Walla, Washington Number of attendees: 13	June 2, 2011 6-8 pm
Comments	
What is a designated route? Is it a trail or a highway?	
Does NPS work with local interpretive centers and other venues?	
Does this include conservation easements?	
If established, does the NPS contact every landowner along the route?	
How does the NPS let the public know where the trail is located?	
I'm concerned that landowners' land use rights would be affected and there might be loss of use.	
What steps are NPS taking to reassure owners that use rights will not be curtailed or limited?	
Regarding the Whitman trail, what's proposed isn't logical or practical. Emigrants would not have gone that way. Its only about 30 miles. Would have to ask landowners permission to get there. I think they took a more direct route. All private land.	
Where can members of the public get copies of or view the maps?	
I would suggest providing copies of your study maps to post at public facilities for further review.	
I'm from Frenchtown historic site on old Highway 12, 2 miles west of Whitman Mission. I think the official route as designated should include the original route from Blue Mountains to the Mission. Sam Pambrun is authority on the route.	
The trail from the mission to Wallula - the significance is clear. OT came this way because there were established safe places. Frenchtown has was first euro settlement in the area pre Whitman. The list of the historic sites on the trail are significant/interpretive sites on this trail exist, this is part of the history of the OT and denies historic truth not to be designated	
Trail is originally on Nez Perce route from vicinity of Lewiston, Wallowa then blues, became OT, effect: treaty of 1855 as result of conflict between native people and all the emigrants coming out. resource locations and subsequent events	
some land owners may be interested in preserving, participating if can be reassured that public won't go on their land especially trespass.	
condemnation is a concern	
interpretation can public be involved?	
suggest audio guides addressing points of view, CDs with points of interest	
There are other branches. most important branch is the original route to Whitman Mission. Another is the Fremont route, the Lincoln Mountain route. Another that cut off in Grande Ronde valley resulted because of the treaty of 1855. Ideally the road went around the reservation, down West Birch Creek to Pilot Rock and was federally funded.	
The Indians would have benefit from being incorporated into trail story. Cayuse and others to be recognized as	

Fort Walla Walla Museum – Walla Walla, Washington Number of attendees: 13	June 2, 2011 6-8 pm
Comments	
part of the trail history. Indian aspect at the mission is romanticized. This could be a chance to let them be part of it. The tragedy of Whitman doesn't reveal the history.	
Can the NPS get landowner testimonials to reassure property owners?	
Some owners have observable trail but are unwilling to share information.	
What is the further process for determining exact route?	

Fort Vancouver National Site – Vancouver, Washington Number of attendees: 12	June 3, 2011 6-8 pm
Comments	
Why is the Oregon Trail dated to 1841-48?	
What does that mean for consideration of later routes? Primary route designated doesn't all fit the 1841-48 time period.	
Need to clarify routes relating to Whitman Mission area.	
The Cowlitz route's first 60 miles are by water, then overland to Olympia.	
This route was used for thousands of years by native Americans, The Hudson Bay Company used the Cowlitz route within the time frame (1845). Has 17 letters of support. WA DOT won't sign it until has national status.	
Naches Pass trail had limited use, Cowlitz was a major route	
2004 video documented Cowlitz at the behest of secretary of state	
Cowlitz has an auto tour booklet	
Evans-Hatch consulted it	
This is also true for Hornbuckle	
catholic missionaries used Cowlitz approx. 1848 to go from Ft. Vancouver to Puget sound. mission is St. Francis mission on Cowlitz at Toledo	
Lewis and Clark State Park has intact Cowlitz segment through the park (at Toledo)	
re Cowlitz and Naches: interest goes beyond emigrant use. there was also prehistoric use. and others	
emigrant use of Naches trail was light, but the route was Native American route there were also rail road surveys, etc.	
Yakima Indians are was another use of Naches	
by 1852 emigrants were going to the Willamette valley for good land but most was already taken up so headed further north	
coalition to study Naches; website, brochure; documented trail Ezra Meek and extended family used Cowlitz, Naches, and water route. see website for documentation. www.nachestrail.org	
Naches trail was built by volunteers called it the "People's Road"	
"Nothing in Life is Free" is about the Naches River	
George Himes, curator of the Oregon Historical Society and the Oregon Pioneer Association, came over the Naches Pass, wrote diaries about it.	
top part of the Naches pass impacted by ORV use. Recreation use of that area is ongoing	
Cowlitz – follows old highway 99	
Cowlitz route is a good opportunity for an auto tour	
Naches from approx. 30 miles east of Summit (canyon corridor) to Enumclaw = trail. Forest Service roads for access, it is a marked trail.	
Question from Region 6 archeologist (USFS) – How do you propose engaging fed agencies? Interest is positive – want to work with the NPS on it.	
Highway 99 and Interstate 5 follow Cowlitz, so do air lanes	
Use ORV, hiking, historical interpretation, campgrounds	
pioneer cabin, court house PO on Cowlitz still intact (state park)	
national significance: Cowlitz relates to movement of Americans into region along Cowlitz was key factor in	

Fort Vancouver National Site – Vancouver, Washington Number of attendees: 12	June 3, 2011 6-8 pm
Comments	
winning Pacific NW the border location	
Naches would have been significant emigrant numbers after 53-54, but for Indian wars	
beneficial to communities with heritage tourism	
“frayed rope” distribution routes are part of it	
USFS should look at interest areas, including trails in Forest plans – is a beneficial tool for preservation	
has distributed approx. 800 copies of Cowlitz trail drive, indicates interest	
USFS and other agencies took 275 kids to hike segment of Oregon Trail through Ladd Canyon indicative of interest.	

Columbia Gorge Discovery Center – The Dalles, Oregon Number of attendees: 19	June 4, 2011 10am-Noon
Comments	
How does the NPS look at a study segment, by the entire length, or in parts?	
I'd recommend entire segment and identify the intact or accessible parts.	
High potential sites and segments are not identified in the feasibility study but in the comprehensive management plan process.	
Columbia River Gorge NA needs more detailed maps	
SHPO would like our study shape files.	
There were several routes into Oregon and just as numerous as the routes into California. Oregon legislature designated 16 historic trails, some are Oregon Trail, emigrant trail.	
The state supports the Oregon study routes – Naches and Cowlitz routes into Washington, variants on the Goodale and Applegate, the Meek and Free emigrant may have new information on the alignment.	
Some people have studied trails for decades, are experts. There are locals who may have detailed information	
Communities are developing heritage trails in Oregon	
Whitman mission route was first emigrant trail. Some ruts are visible from the Mission to the Columbia River	
Umatilla River route more visible but crosses the Depot. Much of Upper Columbia River Route may be currently underwater.	
Public visitation – opportunities exist on the Meek, crosses major highways, parts in major recreation area, thousands drive through every weekend. Rafting now at Deschutes River Crossing – Sherar's Bridge. Became a primary crossing	
a lot of meek and other routes is across rugged ranching basically not open to the public. but crossings are accessible, public land along the river. but as cross river, goes into private land that is not accessible to the public.	
OCTA is working with BLM to sign some of these routes already	
national significance – main trail = corridor, but then becomes destination trails. These are as significant as the whole route and are integral to the corridor	
free emigrant road was branch off the meek cut off. parts were significant for a longer period of time	
listing on NR don't always have to be nationally significant. many have a national story.	
dispersal routes became part of community which “grew” those states part of national story. important to consider this. dilutes the story if you don't recognize it	
main route had compelling story; but other routes were “failures” yet part of a national story of emigration. same motivation. fact that they failed or weren't as well used., they are still part of that story. most of these should be nationally significant.	
In the early years of historic preservation and the NR nominated fancy buildings, later recognized vernacular buildings. Trails are similar e.g. Dominguez-Escalante Trail was only used once, but is still a significant story	
sometimes failures capture attention, interest, and imagination	
regarding smaller segments, they are important too. if didn't have the smaller distribution routes, territory may have gone to Britain.	

Columbia Gorge Discovery Center – The Dalles, Oregon Number of attendees: 19	June 4, 2011 10am-Noon
Comments	
The struggles people experiences to get to specific places creates the story. Failures are as important as successes. sorting out process to see where limited resources will be allocated. these trails are important to development of this state. but stories haven't been publicized due to lack of direction as to where to put our limited resources	
want to redefine parameters of the designated trails. We should expand the dates and periods of significance	
railroad gets to OR in 1880, so still pioneer trail on the trail that became I-84. still traveling in the 1920s	
could also push dates back thousands of years	
1837 – first cattle drive from Cal to OR, helped to establish settlement. A collateral trail	
The transcontinental railroad completed in OR 1883; but 1873 could take train to CA, then to OR by stage. 1879 could take stage from Idaho. Stafford's study cut off is 1873	
How about statehood as cutoff. Thereafter was regional development after 1859. Meeker put it at 1857	
lots still using the trails into the 1860s	
1865 as a terminus. Lots came in approximately 1863, then became something else.	
Impacts: Economic development would be an important benefit of trail designation	
This is about our history of Oregon. Oregon is an emigrant state. Approximately 80% moved here after Hatfield left office and have no idea of his significance. The American presence here matters. History is primary, economic development follows.	

Carson City Library – Carson City, Nevada Number of attendees: 11	June 14, 2011 5:30-7:30 pm
Comments	
Is Simpson's Route part of the Central Overland Trail?	
The southern trails are not part of this study	
Butterfield is a separate current feasibility study	
likes evaluation of effect and consequences as well as visitor capacity	
OCTA and Trails West members support the study	
how were the 64 routes selected	
education should be part of the criteria too	
request for more detail regarding locations of local trail. approx. trail lines can encourage people to go exploring in places they should not be	
is assessment of integrity part of the study	
what is the period of interest?	
will the period of significance be changed?	
What about "reverse migration" from CA to NV during the NV silver boom? What if target resources are significantly altered by later use and development?	
once commerce is developed and get two way traffic that's the end of it being a true emigrant road from my personal perspective	
the end of the trail is the dispersal point	
large scale maps are difficult to comprehend and comment on	
Tahoe NF has driving tour of Henness pass route – focus in on travel both ways from east to west and west to east	
Kyburz Flat is also interpreted which is on the Henness Pass route.	
I have nothing on Place county road, but Forest Hill driving tour parallels it. Forest would like to provide downloadable direction instead of driving brochures, or put a map on the signs. Forest already interpreting some segments.	
I'm concerned that a designated trail could be "over-loved": used to the point of adverse impacts by visitors – littering, vandalism, collecting, etc. Fernley Swales for example	
All the routes are historically and significant, but nationally?	
off shoot trails may benefit local communities but are of limited interest to everyone else.	

Carson City Library – Carson City, Nevada Number of attendees: 11	June 14, 2011 5:30-7:30 pm
Comments	
Significance doesn't equal numbers, but also events. consider Hastings cutoff	
Public benefits include destination tourism, education, even local education	
Stevens-Townsend-Murphy alternate isn't on the list	
NF has trails West marks on Nevada City Road	
Don need to designate every small alternate	
Is every finger route to every mining camp significant? some think not	
Significance is addressed in emigrant trails west guides	

Sutter's Fort State Historic Park – Sacramento, California Number of attendees: 23	June 15, 2011 5:30-7:30 pm
Comments	
NHL sites can be researched on the Internet	
The president of the California/Nevada chapter of OCTA, who is also a member of Trails West: commented that these organizations are very interested in endorsing preservation of all of these trails (submitted a map of trail – with mapping status of 25 trails in California/Nevada inventory).	
What are the current publications?	
I would like all of the trails mapped to MET standards	
Is there a monitoring program for the national historic trails and these study segments?	
How are the trails marked?	
Chapter has adopted-a-trail program. Wants to preserve historic nature of these routes.	
Submits a video covering some of the routes and work being done	
I am very interested in agencies endorsing preservation of these segments	
Who manages the land?	
Grizzly Flat cutoff submitted with 20 miles on USFS land, retains integrity. Looks like it did	
The Grizzly Flat cutoff trail is gone but access is available to where it was (a corridor)	
Sacramento to Coloma road is very significant, especially during the Gold Rush era.	
If a trail is in an urban area does it get less consideration?	
Do any study routes cross areas of concern to homeland security?	
Some trails might pass through sensitive areas, e.g. near refineries.	
What is the Wathena to Troy route? How were these segments identified for the study?	
OCTA members favor including Bidwell-Bartelson, forerunners of California trail route, and is nationally significant. When Bidwell published information about the trail, it opened the door to further emigrations. The route is well known and in several places it is open to public interpretation, e.g. Coalville, California in Mono County, the Fremont and Sonora routes are there too, Antelope Valley, Clark Fork too.	
Placer County to auburn where it crosses is a little unsure. will submit in writing documentation	
Henness Pass probably most accessible of all roads into CA. At a low elevation, easy route. Was suggested as a railroad route. Very significant. later became part of commerce network	
Pony Express Trail Association, National Pony Express Association, OCTA member, regarding Wathena to Troy – discovered location of troy station listed in Pony Express schedule, aka Johnson's or Thompson's. Found a letter stating station part of Pony Express. But some think it did not go through troy. North trail goes through Troy.	
Southern trail (Pony Express, Wathena to Troy) goes to Cold Springs which was used – documentation shows that it went through Troy, and is not the Potawatomie Trail to the south. Is section of CA trail. Burton's journal mentions Troy says 2 routes, one through troy. The other lower route was abandoned.	
I see no evidence or documentation that the Wathena to Troy southern route was used by Pony Express, but north route was.	

Sutter's Fort State Historic Park – Sacramento, California Number of attendees: 23	June 15, 2011 5:30-7:30 pm
Comments	
Trails West has six guide books for driving the routes.	
Many of the western trails are on public land.	
It is important that agency custodians endorse the protection of these trails	
Working with these trails represents a partnership between volunteers and agencies.	
Identified and interpreted trails preserve our history and teach the youth. Important for future generations.	
It is important that these trails be preserved by marking, interpreting, handing legacy down	
state parks conducted outreach effort, public wants to see sites better linked, wants partnerships between NPS and Sacramento	
El Dorado NF has built recreation trail near Pony Express route. Not sure of its status, if it's a NHT?	
Johnson cutoff in Nevada, Carson city to Lake Tahoe. Would help to have it designated in terms of working with managing agencies.	
Designation would encourage greater protection	
On the El Dorado NF, Congress directed the NFS to designate two of the trails as recreation trails. The Pony Express was one of these. The Carson River route was the other. These later became part of the NHTs	
We should be concerned about over-loving or over-use of the trails. There is the possibility of disrespecting the resource if the routes are designated and publicized too much.	
Monitoring helps to protect the trails when they're designated as NHTs.	

Appendix 8. Written Comments Mailed to the Agency Office, or Comments Provided on Comment Forms at the Public Meetings

Public comments – whether sent to the NPS by email, provided to the agency’s PEPC (planning) website, given orally at one of the public meetings, mailed to the agency office, or provided on comment forms at the public meetings – have often been edited. They were analyzed and placed, as appropriate, within one or more topic categories. Personal or sensitive information containing individuals’ names or contact information have been omitted for reasons of privacy. Spelling errors, where necessary, have been corrected.

- Wally J. Johnson, Chairman, Sweetwater County Board of County Commissioners
- 3 unsigned comment forms
- Leslie Hickerson, Crescent Ranger District Archaeologist, Deschutes National Forest
- James E. Budde, Kansas, Missouri
- Frenchtown Historical Foundation, Walla Walla, Washington
- Mick Miller, Superintendent, Walla Walla Public Schools
- Dee Owens, Placerville, California
- Mike Watkins, Community Development Supervisor, City of Milton-Freewater, Oregon

BOARD OF COUNTY COMMISSIONERS

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- o DON VAN MATRE, COMMISSIONER

80 WEST FLAMING GORGE WAY, SUITE 109
GREEN RIVER, WY 82935
PHONE: (307) 872-3890
FAX: (307) 872-3992

Friday, July 29, 2011

Ms. Gretchen Ward, Chief Planner
National Trails Intermountain Region
P.O. Box 728
Santa Fe, NM 87504-0728

RE: Sweetwater County, Wyoming scoping comments regarding the feasibility study and the environmental assessment related to evaluating additional trail routes for potential inclusion into the National Historic Trail System by Congress.

Dear Ms. Ward:

Sweetwater County would like to thank you and your staff for traveling to Rock Springs, Wyoming last May to make a presentation regarding the National Park Service's feasibility study and environmental assessment that will form the basis for Congress's decision to add all or a portion of the 64 individual trail routes under consideration to the National Historic Trail System. Your presentation was especially helpful in identifying the North and South Cherokee Trails and the Central Overland Trail as routes within Sweetwater County that are under review for potential inclusion into the National Historic Trail System. To assist you in assessing the feasibility and potential environmental impacts of including these trails into the National Historic Trail System, Sweetwater County offers the following comments:

Balance resource development and environmental protection: One of Sweetwater County's Comprehensive Plan goals is to balance resource development with environmental protection. Sweetwater County encourages the National Park Service to keep this goal in mind when evaluating the feasibility for adding the additional National Historic Trails within Sweetwater County.

Currently, Sweetwater County contains four National Historic Trails, which include the California, Oregon, Pony Express and Mormon Trails. Depending on the results of this EA and decisions by Congress, three additional trails may be added to the National Historic Trail System within the County.

These trails have economic importance to Sweetwater, but also have the potential to impact the economy of the County. By attracting tourists these trails contribute to the Sweetwater County tourism industry, which provides \$145,000,000 dollars each year to the County's economy, but by crossing mineral producing lands, these trails and their associated regulations could potentially impact or limit mineral production, which provides 86% of Sweetwater County's two billion dollar assessed valuation.

To maintain the tourism dollars that these trails generate, regulations are necessary to preserve the integrity of our County's National Historic Trails. However, these regulations must be balanced enough to not only preserve the trails but also to preserve the continued exploration and development of mineral resources which occur in the vicinity of these trails. Without this mineral development, the employment and revenue base of Sweetwater County would greatly suffer.



BOARD OF COUNTY COMMISSIONERS

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80 WEST FLAMING GORGE WAY, SUITE 109
GREEN RIVER, WY 82935
PHONE: (307) 872-3890
FAX: (307) 872-3992

Preservation of Sweetwater County's Historical and Traditional Land Uses: Most of the land within Sweetwater County has been historically and traditionally used to support the agriculture and mineral extraction industries. These land uses and industries continue to employ and economically support the vast majority of Sweetwater County residents. Sweetwater County recognizes the importance of the role that these trails have played in our County's history, but we only support designating additional National Historic Trails if our County's historic and traditional mineral and agriculture land uses are considered and maintained in the designation of additional National Historic Trails.

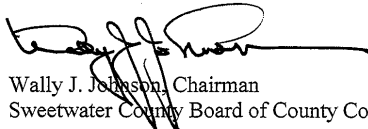
Sweetwater County Roads: Sweetwater County maintains over 1,100 miles of county roads and many of these roads may follow existing historic trails. As part of this Environmental Assessment, Sweetwater County encourages the National Park Service to carefully map the location of the proposed National Historic Trails against the location of existing Sweetwater County Roads. Sweetwater County Roads are vital for commerce within the County; therefore, it is very important that if additional trails are designated within our County, these trails do not interfere with the movement of goods and services within our County.

Environmental Impact Statement Recommended: The scope of this Environmental Impact Statement spans from Iowa to the west coast, and includes 13 states. Depending on the results of this Environmental Assessment and decisions made by Congress, approximately 11,000 additional miles of trail could be added to the National Historic Trail System. Adding this many miles of trail to the National Historic Trail System will affect the development of land across the western half of the United States. To ensure that the ability to develop our western lands is balanced with trail protection, Sweetwater County strongly recommends that the National Park Service prepare an Environmental Impact Statement rather than the Environment Assessment that is currently in progress.

Again, thank you for this opportunity to comment on the potential of adding the Central Overland Trail, and the North and South Cherokee Trails within Sweetwater County to the National Historic Trail System. The protection of these historic trails by the National Park Service will ensure historical protection and recreational use of these trails, but this protection must not prohibit, in any manner, the development of our County's important mineral resources.

If you have any questions regarding these scoping comments, please contact me at 307-872-3987.

Sincerely,



Wally J. Johnson, Chairman
Sweetwater County Board of County Commissioners

cc Sweetwater County Board of County Commissioners
Ronald W. Opsahl, Natural Resource Attorney, WCCA
CLG



Ms Ward;

I was unable to attend any of the recent National Park Service Public meetings regarding Feasibility Study Update and Revision/Environmental Assessment.

However two friends attending the Denver and the Independence meetings offered to pass on the following for me if they found an opportunity.

I have been researching the L. & P. P. Ex. since 1974 [as time and location permitted] but I am no longer able to do any field work and have no connections to any agencies, so if someone were interested in picking up the ball I would be delighted to share all of my research.

Therefore I am responding to your offer to accept comments and would appreciate any suggestions. And I thank you for your interest.

NPS Trail Feasibility Study

Comments by Leslie Hickerson, Crescent Ranger District Archaeologist, Deschutes National Forest; 6June2011

Comment Period: 03/21/2011 - 07/30/2011

Topic Questions Instructions:

Please number your responses to match the topic questions.

Topic Questions:

1. What do you know about the study routes, their location, uses, and places of interest?

As the District Archaeologist at the Crescent Ranger District, Deschutes National Forest, I have worked with various segments of the Free Emigrant Road (FER) since 1991. During 2002 to 2004 and 2009, I worked with local volunteers to relocate, document, collect GPS data, and record segments of the FER within the Oregon Cascades Recreation Area and the Diamond Peak Wilderness. Additional segments within General Forest have also been identified but are less well documented.

2. Are there opportunities for the public to enjoy and visit parts of these routes?

Yes; however, documentation and data/artifact collection is needed BEFORE any such opportunities are developed.

At present, we have an interpretive sign at a trailhead near Crescent Lake. It was placed in October 2003, with Forest Service permission by the Oregon-California Trails Association (OCTA).

3. How do you currently use these routes?

The OCRA and Wilderness segments are basically anonymous. The General Forest segments are also rather anonymous at present, because the lack of "advertisement" allows for a certain level of protection from unauthorized metal detecting and artifact collection. It also protects the remaining physical features from becoming used by forest users such as OHV riders.

4. Do you think the routes are historically and nationally significant? Why or why not?

Yes. The Free Emigrant Road was FREE. The idea for the FER was developed by citizen merchants of Lane, Linn, and Benton counties who wanted to provide a faster route for emigrants to the upper Willamette Valley. The only other northern option in 1852 was for travelers on the Oregon Trail to proceed to the Dalles and use the Barlow Road (a toll road) to reach the Willamette Valley. The FER would save about 125 miles of travel for the people going

to the upper Willamette Valley. [By this time much of the farm land around Oregon City and the lower Willamette Valley was already claimed by homesteaders. Travelers on the main Oregon Trail would have to travel to Oregon City, then turn south for another 80-100 miles to find land for farming.]

5. How might designation of these routes as NHTs affect you and your community?

On the Crescent Ranger District, approximately 20 miles of the FER are in General Forest.

Another approximately six miles are in the Oregon Cascades Recreation Area; three miles of the FER have been located within the Diamond Peak Wilderness.

Designation as an NHT would likely be compatible within the OCRA and Wilderness sections.

Within the General Forest areas, however, there may be conflicts between Forest Service management for multiple resources and management of an NHT for preservation and interpretation, etc.

July 25, 2011

Gretchen Ward
P.O. Box 728
Santa Fe, NM 87504

RE: National Historic Trails Feasibility Study

Dear Ms. Ward:

This letter is in response to your request for comments on the NPS's feasibility study concerning the inclusion of additional historic routes to the existing Oregon, California, Mormon Pioneer, and Pony Express National Historic Trails (NHTs).

Topic Question #1 (What do I know...)

Much of what I know and my family has learned has resulted from an almost two decade long effort of dragging a camper around the western states each summer. Along the way we crossed and re-crossed these trails, stopped innumerable times to read roadside signs, camped overnight in unmentionable campsites, and returned home eager to plan for the next summer's journeys.

I have been an active supporter of the preservative efforts for the Oregon and California Trails for well over two decades and have served in various leadership positions in the Oregon-California Trails Association (OCTA). During this period I have attended twenty plus OCTA Conventions that are held each summer at various sites along the Oregon or California Trails. OCTA's annual convention provides an almost week long crash course in the trail history in the immediate vicinity and information about other trail histories.

I do not consider myself a trail novice and if per chance someone would call me an "expert" I would feel compelled to correct their statement. However, I must admit that many of the 64 individuals routes are so obscure or insignificant that most would not merit a "mention" in the trail history texts. A good example is illustrated in the "Missouri Valley Routes" (PL 111-11, page 440-41) which lists 19 routes.

Now if the purpose of this exercise is to bulk up the local trail history then these designations might fulfill that purpose for a limited few. But, these marginal additions will only serve to confuse the general public about emigrant trail history, discourage further study of the emigrant trails because of excessive complexity, and distract the public from focusing on the main attraction which are the currently designated NHT's.

Topic Question #2 (Are there opportunities...)

Yes, there are many opportunities to "enjoy" and "visit" the emigrant trails without adding sixty-four (64) new trails. The Budde Family, guided by a faithful guidebook (Franzwa), state maps, etc. had no trouble traversing the main stem of the emigrant trails and many of the offshoots. This process worked well for the emigrant trails located in rural areas, but no very well for trails located in urbanized areas. The trail experience could be sufficiently visualized by

elementary school children and their parents based upon the existing landmarks, maps and other reference sources. This exploring America's past during the 1970-90 time period and it remains available today. During the last two decades there have been significant upgrades to roadside trail markings, maps, and signage. There is little need to incorporate a vast new array of little known slightly used minor trails which would only serve to confuse and discourage citizen participation.

Common sense and only a feeble knowledge of American History readily indicates that the 19th century Americans tended to stick to the known routes to the west. However, there were others who were not content to follow the well worn ruts but were curious enough to try and find a shorter, quicker, or easier route. Some were successful while others failed. While many of these lesser known and lightly used routes attract the interest of the population in the immediate vicinity, they are little more than a historical curiosity to potential visitors who are content to follow the main trail stem.

3) Topic Question #3: How do you currently use...)

The simple answer is that the majority of the 64 trails are barely used at all. OCTA's Chapters plan once or twice a year day long bus treks along or near some of the trails sites. OCTA's annual convention is held at a site somewhere along the Oregon or California Trails and there are usually several days devoted to bus tours to popular accessible sites along the trails. In addition, there are pre-convention treks (usually in 4WD vehicles) along trails that are generally not accessible to the public and are limited to small numbers of attendees (probably less than 100 attendees/ convention). Finally, there are a small number of individuals who venture out on some of these trails conducting individual research.

4) Topic Question #4: Do you think the routes...are historically and nationally significant...?)

A small number of these proposed routes might meet both the historically and nationally significance requirement. Some would meet historically significant requirement, but fail the nationally requirement.

Historic significance would be the easiest to confirm...what level of published documentation (diaries, newspapers, government records, etc.) and/or physical evidence currently exists that will support historic claims for this route.

Once you validate the historic claim then you need to establish just how big of a role this route played in the big picture of the westward migration. This task is more difficult. For example, journal entries may reference a unique route, but give no indication of the numbers of emigrants traveling with the party or how often the route was used.

The peak historic activity for all emigrant trails spanned about a twenty-five year period. Most credible reference sources have estimated that about 500,000 emigrants moved west during the period of 1841-1866.

There is little doubt that the currently designated main stem of the Oregon and California NHT's are historically and nationally significant. However, many of the proposed routes make for good storytelling, but they fail to meet the documentation rigor that the main stems were required to meet.

(i.e. there are nineteen routes listed under the title "Missouri Valley Routes" and while a valid case might be made for seven of these routes the remaining twelve routes would not likely meet the historical significance requirement.)

In a similar fashion few could doubt the impact of the Oregon and California NHT's on the development of American culture, but even fewer of the nineteen proposed routes could stand alone as having exerted a "far reaching" impact on American culture.

5) Topic Question #5: (How might designation of these routes as NHT's...)

The overall impact of adding all the proposed routes (#64) to the existing NHT's would be discouraging to me personally because this would demonstrate once again the ineffectiveness of our nation's legislative process and the propensity of our elected representative to respond to special interest lobbying groups (i.e. American Hiking Society, The Partnership for the National Trails System, etc.). Once again our representatives have approved legislation and passed the burden of sorting out the details to the NPS, which is placed in an almost untenable position to try and justify the Congressional mandate while fitting the proverbial square peg in the round hole of National Trails System Act of 1968.

Personally, I regret the almost million dollar price tag which the NPS will expend in conducting this feasibility study on the sixty-four trail segments and I recognize that this represents only a small down payment of the overall cost that will be spent in future years for those trail segments added to the National Trail System. What is particularly discouraging is the fact that every dollar spent on the project will add forty two cents on our national debt, which future generations will be forced to pay. I am confident that if my community leaders had a say in this process, they could find many projects that would provide a much greater benefit to our community than designating some obscure trail segment as a NHT.

In summary, I feel very few of the proposed sixty-four trails meet the qualifications required under P.L. 90-543 and I would urge the NPS not to recommend any of these trails at this time.

Sincerely,
James E. Budde
Kansas City, MO

FRENCHTOWN
Historical Foundation
P.O. Box 1222
Walla Walla, WA 99362

July 22, 2011

Lee Kreutzer
National Trails System
National Park Service 324 S.
State, Suite 200 Salt Lake City,
UT 84111

Re: Oregon Trail-Related Routes

Ladies & Gentlemen:

I appreciated the opportunity to comment on your consideration of additional routes related to the Oregon Trail during your recent public meeting at Fort Walla Walla Museum.

In addition to my oral comments, I am writing to emphasize a variety of reasons why the original route of the Oregon Trail past the Whitman Mission National Historic Site and the nearby Frenchtown Historic Site on the way to the Columbia River at Fort Walla Walla should be added to the official routes of the Oregon Trail.

As requested, I will make these additional comments in the context of the specific questions you *are* asking of study respondents.

1. What do you know about the study routes, their location, uses, and places of interest?

The original wagon route of the Oregon Trail, as led by Marcus Whitman in 1843, came from the western foot of the Blue Mountains to the Whitman Mission, from there down the Walla Walla River to Fort Walla Walla on the Columbia, and then along the south bank of the Columbia to The Dalles. The Whitman Mission, an American post, was the primary place for refuge and replenishment for exhausted immigrants and their livestock. Fort Walla Walla, a British Hudson's Bay Company post, was a secondary point of reference and aid.

Frenchtown, a dispersed settlement of cabins of former French Canadian HBC employees, their Indian wives and Metis children beginning from around 1824, stretched along the Walla Walla River and tributary streams from just west of the Whitman Mission about ten miles toward Fort Walla Walla. The 27 acre Frenchtown Historic Site opened in 2010 by the Frenchtown Historical Foundation is located along the historic Oregon Trail two miles west of the Whitman Mission in the heart of Frenchtown and on a key portion of the grounds of the 1855 Battle of Walla Walla between natives and immigrants, as well as the 1876 Saint Rose of Lima Mission and Cemetery.

2. Are there opportunities for the public to enjoy and visit parts of these routes?

The original Oregon Trail between the Whitman Mission and Fort Walla Walla follows Old Highway 12 past the Frenchtown Historic Site, down the Walla Walla River to Wallula; and from there along current US 730 to Umatilla.

In addition to the historical offerings at the Whitman Mission National Historic Site and the Frenchtown Historic Site, there are numerous wineries along the route. A further interpretive site providing information on Fort Nez Percés/Fort Walla Walla and the related history of the area is also being planned at Wallula, including the dramatic geology at Wallula Gap formed by the 15,000-18,000 year old Missoula Floods, as well as the historic Indian villages and gathering grounds there, its goldrush era steamship port, the terminal of the historic Baker Railroad, and the beginning of the Mullan Road completed in 1862 linking the Columbia and Missouri Rivers. Milton-Freewater, located in the general vicinity of the Oregon Trail between the foot of the Blue Mountains and the Whitman Mission, offers a fine local museum, the Frazier Farmstead, and the City of Walla Walla is home to the exceptional Fort Walla Walla Museum as well as the Kirkman House Museum.

3. How do you currently use these routes?

I regularly travel both the old and new portions of US Highway 12 from Walla Walla to Wallula and beyond, as well as Washington 125 and Oregon 11 from Walla Walla through Milton-Freewater to Pendleton, and enjoy the beauty of these routes.

4. Do you think the routes are historically and nationally significant? Why or why not?

These routes, as the original Oregon Trail, are essential to telling the story of the dynamics and evolution of the Trail, as well as its impacts. Their current omission from the official trail is an anomaly that needs to be corrected in the interests of historical integrity as well as traveler interest.

5. How might designation of these routes as NHTs affect you and your community?

The Walla Walla area is rightly known as the Cradle of Northwest History. In addition to its many fine wineries and other agricultural products, the celebration of its history is an increasingly important element in its economic vitality. The inclusion of the original route of the Oregon Trail through the Walla Walla Valley in the official Trail designation will help the community and all of its institutions thrive.

For more information on the Frenchtown Historic Site, please see our attached brochure as well as our website at www.frenchtownpartners.org.

Sincerely,



Daniel N. Clark, Secretary Frenchtown
Historical Foundation



Walla Walla Public Schools

Walla Walla Public Schools

Mick Miller, *Superintendent*

364 South Park Street

509.526.6714 (Office)

509.529.7713 (Fax)

Email: mmiller@wwps.org

July 22, 2011

Lee Kreutzer
National Trails System
National Park Service
324 S. State, Suite 200
Salt Lake City, UT 84111

Dear Mr. Kreutzer:

Walla Walla Public Schools encourages the Oregon Trail segment running through Walla Walla be included as part of the designated Oregon National Historic Trail. Walla Walla and its regional trail segment is part of the original Oregon Trail based on information we have received from the staff at the Whitman Mission and historical records.

The only Oregon Trail segment designated in our area is at Whitman Mission which is only a quarter mile in length. Letters and journals of the Whitman's find thousands of people passing by on the trail as emigrants. Many annual migrations of people including the Great Migration of 1843 passed by Whitman Mission bringing many people to this area. This is a great opportunity to let our public know about the Oregon Trail heritage.

This addition would further enhance our rich Walla Walla and Oregon Trail history and should be included on national travel maps given to visitors and tourists who follow the historic route of the Oregon Trail. This will also support educational opportunities for students, staff and families in our area.

Walla Walla Public Schools' highly encourage the National Trails System of the National Park Service to include the Oregon Trail segment in the Walla Walla on national travel maps to more accurately account for the significance of our region during this important era in our national history. Thank you for your consideration.

Sincerely,

Mick Miller
Superintendent

xc: Mike Dedman, Education Specialist
Whitman Mission
328 Whitman Mission Road
Walla Walla, WA 99362

The Walla Walla School District is an Equal Opportunity Employer and complies with all requirements of the ADA.

June 15, 2011
Dee Owens
4442 Blanchard Rd.
Placerville, CA 95667

National Park Service

Concerning the Grizzly Flat Cutoff

I believe the Grizzly Flat Cutoff should be included in the National Trail System. My husband and I are OCTA members and for the past two years have worked on finding and mapping the route of the Grizzly Flat Cutoff which extends from Leek Spring on the Carson Route to the town of Grizzly Flat in El Dorado County. It is approximately twenty miles long and was opened in 1852. It was used as an alternative route to Placerville as well as a route to the southern mines.

Historic emigrant trails are often at least partially destroyed by development. However, the surroundings of the Grizzly Flat Cutoff are still much the same as they were in 1852 allowing us to envision the journey of the pioneers as they saw it. Most of the Grizzly Flat Cutoff is on Forest Service land. This is a unique opportunity to protect an historic trail in a nearly pristine setting.

I have included copies of the work I have done on the Grizzly Flat Cutoff including:

1. My most current map. UTM, Nad 27
2. General Land Office Maps showing the route of the Cutoff
3. 1909 Mining Map showing the route
4. Eldorado NF Road Use Map showing the route
5. General Land Office Field Notes
6. Pioneer Diary entries mentioning travel on the Grizzly Flat Cutoff
 - William R. Murphy
 - William Johnson
 - Richard Keen
 - Caroline Richardson
 - Jotham Newton
7. Reports to Karin Klemic, Placerville District Archaeologist, Eldorado NF
8. Description of my experience with the OCTA California/Nevada Chapter Adopt a Trail program

Thank you for your consideration of the Grizzly Flat Cutoff as a National Historic Trail to be included in the National Trail System.

Dee Owens
530-622-8501
dgowens@comcast.net



City of Milton-Freewater • 722 S. Main • P. O. Box 6 • Milton-Freewater, OR 97862

Community Development Department

July 29, 2011

National Trails System
National Park Service

Re: Oregon Trail Designation

I have been contacted by Mike Dedman, who is working on this project, and I am writing this letter to show our support.

Milton-Freewater encourages the Oregon Trail segment running through the Walla Walla Valley be included as part of the designated Oregon National Historic Trail. Walla Walla and its regional trail segment is part of the original Oregon Trail based on information received from the staff at the Whitman Mission and historical records.

The only Oregon Trail segment designated in our area is at Whitman Mission which is only a quarter mile in length. Letters and journals of the Whitmans find thousands of people passing by on the trail as immigrants.

Many annual migrations of people including the Great Migration of 1843, passed by Whitman Mission bringing many people to this area. This is a great opportunity to let our public know about the Oregon Trail heritage.

This addition would further enhance the rich Walla Walla Valley and Oregon Trail history and should be included on national travel maps given to visitors and tourists who follow the historic route of the Oregon Trail. This will also support educational opportunities for students, staff and families in the greater Walla Walla Valley area.

Milton-Freewater highly encourages the National Trails System of the National Park Service to include the Oregon Trail segment in the Walla Walla Valley on national travel maps to more accurately account for the significance of our region during this important era in our national history. Thank you for your consideration.

Sincerely,

Mike Watkins

Mike Watkins
Community Development Supervisor