

## Hessie - A Look Back

1850 to 1960 – Active mining, homesteading and cattle grazing with increasing recreational use as roads are improved and population increases.

1960 to 1978 – Local communities actively engage in protection of remaining public lands, resulting in Congressional designation of the Indian Peaks Wilderness.

1978 – The first Boulder County Comprehensive Plan is adopted with environmental protection and limitations on urban growth included.

1979 – Arapaho and Roosevelt National Forest (ARNF) forest planning begins inviting participation of Boulder County residents and groups.

1978 to 1982 – Forest Service (FS), Boulder County and local constituents organize resources and shift emphasis to actively manage access and recreation use at Hessie and 4<sup>th</sup> of July Wilderness portals.

1983 – Indian Peaks Access Group provides a list of recommendations to mitigate issues that affect the Eldora/Hessie area. Actions focus on summer and winter parking congestion and related pedestrian safety and emergency access issues.

1983 to 1984 – FS responds to the Indian Peaks Access Group recommendations, describing a list of actions and constraints for managing the area; incorporates many recommendations into the 1984 ARNF Forest Plan revision.

1984 to 1990 – FS and Boulder County ramp up collaborative management activities for the area. Primary actions included developing strategic management for the area, increasing law enforcement patrols and implementing travel management activities including signage and surveying visitor use. Parking and access issues escalate.

1989 – Peak to Peak State Scenic Byway designated, Boulder County forms the Tourism and Recreation Partnership Group, and portions of Eldora Townsite listed by National Park Service as a National Historic District on the National Register of Historic Places.

1990 – Eldora Civic Association (ECA) sends letter to ARNF Forest Supervisor requesting participation in any planning efforts expressing concerns about ecological, aesthetic and safety impacts of ever increasing public use.

1991 – Mountain Ear news article dated July 3, 1991 states:

- 150 cars are parked on both sides of the road in the vicinity of the intersection of Hessie and the 4<sup>th</sup> of July roads
- Fire department expresses concerns about safety and fire access with the existing parking situation
- County considers installing a gate at Hessie/4<sup>th</sup> of July roads intersection

- The FS negotiates with Henry Toll to consider a trailhead on his property if the County blocks Hessie Road.

1992 – ECA and Boulder County Nature Association initiated the Eldora Environmental Preservation Plan (EPPP), which is aimed at preserving natural, historical and social environments. Recommends buffers between residential and high use recreational areas, such as Eldora Ski Area, Indian Peaks Wilderness and developed areas within town. Primarily emphasizes acquisition of available property, resulting in environmental preservation and resolution of access issues.

1993 – Boulder County Open Space tax is approved to initiate acquisition of available properties within the area and continues today.

1995 – Boulder County recognizes the Eldora Environmental Preservation Plan and incorporates it into the Boulder County Comprehensive Plan.

1996 – FS initiates acquisition of the Toll property and prepares a strategy to use portions of property for resolving current issues. Key focus: restoration of damaged resources and provide parking for 80 vehicles that allows summer and winter access opportunities.

1997 – The Peak to Peak Scenic Byway Interest Group and Tourism and Recreation Partnership Group finalize the scenic byway master plan with emphasis on preserving the existing character of the corridor outside of already developed areas.

1997 – The updated 1997 ARNF Land and Resources Management Plan incorporates management area prescriptions to reduce impacts to historic sites and riparian resources, considers actions to limit use at established wilderness trailheads (Hessie and 4<sup>th</sup> of July) and works with Boulder County to resolve roadside parking congestion issues in the area.

1997 to 2001 – FS receives various comment letters requesting implementation of direction in the Forest Plan, Boulder County and FS continue on-site travel management implementation and law enforcement patrols. Parking and access issues continue to escalate.

2001 – FS initiates formal planning process to implement actions as recommended by Boulder County and local stakeholders. Design and location maps for three alternatives created that considered parking for up to 160 vehicles.

2002 – The Upper Middle Boulder Creek Alliance (UMBCA) shared additional concerns and recommendations in response to FS conceptual planning. Due to planning complexities, funding constraints and other priorities, the project was put on hold.

2003 – Increasing use and trespass on the 80-acre David property (just north of Hessie Trailhead) resulted in much dialog with the private landowner. The landowner became interested in selling property shortly after.

2004 – FS initiates Hessie Winter Trailhead Project with intent to construct winter trailhead parking, restrooms and trash receptacles. Project was put on hold due to funding constraints and other priorities.

2005 – The David property is purchased by Boulder County with intent to transfer ownership to the FS in a future land exchange.

2006 to 2007 – FS, Boulder County Transportation Department and Boulder County Parks and Open Space Department began conceptualizing possibilities of using a portion of the old David property as a potential alternative to failed efforts in the past intended to resolve inadequate access on County Road 130, vehicle congestion and pedestrian safety issues.

2007 – Boulder Ranger District prompted dialog with local agencies, local groups and individuals to determine if the concept was feasible. Overwhelming support for the concept initiated the July 24, 2007 Hessie Summer Trailhead meeting.

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