

Greenway

N E W S L E T T E R

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Summer 1992

Boy Scouts Plant Trees At Overland Pond Educational Park



A member of Boy Scout Troop 5 plants one of dozens of new shrubs and trees recently added to Overland Pond Educational Park.

Merle D. Grimes
MDG & Associates

Overland Pond Educational Park, located at Florida Avenue and the South Platte River, was the recipient of much needed trees and shrubs to improve the terrestrial and aquatic habitat around the pond. A group of Boy Scouts from Troop 5, under the leadership of the Scoutmaster, Mr. Tom Noakes, along with several of the crew from the Ruby Hill Park District and representatives

from the Greenway Foundation, gathered at the Park to plant over 150 native riparian trees and shrubs.

The planting project is part of a continuing effort to make Overland Pond Educational Park a place to observe and learn about native habitats that exist in Colorado. This is accomplished by demonstration plantings of trees, shrubs, grasses, and wildflowers that are typical of ecological zones from the grassy plains to the mountain sub-alpine in Colorado.

This most recent planting

project was designed to improve the habitat next to the pond edge. Last year, the pond was dredged to increase the water's depth and improve fish habitat. A wheelchair accessible fishing dock was also constructed. The new trees and shrubs planted near the pond will improve fish habitat by providing shade from the sun and food from insects that drop from plants into the water.

The Greenway Foundation would like to extend its deepest appreciation to the Boy Scouts from Troop 5, which has the distinct honor of being the oldest Boy Scout troop west of the Mississippi. This troop has also been responsible for other volunteer projects at Overland Pond Educational Park over the past several years. Construction of an observation point that looks out over the pond, extension of the crushed rock trail, and regular patrolling of the park to keep litter in check are examples of their long standing commitment to the park. We also are grateful for the efforts from the Ruby Hill Park District, under the supervision of Ms. Susan Fry.

Concept development, design and construction coordination for Overland Pond Educational Park was provided by MDG and Associates. Funds for the wildlife enhancement project, wheelchair accessible fishing dock, and pond dredging at Overland Pond Educational Park was made possible by grants from the Colorado Federation of Garden Clubs, Colorado Division of Wildlife's "Fishing is Fun" Program, the Denver Foundation, and the South Platte River Greenway Foundation.

CHERRY CREEK-SOUTH GREENWAY

Greenway Foundation Sets Construction Schedule For 1992

Merle D. Grimes
MDG & Associates

Momentum for the Cherry Creek-South Greenway between Cherry Creek State Recreation Area and Castlewood Canyon State Park has picked up. In addition to extending the trail southward in Douglas County, the Greenway Foundation hopes to begin the design and construction of trail along the Aurora and Arapahoe County reaches of the project.

For the past six months, the Greenway Foundation has been finalizing agreements and raising funds for both the Aurora and Arapahoe County sections of the Creek. The focus of this year's efforts along this reach will be to construct trail along the Creek within the boundaries of Aurora, beginning underneath the Arapahoe Road overpass and then

extend the trail southward approximately two miles to the Aurora/Arapahoe County boundary. The link to Cherry Creek State Recreation Area, adjacent to the Valley Country Club, will be planned and designed in 1992 with construction to follow in 1993. Additionally, an existing gravel path inside of the Cherry Creek State Recreation Area, extending all the way to their southern boundary, will be surfaced in concrete in early 1993.

Douglas County will gain another 1-2 miles of trail, and three pedestrian/bike bridges in its continuing effort to connect with Castlewood Canyon State Park. Total cost of the Douglas County reach for 1992 will be approximately \$275,000. The sources of funding are the Helen K. and Arthur E. Johnson Foundation, Urban Drainage and Flood Control District, Douglas County and numerous individual and corporate donors. The total cost of the

current effort in Aurora will be approximately \$160,000, courtesy of the City of Aurora and Urban Drainage and Flood Control District.

Vehicular/parking access to the constructed portions of the trail along Cherry Creek in Parker and Douglas County are at Bar CCC Park, located on Mainstreet and Cherry Creek, west of Parker Road; and East Bank Park, located adjacent to Parker Road approximately one-half mile south of downtown Parker. Pedestrian and bicycle access can be achieved from the E-470 crossing, as well as the Cottonwood, Clarke Farms, Parker Station, and Stroh Ranch residential communities.

For guided tours or more information concerning this new and exciting trail system, contact the offices of the Greenway Foundation.

The Greenway Experience Travels To Tiny Town

Carl Crookham
Greenway Experience

Martha Grano
Good Shepherd School

Recently, a wonderful project was completed by the 3rd and 4th grade Montessori students at the Good Shepherd School. Thanks to the wonderful work of the teacher, Martha Grano,

an exciting piece of Platte River Greenway history is now on display for thousands to see in that magical place called Tiny Town. Here is Martha's story:



The students, along with teachers and parents, rode the Tiny Town train carrying their cabin replica to its permanent homesite.

I would like to express my gratitude to Mr. Carl Crookham and the Greenway Foundation for their aid and encouragement over the past year as we labored to build a replica of the Miner's Log Cabin located at Grant-Frontier Park. I am a teacher in a third and fourth grade Montessori classroom at Good Shepherd Catholic School in Denver. We began our 1991-92 school year with a field trip to Tiny Town, and I became inflamed with the desire to build a structure to add to the marvelous collection gathered there. The idea received an enthusiastic "Let's do it!" from both my co-teacher, Beverly DeOlivera, and our principal, Jean Whelan.

I began to search for a log cabin in Denver that would be an appropriate structure to copy. Just when it looked as if our goal was impossible, I learned about Grant-Frontier Park. One telephone conversation with Carl and I knew we were on the right track.

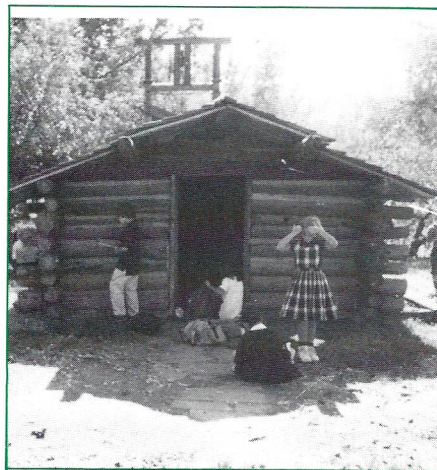
Our second field trip last fall was to Grant-Frontier Park where we found not only our structure but gold as well! What a great morning we had learning the history of the area and the lifestyles of the people who inhabited Montana City from Carl's high school aides. After an enjoyable picnic, we devoted ourselves to taking detailed measurements of the log cabin, drawing each elevation log by log.

We took our memories and our measurements back to Good Shepherd and spent the long winter converting our scratchings to working drawings at one-sixth scale and researching methods of log construction. By spring we were ready to begin construction.

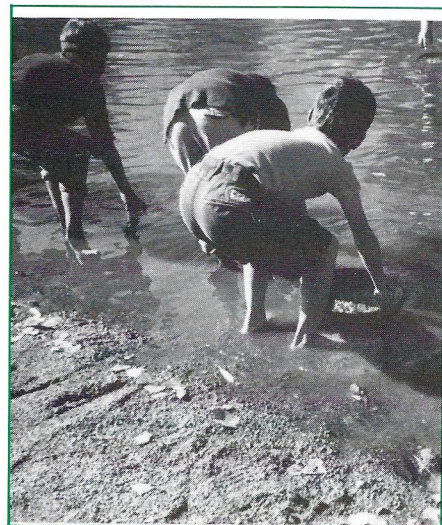
Mel Graham and David Gerace, of Tiny Town, visited our class to teach us the proper and safe way to notch logs. Luckily, one of our parents, Stan Mayes, also became interested in our project and donated his Wednesday mornings (and his full truck of tools) to oversee construction. With hammer and chisel in hand, we happily spent March, April and May pounding away. Our cabin slowly took shape. We were able to follow our drawings as we built log by log with the trunks of Christmas trees donated by the families of Good Shepherd School.

By the end of May our cabin was ready for installation at Tiny Town. Carl asked me what we were going to do when we took it up to the site and offered wonderful suggestions of how we could make it a real celebration. We followed his advice and wore pioneer clothing, learned pioneer songs and made a pioneer picnic complete with venison stew. The Tiny Town people suggested a time capsule to seal inside the cabin, and we did that as well.

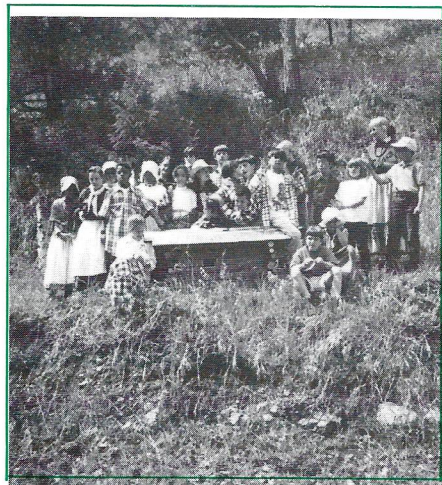
I believe we all shared a moment of pride and joy in our accomplishment as our cabin found its home on the hillside at Tiny Town. A brass plaque is mounted in the boulder below with the words, "Miner's Log Cabin, replica of cabin at Grant-Frontier Park, built by 3rd and 4th Grade Montessori, Good Shepherd School, 1992."



3rd and 4th grade students from Good Shepherd School take careful measurements of the miner's cabin at Grant-Frontier Park just south of Evans on the Greenway.



After their work at the cabin was finished, the students enjoyed a gold panning lesson from Greenway Experience teen tour guides.



Students, teachers and parents pose proudly as their log cabin takes its new permanent place in Tiny Town.

Denver's Trail System – 1992

“It Will All Be Worth It!”

Jed Wagner, Trail Coordinator
Denver Parks and Recreation Dept.

It's hard not to notice. Lots of construction. Detour upon detour. And you thought it was bad on the streets!

This year marks the beginning and, in some cases, the merciful end of many major projects occurring along Denver's many hike/bike trails. The awareness of the many benefits attributable to those trails is ever increasing. Large amounts of public and private funds are being spent in the effort to further secure Denver's spot as the leading urban trail center of the nation. It may be inconvenient at the moment, and most likely will take you a few more minutes to get where you want to go when using the trails. However, I truly believe “it will all be worth it!”

The following is a summary of the many changes and improvements to the 150 miles of hike/bike trail throughout our city:

PLATTE RIVER GREENWAY

Starting at the southern end of the Denver stretch of the Platte River Greenway, you will find a detour of the Platte River trail from the Overland Pond Educational Park pedestrian bridge to Johnson-Habitat Scout Park, which requires some on-street travel. The Department of Transportation is widening the Mississippi Avenue bridge, as can be seen when traveling along Santa Fe Blvd. The benefit to the trail user will be a ten foot wide sidewalk across the bridge facilitating safer access to the Greenway. The existing access ramp will also be widened and improved. Completion of this project is late summer/early fall.

The largest improvement along the Platte River Greenway will be found between 8th and 13th Avenues. A new ten foot wide concrete trail has replaced the 15-year-old boardwalk/railing



Mississippi Avenue detour on the Platte River Greenway.

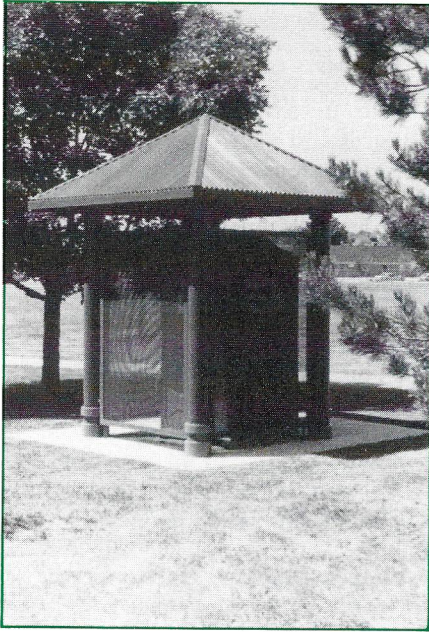
overhang predecessor. For those familiar with this section, this new trail is a major “plus” over the old trail. The renovation was made possible through funding from the Urban Drainage and Flood Control District and Denver Parks and Recreation Department.

Stopping at Fishback Landing, near Confluence Park, you will soon find a new restroom facility. The current structure is beyond

repair and will be removed. The replacement will be a new and secure restroom enclosure following the new guidelines for such facilities seen elsewhere throughout the Denver parks system. The advantages to this type of enclosure include lower maintenance and reduced exposure to vandalism. The project is out to bid and should be completed by mid-summer. Funding for the new



The new concrete path between 8th Avenue and 13th Avenue on the Platte River Greenway is a definite improvement.



An example of the type of new restroom facility that will be located at Fishback Landing Park on the Platte River Greenway.

facility was made possible by the Denver Parks and Recreation Department and the Platte River Greenway Foundation.

I've saved the "best" disruption along the Platte for last, mainly because it's the largest. A detour currently extends from 15th Street at Confluence Park, northward to Riverfront Park. The 19th Street Historic Bridge, formerly a vehicular bridge that also served as a trail crossing, is being completely renovated into a pedestrian/bicycle bridge, with a new 19th Street vehicle crossing being constructed just to the north. In addition, the new 20th Street viaduct is under construction, so a detour bikepath through Riverfront Park is in place. The 19th Street pedestrian/bicycle bridge is due to be completed this summer, but the construction of the 20th Street viaduct will be continuing for many more months. When completed, however, Riverfront Park will feature additional landscaping and parking improvements, and the area around both of the 19th Street bridges will feature additional landscaping as well.

CHERRY CREEK TRAIL

Beginning near Confluence

Park, the mouth of Cherry Creek, the hike/bike path is detoured at Market Street, heading up the ramp to street level and using the sidewalks adjacent to Speer Boulevard until 14th Avenue, where you can head back down the ramp to the trail.

The detour is due to a major channel and creekbank improvement effort known as the Creekfront project. Improvements will include a new plaza, two new access ramps, and new trail on both sides of the Creek in the area of the Colorado Convention Center. One trail will be for bike use and the opposite trail will be for pedestrians.

Additional improvements along the Cherry Creek trail between Market Street and Downing Street include new ornamental railings on the ramps and trail, as well as several planter boxes to add to the beauty of this highly traveled section of trail.

The improvements along 1st Avenue are nearing completion. Among the many landscape improvements, you will find new concrete trail along 1st Avenue and an improved crossing at the Denver Country Club entrance.

Traveling eastward, past Cherry Street, the ongoing replacement of old asphalt trail with new ten foot wide concrete continues. This

year's replacement effort begins at Cherry Street and concludes at Holly Street, with an improved alignment and intersection as the trail crosses Holly Street.

BEAR CREEK TRAIL

The major project currently taking place along the Bear Creek trail is the widening of Hampden Boulevard over Bear Creek and Sheridan Boulevard. Later this summer, a detour will take you around the project from Bear Creek Park to the Bear Valley Mall. A new and improved trail under the bridge will be the reward for dealing with this detour once the project is completed. This project will be ongoing for some time.

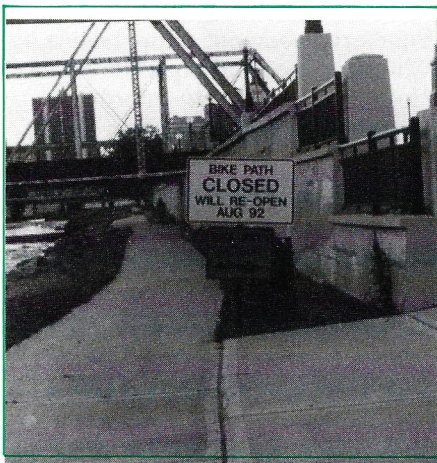
A new bridge has been completed over the Creek at Lamar Street (near the high school). This will facilitate access to a new trail soon to be constructed along the south side of the Creek, linking the trail to several nearby neighborhoods.

HIGHLINE CANAL TRAIL

Along with the annual contribution of asphalt overlay, an eight foot wide crusher fine trail has been added at several locations along the trail including Windsor



The area of the Platte River Greenway around the historic 19th Street bridge is busy with construction.



Market Street to 14th Avenue detour on the Cherry Creek Greenway.

Gardens, west of Dayton Street, and extending onward for approximately one mile. With all of the high pedestrian use through this section, it is our hope that this will help reduce some of the user conflict. Completion will occur later this summer.

OTHER TRAIL PROJECTS

Parts of Weir Gulch, from Federal Boulevard to Sheridan Boulevard, are being completely renovated. Major landscaping and an overall facelift will be evident once the project(s) are completed. Lakewood Gulch, from Knox Court west to Sheridan Boulevard, is also receiving an overhaul. The area has been completely regraded, and a new concrete trail will be added. Both the Weir Gulch and Lakewood Gulch projects are just one phase in an overall plan for these waterways.

The Denver Parks and Recreation Department is negotiating a plan and design to link the West Harvard Gulch bike trail to the Platte River Greenway, between Evans and Dartmouth. Due to a tough railroad crossing, this connection will be difficult, but the Department feels this new link can eventually take place.

Finally, you may have noticed a series of yellow lines "sprouting up" along several of the trails. My crew has been placing these along blind curves and other tight spots. By giving opposing directions of travel a "side of trail" of their own, it is our hope that potentially serious collisions can be avoided. Response to this effort has been very positive. As of July 1st, you will find these lines at various appropriate locations along the

Platte River, Cherry Creek and Bear Creek Greenways.

As you can tell from this article, hike/bike trails are an integral and ever changing part of our city. Denver truly has one of the best trail systems in all of the country, and we are all working daily to make it better and well maintained. Cooperation between the various user groups is obviously important as well.

The next time you come upon a detour along your favorite trail, try to be patient and say to yourself, at least twice, "It will all be worth it!" In the meantime, your comments, questions, and especially your concerns are encouraged. Contact my office, Monday-Friday at 698-4900.



Denver's trail maintenance crew applies a yellow strip along a blind curve to help prevent collisions by trail users.

Trolley Folks Looking To The Future As They Deal With The Present

Rick McNeal, Director
Platte Valley Trolley

The Platte Valley Trolley, operated by Denver Rail Heritage Society along the Platte River Greenway and up through Lakewood/Dry Gulch has had a "bittersweet" start again this year. The "sweet" includes the start of operations February 1, with good weather contributing to good

ridership. The "bitter" involves the suspension of operations beyond Knox Court in Lakewood Gulch while a new park is constructed from Knox Court to Sheridan Boulevard. Trolley supporters are also working diligently to get money together to repair two timber trestles west of Knox Court.

As of June 15, the Trolley has carried over 11,500 passengers in 1992. Weekend operation began in February and daily operation

started in April. The Trolley is in its fourth season of operation.

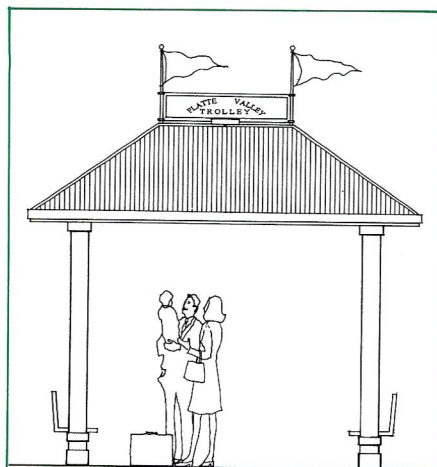
A "Riverfront" Ride operates at 11:00 and 11:30 am and from 1:00 to 5:00 pm on a half-hour schedule Monday thru Friday, and 11:00 am to 5:00 pm Saturday and Sunday. A "High Noon" Trolley Trip is offered at 12:00 pm, Monday thru Friday, with a "Twilight" Trolley Trip at 6:00 pm on Friday, Saturday and Sunday evenings. Trolley charters are available at

other times.

The "Seeing Denver" Platte Valley Trolley is an open vintage style streetcar similar to trolleys which operated on the streets of Denver in the early 1900's. The Trolley currently operates on the former "Westside Line" of the old Colorado & Southern Railroad and the former Denver Tramway "Route 84" which operated to Lakewood and Golden until June 3, 1950.

Once DRHS raises \$15,000 to repair the two timber trestles, the Trolley will resume operation to Sheridan Boulevard through the new neighborhood park. Floodway improvements are included in the \$2.5 million park project. The new park with a trolley running through it will be a wonderful and exciting experience for all.

As Denver Rail Heritage continues to work on their long-range plans to extend Trolley operations across the Platte River and into Lower Downtown to the 16th Street Mall and the new Coors Baseball Park, two major items are high on the list of priorities for 1992. One is the purchase of the "Seeing Denver" Trolley Car #1977 and the second is a car barn to protect more trolleys while they



A mockup of the proposed Platte Valley Trolley shelters.

are being restored.

The Trolley people are also working on developing Trolley shelters which will compliment the Greenway and the new neighborhood park. These shelters will be similar to those already being erected by Denver Parks and Recreation throughout the city. DRHS is trying to keep the cost under \$10,000 per shelter.

DRHS is a non-profit 501(c)3 and the Trolley is operated by a volunteer force of members. The Trolley is administered by an Executive Director and a small operations staff. New members and

donations are always welcome. For more information, call Rick McNeal, Executive Director, Platte Valley Trolley at 458-6255.



The extended tour, which carries passengers along both the South Platte River and Lakewood Gulch, is twice as much fun.

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Denver Rail Heritage Society, 2200 7th Street, Denver, Colorado 80211 Phone: 458-6255

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