

Planning Framework



Photo: Shovel Point from Palisade Head - by Doug VanValkenburg

The unique combinations of natural and cultural resources create distinct districts and nodes along the North Shore based on their character.



PLANNING FRAMEWORK

District Character

The North Shore is not uniform along its entire length. Unique combinations of intrinsic qualities occur at different locations on the North Shore. Local differences in these patterns create distinct districts along the North Shore, each with its own slightly different sense of character. These local differences are apparent in the landscape, you notice a change in your physical surroundings as you move from one district into another. These districts can be used to break the entire 150 mile length of the North Shore Scenic Drive down into smaller segments that focus in on the true sense of what you are experiencing in this unique place.

The Highlands District

The North Shore's character from Two Harbors to Beaver Bay is rugged, rustic and historic. The narrow, winding road twists along the shoreline with many views of the lake. Frequent river crossings offer spectacular views of waterfalls and their narrow gorges from bridges. Gooseberry Falls and Split Rock Lighthouse State Parks provide public access to the river mouths and Lake Superior. Many small homes, shops, and cabins line the road, providing the opportunity for frequent stops, as do the towns of Two Harbors and Beaver Bay. A single dramatic geologic intrusion at Silver Creek creates spectacular views and the need for the tunnels at Silver Cliff and Lafayette Bluff. Roadcuts expose bedrock along the roadside.

The Palisades District

The North Shore's character from Beaver Bay to Tofte is remote and isolated, through inland forest. The massive Beaver Bay intrusion along the shore forces the road further inland where it can be wider and straighter, but with fewer and more distant views of the lake. Inland river crossings tend to be culverts on private land rather than large bridges over waterfalls. Highway 1 to Finland and Ely continues to shift the focus inland from Lake Superior. The town of Silver Bay is not visible from the road. The lack of services and homes along the road gives this stretch an uninhabited feeling. Crosby-Manitou and Tettegouche are primarily back country state parks with limited access to waterfalls and Lake Superior.

Sawtooth Mountains District

The North Shore's character from Tofte to Grand Marais is one of active recreation. The road returns to the shoreline with many views of the lake. The Sawtooth Mountains provide miles of hiking trails and ski runs. Inland lakes dot the countryside. Bridge crossings in state parks at the Cross, Temperance, and Cascade Rivers offer spectacular views of waterfalls and provide public access to the river mouths. Larger and newer resorts line this stretch of road and provide the opportunity for frequent stops. The communities of Schroeder, Tofte, Lutsen, and Grand Marais impart a Scandinavian flair. The Sawbill, Caribou, and Gunflint Trails offer access to outdoor adventure in the Boundary Waters Canoe Area Wilderness.

Superior Beaches District

The North Shore's character from Grand Marais to Hovland is of the living past. Rugged landforms occur further inland in this stretch and beaches replace cliffs along the shoreline. This allows the road to come down to its lowest level and closest to the water's edge. The tiny communities of Chippewa City, Croftville, Colvill, and Hovland celebrate the glories of their past. Naniboujou Lodge offers a glimpse into the historic past. Judge C.R. Magney State Park offers access to the Brule River but not to Lake Superior. Crosby-Manitou State Park offers no access to Lake Superior or the Scenic Byway NSSD HWY.61.

Northern Passage District

The North Shore's character from Hovland to the international border is perhaps the most scenic, native, and wild in all of Minnesota. The road winds through Grand Portage Indian Reservation where public access is prohibited except with written permission. The community of Grand Portage provides a cross-cultural experience of Native American, British, and French influences at the reconstructed trading post. The post served as a hub in the fur trade empire and as a gateway into the vast inland waterway that opened the interior of the continent to travel and exploration. Grand Portage State Park, along the international border, provides public access to the Pigeon River and the tallest waterfall in Minnesota.



DISTRICT CHARACTER

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NORTHERN PASSAGE

Character: Scenic, Native, Wilderness
Experience: Multi-cultural, French, Indian
Roadway: Up over the Top
Development: Grand Portage
Facilities: Grand Portage, Casino, Stockade
Geology: Logan Intrusions in Rove Shales
Water: Inland Waterway

GRAND PORTAGE

HOVLAND

GRAND MARAIS

LUTSEN

TOFTE
SCHROEDER

SUPERIOR BEACHES

Character: Living on the Land
Experience: The Living Past
Roadway: Lowest and Closest to Shoreline
Development: Tiny Communities
Facilities: Chippewa City, Magney, Hovland
Geology: Flat Lava Flows
Water: Beaches instead of Cliffs



SAWTOOTH MOUNTAINS

Character: Active, Recreation, Resorts
Experience: Scandinavian, Adventure
Roadway: Straightaways, Many Views
Development: Larger, Newer, Resorts
Facilities: Temperance, Tofte, Lutsen
Geology: Sawtooth Mountains, Tilted Lava
Water: Cascades, Backcountry Lakes



LITTLE MARAIS

ILLGENCITY

SILVER BAY

BEAVER BAY

THE PALISADES

Character: Remote, Inland, Forest
Experience: Uninhabited, Forest
Roadway: Straighter, Wider, Few Views
Development: Few Services Along Road
Facilities: Silver Bay, Tettegouche
Geology: Beaver Bay Intrusion
Water: Culverts on Private Land



THE HIGHLANDS

Character: Rugged, Rustic, Historic
Experience: State Parks, Waterfalls, Cliffs
Roadway: Narrow, Winding, Many Views
Development: Many Homes Along Road
Facilities: Two Harbors, Gooseberry,
Geology: Lava Flows Silver Creek Intrusion
Water: State Park Bridge Crossings



TWO HARBORS

LEGEND

- Settlements
- State Parks
- Highway 61

NORTH



SCALE 1:175,000



PLANNING FRAMEWORK

The Highlands District

The North Shore's character from Two Harbors to Beaver Bay is rugged, rustic and historic. Beaver Bay is the oldest continuously inhabited community on the North Shore. The community of Two Harbors flourished as a harbor town and railroad center. The first shipment of iron ore arrived from the Iron Range in 1884. When the original shanties of the bustling boomtown burned to ground in 1885, a new town was platted with wide streets and public squares. The historic *3-Spot* locomotive and *Edna G* steam-powered tug are on display near the 3M Museum and Depot Museum. Two Harbors' lighthouse is the oldest on the North Shore.

The landscape of the Superior Highlands is generally a broad glacial till plain, except for a single, rugged, volcanic intrusion that forms Silver Cliff and Lafayette Bluff. This volcanic intrusion lies at an angle to the shoreline and produces dramatic bluffs and spectacular vistas where it intersects with Lake Superior. The narrow, winding road twists along the shoreline with many views of the lake. Roadcuts expose bedrock along the roadside. Frequent river crossings offer spectacular views of waterfalls plunging through narrow gorges. State Parks at Gooseberry Falls and Split Rock Lighthouse provide public access to the river mouths and Lake Superior.

The North Shore of Lake Superior remained relatively inaccessible until well after the turn of the twentieth century. Logging railroads were first built into the forests in the 1890s. When the Lake Superior International Highway provided access to the North Shore in 1924, most of the original white and red pine forest had been logged off and rafted across the lake to sawmills in Duluth, Ashland, Wisconsin and Baraga, Michigan. Attention immediately turned to protecting the scenic resources of the North Shore.

The land for Gooseberry Falls State Park was purchased in 1933 to protect the lower stretch of the river and its major waterfalls. The Gooseberry River is one of the smallest streams on the North Shore, but cascades dramatically more than one hundred feet over a series of lava flows. A Civilian Conservation Corps work-relief camp operated from 1934 to 1942 constructing the buildings, roads, hiking trails, campground and picnic area. Some private cabins and a couple of diners in old streetcars which were not in the spirit of the park were removed.

Split Rock lighthouse was built in 1924 to guide ships through the dangerous waters along this rocky shoreline. Split Rock State Scenic Wayside was created in 1945 on a hill that offered a splendid view of the lighthouse. In 1967, as the lighthouse was being shut down and replaced by radar, the scenic wayside was enlarged to include the lighthouse and turned into a state park. Today the Minnesota Historical Society maintains the light station while the parks division is responsible for the picnic grounds, roads, and hiking trails. A cart-in campground was added in 1984.

The Minnesota Mining and Manufacturing Company (3M) mined abrasives from the base of Split Rock cliff in 1901. By 1910, 3M deduced its holdings on the North Shore were of questionable value and moved to St. Paul. Little Two Harbors operated as a fishing camp for 15 Norwegian fishermen from the early 1900s to 1924. When one of the men purchased the land and attempted to charge the others rent, they abandoned their shacks and moved on.

Many small homes, shops, and cabins line the road in this district, providing the opportunity for frequent stops. The towns of Two Harbors and Beaver Bay lie along the road as well. Trout fishing is a popular activity in the streams of the Superior Highlands and agates are abundant on the shore. The tiny community of Castle Danger is reportedly named after the ship Castle, which sank off-shore near here.

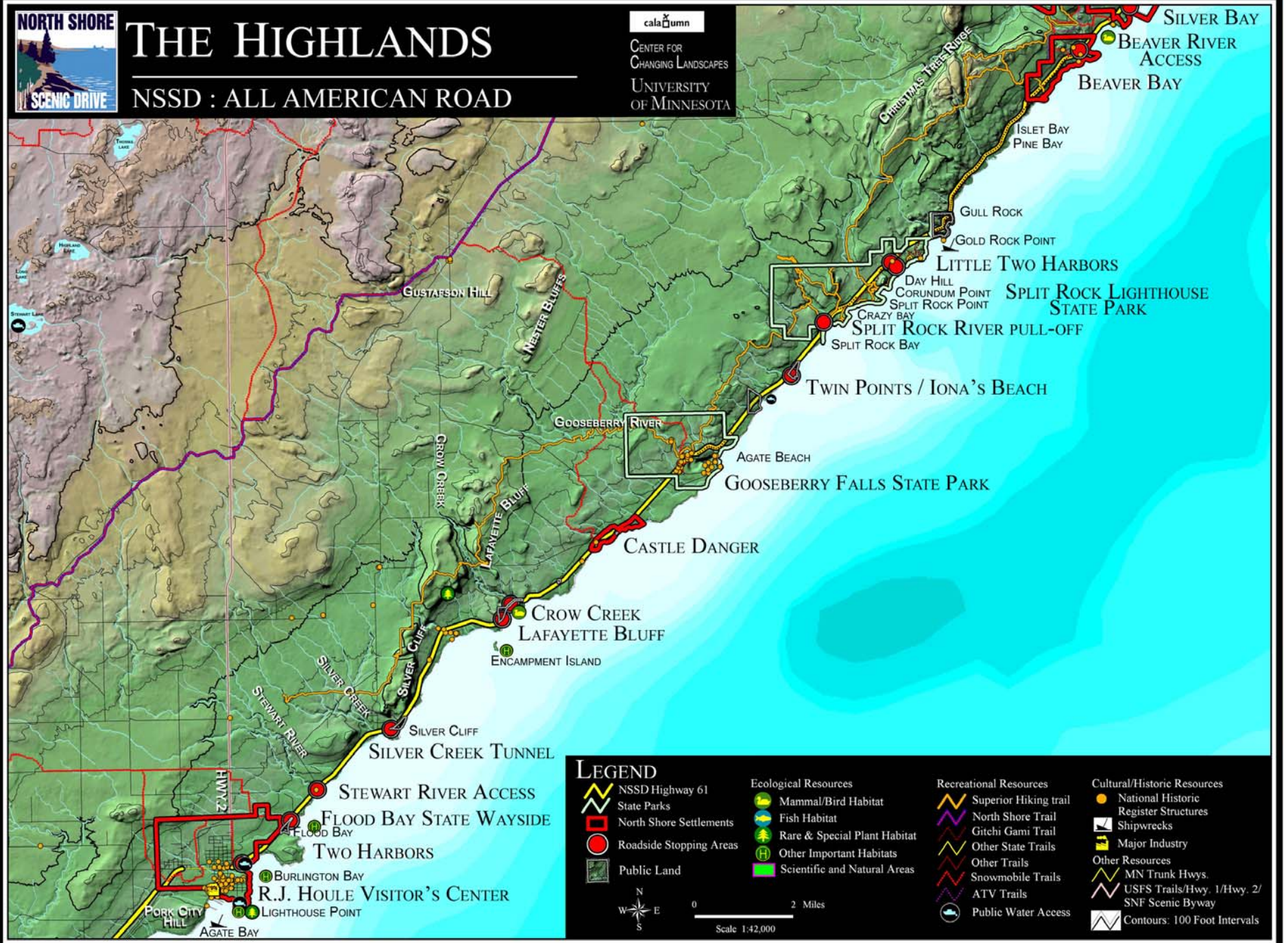
Two Harbors is the trailhead of the Superior Highlands. Miles of hiking, skiing, and snowmobile trails surround Two Harbors. Charter boats and excursion boats are available in Two Harbors. A boat launch makes it possible to launch your own boat. A municipal campground and golf course serve the community. The R.J. Houle visitor center provides information to travelers. A wide variety of shopping, eating, and lodging services are available in Two Harbors and Beaver Bay.



THE HIGHLANDS

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PLANNING FRAMEWORK

The Palisades West District

The North Shore's character from Silver Bay to Schroeder is remote and isolated, through inland forest. The lack of services and homes along the road gives this stretch an uninhabited feeling. The road passes through no towns or settlements in this district. The entirely new town of Silver Bay, built in 1956, is not visible from the road. The company town at Taconite Harbor was deconstructed and removed in 1990.

The massive Beaver Bay volcanic intrusion lies parallel to the shoreline throughout much of this district. The rugged topography forces the road further inland where it can be wider and straighter, with fewer and more distant views of Lake Superior. Inland river crossings tend to occur, not at spectacular waterfalls in public state parks, but at culverts on private land. The focus in this district is away from the lake and on inland forested areas. The Palisades is the largest district on the North Shore. It has been divided into two halves for the ease of analysis.

The Beaver Bay intrusion is responsible for the crenellated coast from Split Rock to Little Marais and its abundance of rocky cliffs, coves, and peninsulas. Palisade Head rises 350 feet above Lake Superior and offers excellent views of Shovel Point, originally known as the Little Palisades. Both cliffs were cut by wave action eroding softer lavas at water level. Wave-carved sea caves and arches are visible along the shore as well. Peregrine falcons nest in the cracks and crevices of these rocky cliffs that are also popular with rock climbers.

Judge Clarence R. Magney, an associate justice of the Minnesota Supreme Court, fearing commercial development with the end of World War II, purchased land the Baptism River Club had owned and protected from 1886 to 1921. The State Legislature purchased the land for Baptism River State Park in 1945. The park included Shovel Point from which Palisade Head can be seen and High Falls and two lesser waterfalls on the Baptism River. The Baptism State Park was incorporated into the larger Tettegouche State Park in 1979.

The Alger-Smith Logging Company established the Tettegouche Camp to log the valley of the Baptism River from 1895 to 1905. They brought the name with them from eastern Canada where the company also had operations. Tettegouche, Nicado, and Nipisiquit Lakes were all named for rivers in New Brunswick. Mic Mac Lake was named after a New Brunswick Indian tribe. In 1910 the land was sold to a group of businessmen who built a lodge and turned it into a private retreat known as the Tettegouche Club. They preserved the wilderness character of the area. The club dissolved in 1921 and the land was bought by one of its members. A new owner purchased the land in 1971 with the intent to develop the property. A struggle emerged between local residents in favor of increasing the county's tax base with development and the state wanting to create a park. The Nature Conservancy intervened and purchased the land in 1978 to prevent development, and Tettegouche became a state park in 1979.

Today, Tettegouche State Park contains mountainous hardwood ridges with old-growth stands of maple and yellow birch. Old-growth cedar thrive in its swampy low-lying valleys. The main attraction is the 70-foot High Falls on the Baptism River. Chinook salmon enter the Baptism River from Lake Superior every fall on spawning runs. Above the falls the river supports populations of brook trout and brown trout. The Palisade Valley unit was added to the state park in 1991.

Highway 1 to Finland, Isabella, and Ely continues to shift the focus inland from Lake Superior. Finland was settled by Finnish farmers on the Baptism River in 1900. Its name actually predates the official name of the country by 10 years. Isabella was founded by Norwegian farmers and homesteaders in 1906. These farmers supplemented their harvests with wild fish and game. They raised cows and planted hay, barley, oats, potatoes and vegetable gardens. Cream was sold in local markets. The pine forests were cleared in 1907 with the arrival of the Alger-Smith railroad. Devastating forest fires followed in 1908, 1909, 1910, 1913, and 1926 that destroyed any remaining pine and allowed aspen and birch to take over. In 1950 the United States Air Force built a radar station on a nearby ridge, but its technology became obsolete, and it was closed in 1980.

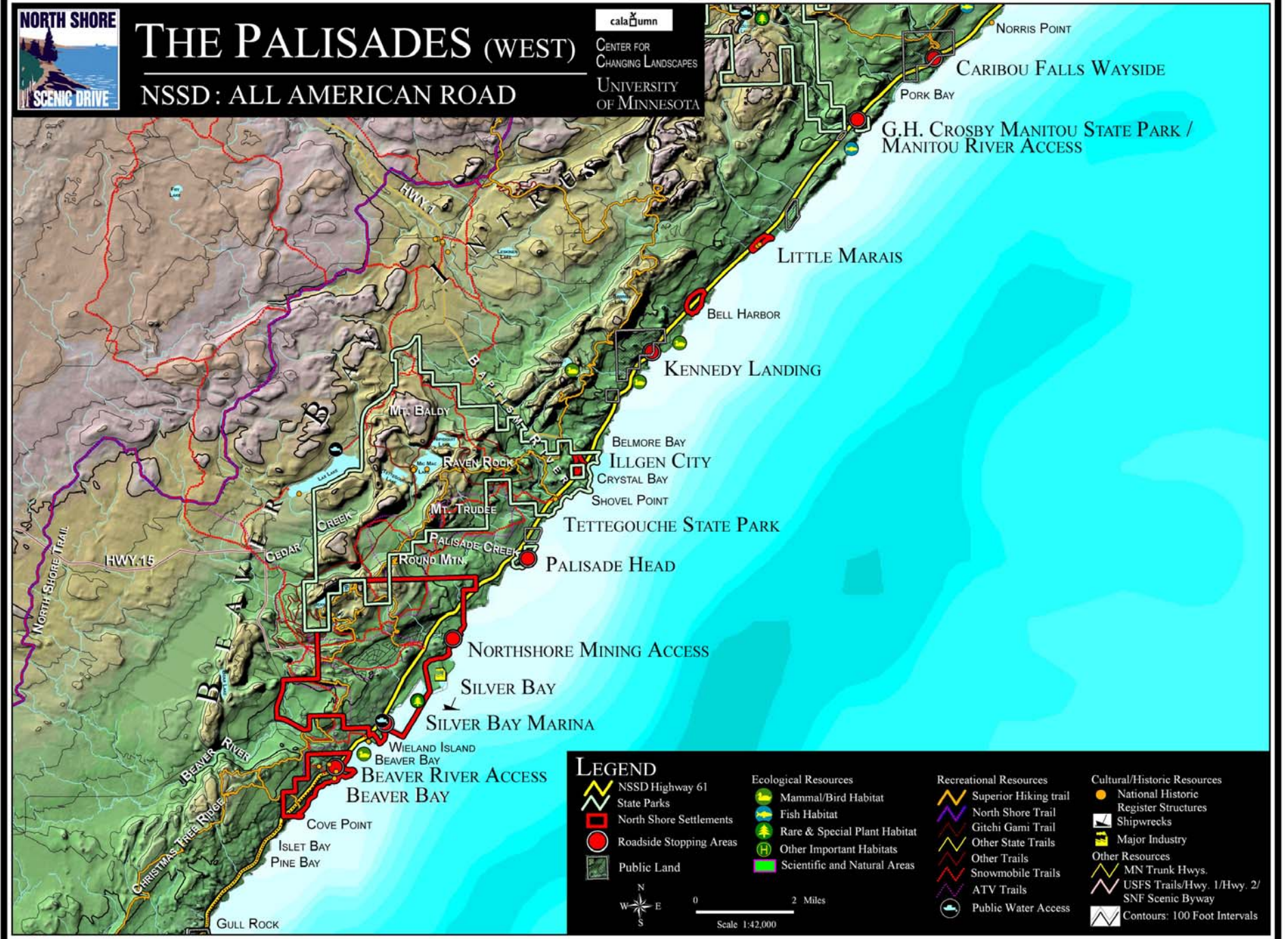
Crystal Bay and Kennedy Landing were two sites where failed 3M mining operations began in 1902 and were abandoned by 1916.



THE PALISADES (WEST)

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PLANNING FRAMEWORK

The Palisades East District

The massive Beaver Bay intrusion begins to turn inland after Little Marais, allowing the road to return to the shore where it once again offers views of Lake Superior. Little Marais is a community with a French name and Scandinavian history. It was named by French voyageurs for the little marsh in the bay and was settled in the late 1800s by commercial fishermen. Logging was important in the forests around Little Marais. Log rafts were assembled here and towed to sawmills across the lake. Little Marais once had more development than it does now. A school and post office were built in 1905 and closed in 1980. A fish company, gas station, general store, and several resorts have gone out of business. A limited amount of commercial activity takes place in Little Marais. Fenstad's Resort, run by descendants of the town's original settlers, is one of the few that remains.

Crosby Manitou is Minnesota's only backpacking state park. George H. Crosby, a mining magnate on the Mesabi and Cuyuna Iron Ranges, donated land along the Manitou River to the State of Minnesota in 1954 on the condition it be called George H. Crosby Manitou. The state honored his wish in 1955 and has severely limited development so that it remains a wilderness. Twenty one remote campsites are located along the Manitou River, 1/4 to 4 miles from the parking lot. The Manitou River flows through the Crosby Cascades, a rugged gorge with a series of eight waterfalls. The final falls spill directly into Lake Superior, on privately owned land.

Manitou means "spirit" in Ojibway. The river is named for the mist that forms at its falls. The area was heavily logged, but some large white pine remain in the river gorge where it was too difficult to cut. Some stands of old-growth yellow birch are now included in a Scientific and Natural Area. The forest contains pre-logging remnants of fir, spruce, cedar, and maple. Caribou Falls, one of the most spectacular falls on the North Shore, is named for the woodland caribou that once roamed the North Shore. The road follows an old glacial beach terrace in this stretch.

Sugar Loaf Landing was once owned by Consolidated Papers of Wisconsin Rapids. From 1943 to 1971 the company built large rafts of pulpwood in the bay, and towed them across the lake to Ashland, Wisconsin. From there the logs were hauled by rail to company's paper and pulp mills in Wisconsin Rapids. Sugarloaf Cove was the proposed site of a multi million dollar, publically funded, harbor of refuge to enclose the water basin and develop new commercial facilities. A conflict ensued pitting economic gains against environmental losses. The Sugarloaf Interpretive Center Association was formed in 1992 to preserve, restore, and interpret the natural history of Sugarloaf Cove. The cove is now a place where families can enjoy the lake and learn how to live in better harmony with the planet.

Large corporate land holdings restrict public access to the shore at iron ore shipping facilities in Silver Bay and Taconite Harbor. The town of Silver Bay was built in 1952 to house workers at the Reserve Mining taconite processing plant that went into operation in 1955. Taconite processing requires large amounts of water. The Reserve Mining plant was located in Silver Bay to take advantage of Lake Superior's plentiful water. Enormous quantities of powdered rock tailings, the wasteproduct of refining low grade iron ore into higher grade taconite, was dumped into Lake Superior. A protracted legal battle was fought over the health risks caused by asbestos in the tailings. In 1977, Reserve Mining stopped dumping tailings in Lake Superior and began disposing of them at Mile Post 7, seven miles up the railroad line from Silver Bay.

Taconite Harbor was built in the 1950s as a port for Erie Mining Company's operations in Hoyt Lakes. The dock loaded taconite onto ore boats that was processed on the Mesabi Iron Range 74 miles away. The harbor also has a coal dock. Ships deliver coal to fuel a power plant which generates electricity to process the taconite in Hoyt Lakes. The small company town at Taconite Harbor was dismantled and removed in 1980.

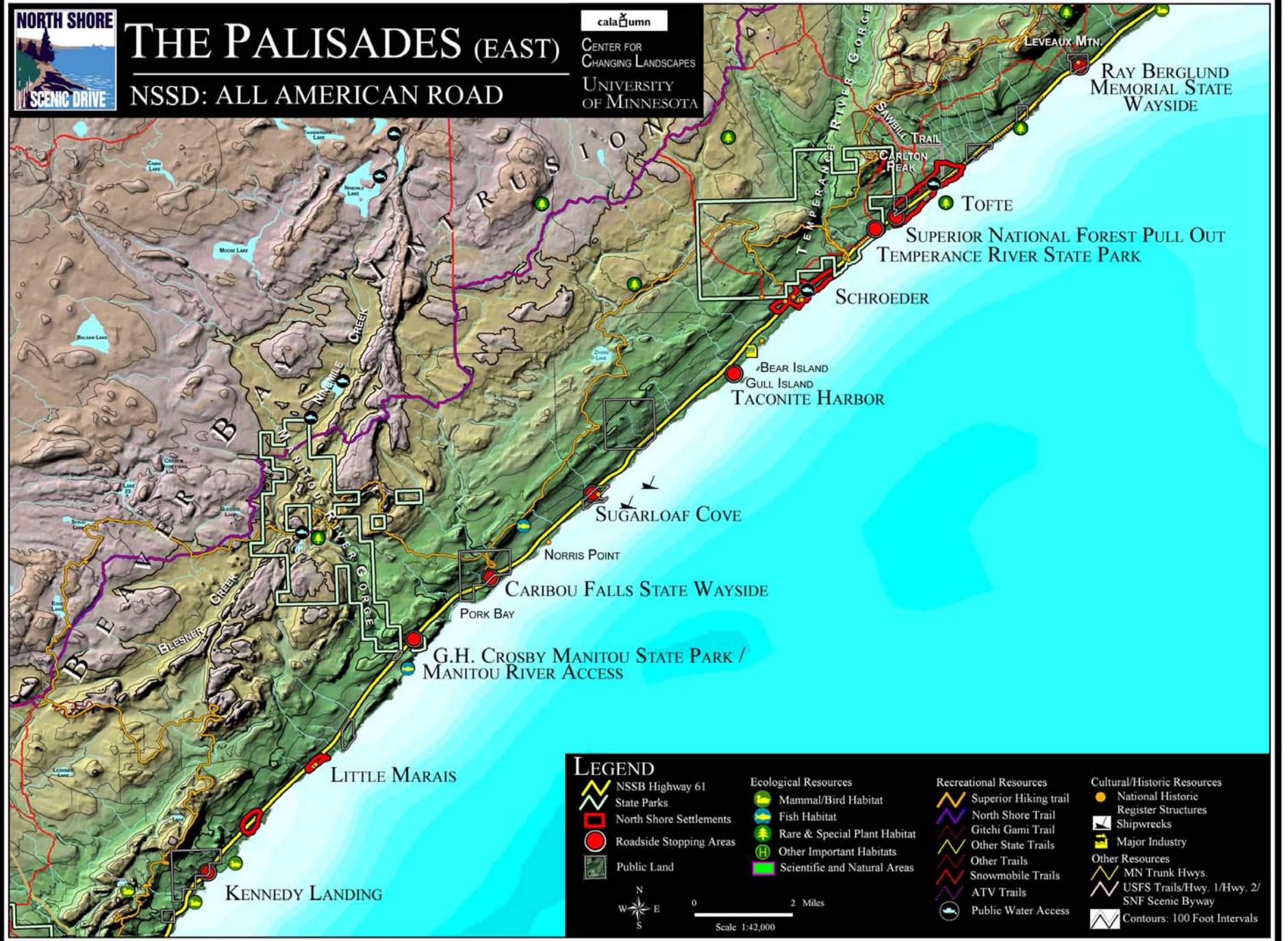
Schroeder was named after John Schroeder, a lumber man from Wisconsin, who logged the Temperance and Cross River valleys and rafted them to Ashland Wisconsin. Two saloons and a bordello served hundreds of lumberjacks logging the surrounding white pine forests. Schroeder's Town Hall hosts folk music concerts sponsored by the North Shore Music Association. Father Baraga erected a wooden cross at the mouth of the Cross River in 1843 to commemorate the goodness of Almighty God after being caught in a storm during the 30-mile crossing from Madeline Island.



THE PALISADES (EAST)

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PLANNING FRAMEWORK

Sawtooth Mountains District

The North Shore's character from Tofte to Grand Marais is one of active, outdoor recreation. The road follows the shoreline and has many views of the lake. The Sawtooth Mountains provide miles of hiking trails and ski runs. Inland lakes dot the countryside. State parks provide public access to spectacular waterfalls and Lake Superior's rugged shoreline at the Cross, Temperance, and Cascade Rivers. Large, new resorts line this stretch of highway and provide the opportunity for frequent stops. The communities of Tofte, Lutsen, and Grand Marais impart a Scandinavian flair on this district. The Sawbill, Caribou, and Gunflint Trails offer access to wilderness adventure in the Boundary Waters Canoe Area Wilderness.

The state highway department purchased land at the mouth of the Temperance River in 1934. The Temperance River takes its name from the fact that there is no sand "bar" at its mouth unlike most of the other streams along the North Shore. The Legislature transferred these lands to the Parks Division in 1957, officially creating the Temperance River State Park. A large campground and Cauldron Trail have been developed. The Ojibway name for the river, *Kawimbash*, means "deep hollow river" after its narrow gorge and deep potholes.

Tofte was originally settled by three Norwegian fishermen in 1893. The rugged shore of Lake Superior reminded them of Norway. Brothers Andrew and John Tofte and their brother-in-law Hans Engelson sold lake trout and bluefin to markets in Duluth, the Twin Cities, and Chicago. The Tofte pier was an important landing point for travelers along the North Shore before communities were connected by road. The North Shore Commercial Fishing Museum, located in Tofte, tells the story of fishermen on Lake Superior, pulling fish from their nets by hand in tiny skiffs and the deadly storms that were quick to stir up the big lake.

Carlton Peak, just to the north of Tofte, is the highest and most dramatic peak on the North Shore, rising 927 feet above Lake Superior. A quarry on the face of Carlton Peak supplied the rock to build Taconite Harbor's breakwater. There are dramatic vistas of the North Shore from the top of the quarry.

Lutsen was founded at the mouth of the Poplar River in 1885 by Swedish fishermen. Lutzen House, the North Shore's first resort, began hosting sportsmen in 1893. The ski hill at Lutsen Mountain was built in 1948 to accommodate the post World War II recreation boom. The Swedish-style main lodge was designed by Duluth architect Edwin Lunde and built in 1952. The eighteen-hole Superior National Golf Course was added in 1991. Cathedral of the Pines, a large Lutheran summer camp, operates on Caribou Lake.

The state highway department also purchased land at the mouth of the Cascade River in 1934 to protect the highway from private encroachments. A Civilian Conservation Corps work-relief camp set about removing the scars left by construction of the highway. A picnic area and a few foot trails were also developed. The Cascade River functioned as a state park with ten barracks serving as tourist cabins even though the highway department was not legally permitted to operate parks. In 1957, the Legislature transferred ownership, officially creating Cascade River State Park. Most development, including construction of the campground has taken place since 1957. The current Cascade Lodge, built in 1939, is a private enterprise that dates to the 1920s, before the park was created.

Jonvick deer yard, near Cascade River, supports as many as 335 deer per square mile during their winter congregations. Butterwort Cliffs Scientific and Natural Area contains a rare arctic plant community that includes butterwort, a carnivorous plant with sticky leaves that traps and digests insects to supplement the lack of nutrients available on the side of a cliff. It also hosts an active herring gull nesting colony.

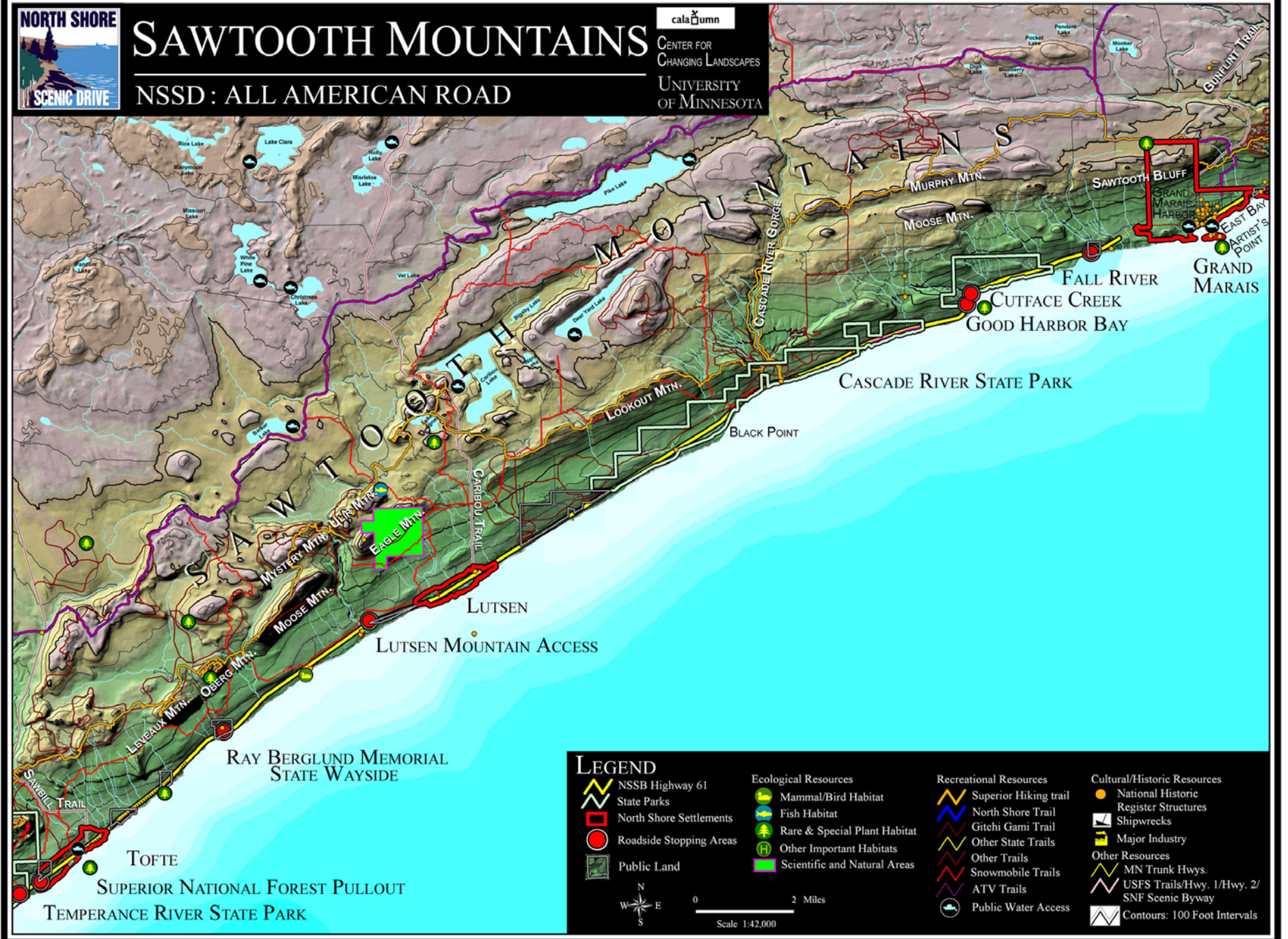
The harbor at Grand Marais was an important stopping point on the North Shore. It was first inhabited in 1775 by French voyageurs, but the village of Grand Marais was not founded until 1871. Three Scandinavians operated a trading post to serve the area's trappers, prospectors, and fishermen. Fishing and logging was the mainstay of the economy, but tourists began arriving to hunt, fish, and enjoy the outdoors at the turn of the century.



SAWTOOTH MOUNTAINS

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PLANNING FRAMEWORK

Numerous cultural opportunities and an artist colony enhance Grand Marais' reputation as one of the most charming cities on the North Shore.

Superior Beaches District

The North Shore's character from Chippewa City to Hovland is a living reminder of the past. The rugged landforms created by volcanic intrusions occur further inland in this district and beaches replace cliffs along the shore, allowing the road to come down to its lowest level and closest to Lake Superior's shoreline. The tiny communities of Chippewa City, Croftville, Colvill, and Hovland celebrate the glories of their past. Naniboujou Lodge offers a colorful glimpse into history. Judge C.R. Magney State Park offers public access to the Brule River and Lake Superior.

Chippewa City dates to the late 1800s and the racial segregation that was prevalent at that time. Chippewa City developed just outside the white settlement of Grand Marais as a place for Indian families to live as they gradually gave up their traditional lifestyle. It was common in the early days along the North Shore to find Indian encampments on the outskirts of white settlements. Indians figure prominently in the history of many North Shore communities. The Indian shacks have been replaced, but the historic Catholic missionary church of St. Francis Xavier and a small cemetery dating from 1895 remain.

The tiny community of Colvill dates to 1906 and is named for Colonel Colvill of Civil War fame, who maintained a summer residence here. He commanded the First Minnesota Regiment that saved the day by repulsing Pickett's Charge at a cost of heavy casualties at the battle of Gettysburg. Today, the area is a popular residence for dog mushers who enjoy the snowy forest trails and a lack of neighbors. Paradise Beach is an excellent place to view wildlife. Moose, coyotes, and even timber wolves are common in this area. Gulls nest on the rocky, Marr Islands just offshore. Geese and ducks frequent the sheltered shoreline. Pebble beaches along the North Shore consist primarily of large, flat stones. Lake Superior's strong undertow washes away smaller pebbles that are deposited on the beach, and round stones roll more easily back into the lake.

Legislation to create the Brule River State Park was introduced in 1957. The Brule is the longest North Shore stream entirely within Minnesota. Its flow remains more uniform throughout the summer due to more lakes and swamps in its headwaters than shorter rivers. It is the only river with potential for white-water kayaking in its upper reaches. The state park's three waterfalls include Lower Falls, Upper Falls, and the Devil's Kettle, which drops 70-feet in two branches, one of which disappears into a pothole never to reappear. After Judge Clarence Magney's death in 1962 the state park was renamed in his honor for preserving key pieces of the North Shore. The park's minimal development includes a campground, picnic area, footbridge, and hiking trails.

Naniboujou Club opened during the roaring 1920s as a wilderness escape for the nation's rich and famous. Jack Dempsey and Babe Ruth were charter members. Clark Gable reportedly visited. The opening was a grand event, still the largest gathering ever in Cook County. The main lodge was completed in 1929 and plans were drawn up for riding stables, tennis courts, cottages, and a hunting lodge on the Canadian border. The stock market crash and ensuing depression put a halt to these plans. Naniboujou Lodge is listed on the National Register of Historic Places, its cypress siding and colorful Cree Indian motif maintain its aura of elegance.

Hovland was settled in 1888 by Norwegian fishermen and loggers, who homesteaded at the mouth of the Flute Reed River. Hovland was among the earliest tourist destinations on the North Shore with shops, hotels, a school, and a church. Old Settlers Cemetery was established in 1894. Fishing was so good, the town proclaimed itself the "Lake Trout Capital of the World."

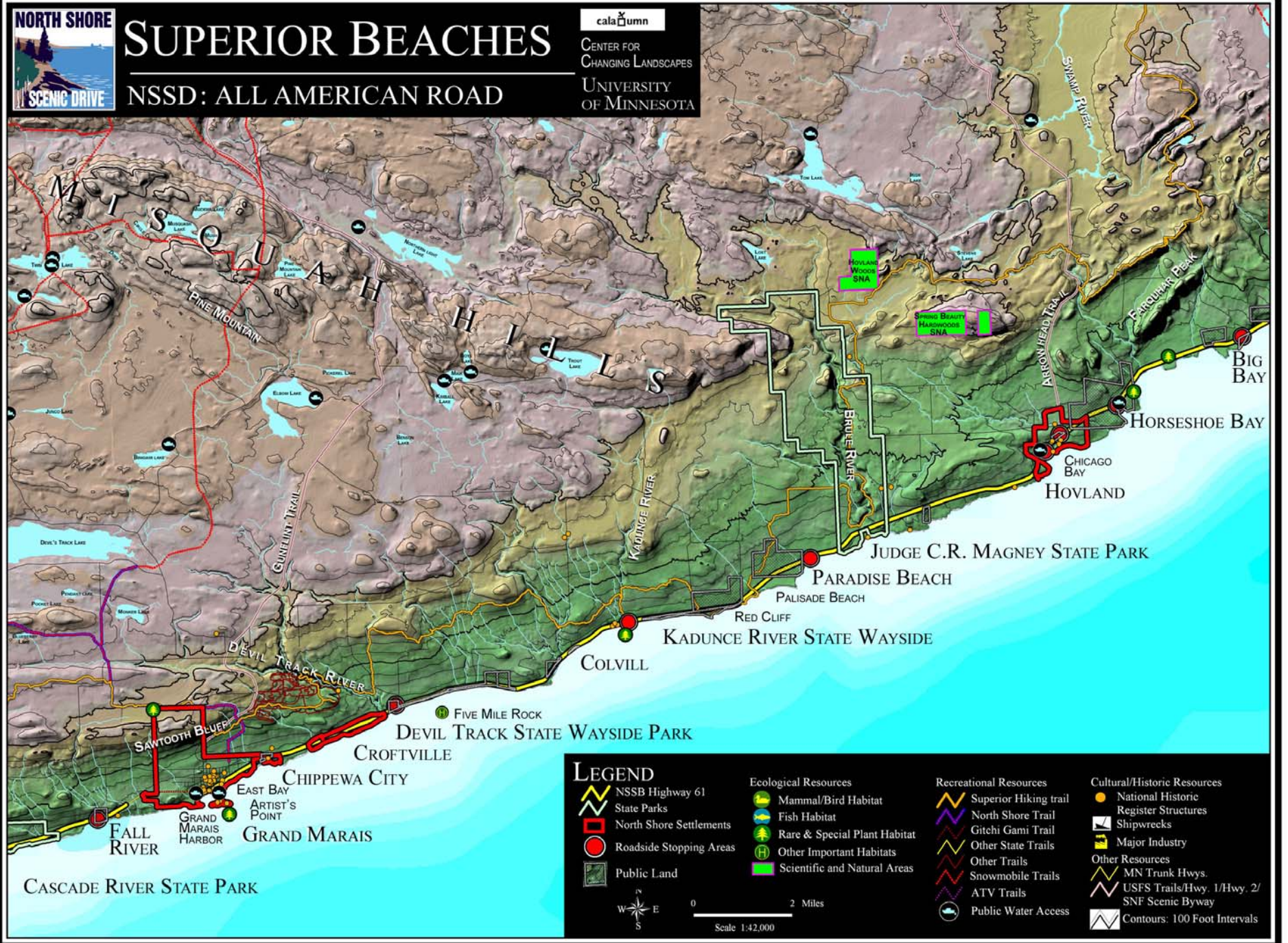
Hovland's deepwater dock was built at the turn of the century to accommodate steamboat traffic. Vast stands of pine occurred again along the shore near Hovland and inland as well. Many log rafts were floated out of Chicago Bay to sawmills across the lake. Hovland is no longer as busy as it once was. The town has no visible economy. Old fish houses still line the shores of the bay as reminders of the past. Sport anglers have replaced the commercial fishermen.



SUPERIOR BEACHES

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PLANNING FRAMEWORK

Northern Passage District

The North Shore's character from Hovland to the international border is perhaps the most scenic, native, and wild in all of Minnesota. The road winds through the Grand Portage Indian Reservation. The Grand Portage community celebrates Native American, British, and French influences at the reconstructed trading post. The post served as a hub in the fur trade empire and as a gateway into the vast inland waterway that provided access to the interior of the continent via the Pigeon River, Rainy River, and numerous portage trails. Grand Portage State Park, along the international border, provides public access to the Pigeon River and the tallest waterfall in Minnesota.

The road follows the rugged and rocky shoreline in this district offering superb views of Lake Superior. Dramatic landforms rise vertically in the landscape. Lava cooled vertically inside cracks in the earth's crust here, rather than as horizontal flows on the surface of the earth as occurred elsewhere on the North Shore. Erosion of softer deposits now reveals the steep resistant ridges of lava. The road rises to great heights to cross a ridge at Mount Josephine, offering one of the most spectacular views in the entire state. The lack of settlement along the road throughout the Grand Portage Reservation enhances the character of solitary, isolated wilderness.

Grand Portage has been the site of Native American settlement for centuries. The Ojibway summered in homes at Grand Portage Bay on Lake Superior and wintered at inland camps. The 9-mile trail avoided a series of waterfalls on the Pigeon River that dropped almost 700 feet in its last 20 miles, including the 120-foot High Falls, the highest falls in Minnesota. The Pigeon River waterway provided access to the chain of lakes and rivers that led to the vast interior plains of Canada.

From 1731 to 1803 the trading post at Grand Portage became the inland headquarters of a worldwide fur trade. Trade routes stretched 6,000 miles from Montreal in the east to Lake Athabasca in the northwest. Voyageurs spent the winter trapping and trading with the Ojibway for beaver furs. At ice-out in the spring they paddled 3,000 miles through the continent's interior to arrive in Grand Portage by July. At the same time, partners of the North West Company paddled 3,000 miles through the Great Lakes from Montreal with trade goods. Hundreds of traders met in a flurry of trading activity that lasted for two weeks every summer during the Rendezvous. At the conclusion of business, a year's worth of income was often spent drinking, dancing, and celebrating before returning 3,000 miles to the loneliness of the north woods before the waterways froze.

After losing the French and Indian War in 1763, France ceded Canada to Great Britain. During the American Revolution (1776 - 1783), the British military dispatched soldiers to Grand Portage to protect the valuable trade routes. The Louisiana Purchase in 1803 turned the remaining French holdings in North America over to the United States. The North West Company moved their operations north to Fort William in 1804 to avoid paying import duties. President Thomas Jefferson dispatched Lewis and Clark to map the new territory and chart a water route across the continent in 1804. Fort Snelling was built in 1820 to create an American presence in the northwoods, but the fur trade began its decline in the 1840s due to changing fashions and diminished beaver populations in North America. The Treaty of La Pointe in 1854 created the Grand Portage Indian Reservation and opened the North Shore for settlement.

Grand Portage National Monument consists of the restored North West Company Stockade and Depot. It includes re-enactments of the amazing story of the fur trade. Today, the pristine natural beauty and dramatic topography of northeastern Minnesota can be experienced by hiking the 9-mile portage trail to Fort Charlotte, or by climbing Mount Rose and Mount Josephine for scenic views of the bay. Breathtaking displays of color are available in the fall. There are over 100 miles of exclusive snowmobile trails in the area. The Grand Portage Lodge & Casino is available to travelers and the rugged Isle Royale National Park is just a three-hour boat ride away.

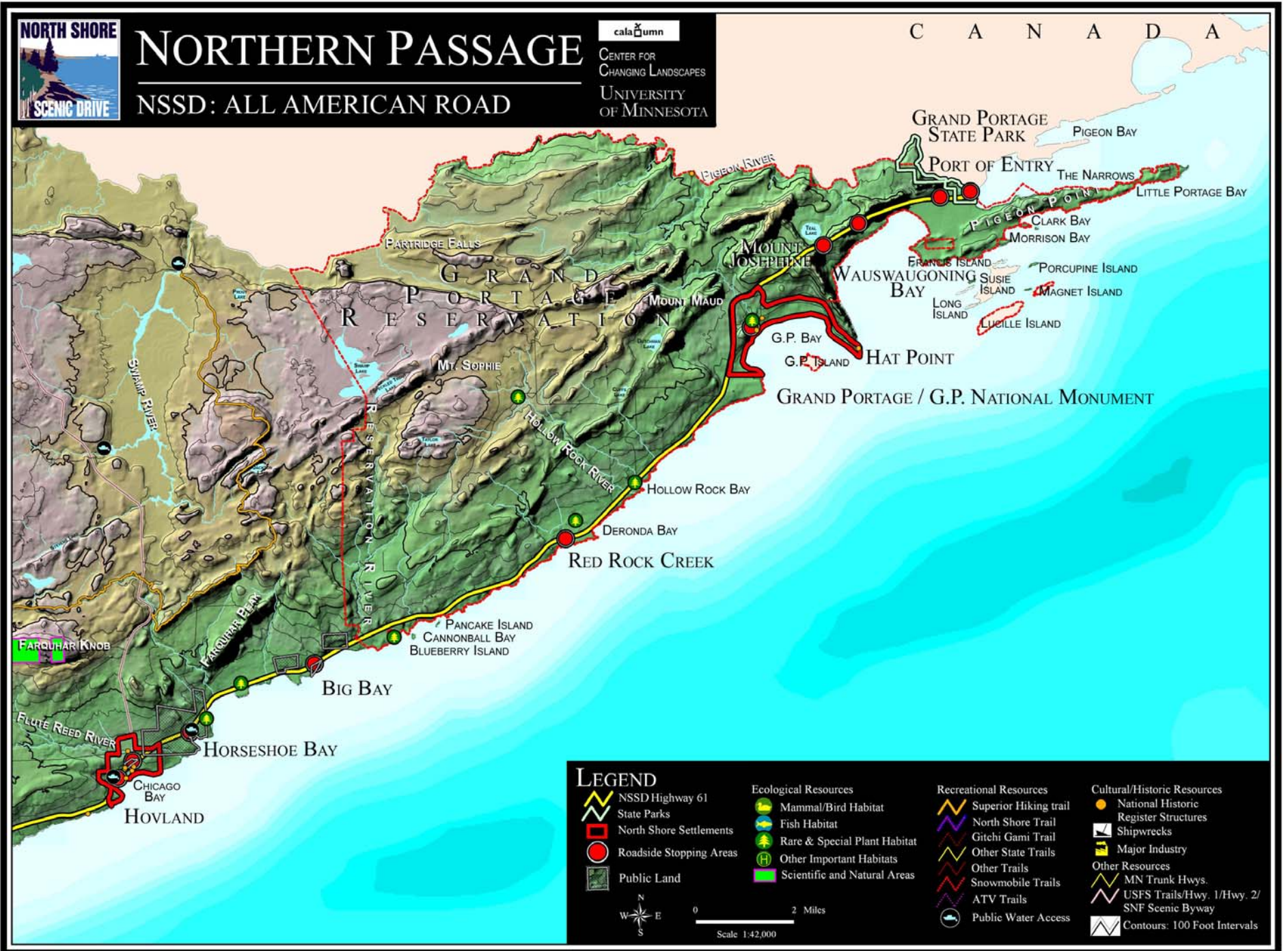
Grand Portage State Park was authorized in 1989 to protect the river and make the 120-foot High Falls accessible to the public. The small park is developed for day use only, with trails, overlooks, and a picnic area.



NORTHERN PASSAGE

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PLANNING FRAMEWORK

Nodes

Nodes are major stopping points along the North Shore Scenic Drive All-American Road that offer access to many of the region's amenities and intrinsic qualities. They are located at transition points where the character of the North Shore begins to change from one district to the next. In most cases, they are also the largest population centers on the North Shore. They are places where people live and where travelers stop. Because they provide access to many of the North Shore's amenities and intrinsic qualities, they are places that offer the potential to inform people about additional interpretive opportunities along the North Shore.

Two Harbors:

Natural: Skunk Creek, Waterfowl, Agates, Flood Bay

Cultural: Scandinavian, 3M Museum, Depot Museum, County Fair, Folk Festival, Harbor Fest, Heritage Days

Historic: Ore Docks, North Shore Scenic RR, Samuel P. Ely Shipwreck, Whiskey Row waterfront, Three Spot locomotive, Edna G. tug,

Recreational: Superior Hiking Trail, Lake Superior Water Trail, North Shore Snowmobile Trail, Gitchi Gami State Bike Trail,

Burlington Bay Municipal Campground, Agate Bay and Burlington Bay Public Water Access Boat Launches, Grandpa Woo III

Excursion boat, Charter Boats, Lakeview National Golf Course, Antiques & Souvenir Shopping, R.J. Houle Visitors Center

Scenic: Agate Bay and Burlington Bay lake views, Pork City Hill overlook, Lighthouse, Highway 2 junction

Beaver Bay:

Natural: Beaver Bay Complex intrusion, Beaver River, Agates

Cultural: German and Swiss, John Beargrease, Beaver Bay Museum, Smelt Fry

Historic: Indian Cemetery

Recreational: Superior Hiking Trail, Lake Superior Water Trail, North Shore Snowmobile Trail, Gitchi Gami State Bike Trail, Beaver River trout fishing, Antiques & Souvenir Shopping, Silver Bay Marina

Scenic: Beaver River waterfalls,

Tofte:

Natural: Superior National Forest District Office

Cultural: Norwegian, North Shore Commercial Fishing Museum, Fourth of July Fireworks,

Historic: Pier, logging, commercial fishing

Recreational: Superior Hiking Trail, Lake Superior Water Trail, North Shore Snowmobile Trail, Gitchi Gami State Bike Trail, Sawbill Trail, Antiques & Souvenir Shopping, Tofte Town Park Public Water Access Boat Launch,

Boundary Waters Canoe Area Wilderness

Scenic: Carlton Peak, Britton Peak,

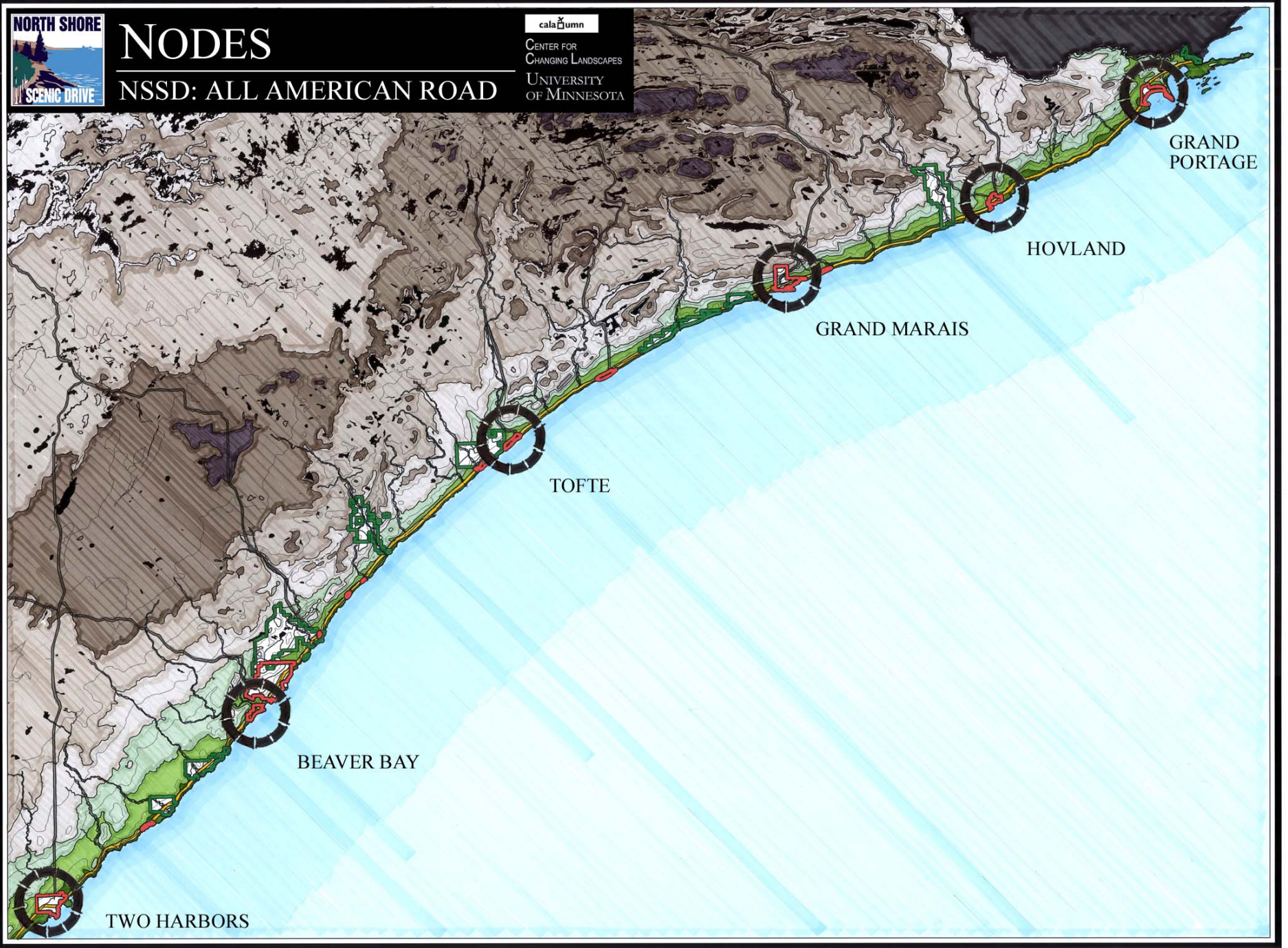


NODES

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PLANNING FRAMEWORK

Nodes

Grand Marais:

Natural: Grand Marais Arctic Disjunct plant community, Gunflint Magnetic Rock

Cultural: Scandinavian, Grand Marais Artists Colony, Fisherman's Picnic, Playhouse, Dog Days Winter Carnival, North

House Folk School

Historic: Grand Marais American Fur Co. Post Fishing Station, logging

Recreational: Superior Hiking Trail, Lake Superior Water Trail, North Shore Snowmobile Trail, Gitchi Gami State Bike Trail, Gunflint Trail, Antiques & Souvenir Shopping, Coast Guard Station Public Water Access Boat Carry-in, Charter Boats, Two Island Lake, Devil Track Lake, Elbow Lake, Boundary Waters Canoe Area Wilderness, Grand Marais Golf Course, Grand Marais Municipal Campground

Scenic: Beach, Harbor, Lighthouse, Artist's point

Hovland:

Natural: Flute Reed River, Hovland Woods SNA

Cultural: Norwegian

Historic: Hovland Dock, abandoned CCC Camp, Old Settlers Cemetery

Recreational: Superior Hiking Trail, Lake Superior Water Trail, North Shore Snowmobile Trail, Gitchi Gami State Bike Trail, Arrowhead Trail, Horseshoe Bay Public Water Access Boat Launch, Flute Reed River trout fishing,

Scenic: Chicago Bay, Hovland Lookout

Grand Portage:

Natural: Susie Islands arctic disjunct plant community, Rove Formation shales, Pigeon Point cuesta, Logan Intrusion lava dikes, Witch Tree,

Cultural: Grand Portage Indian Reservation, Grand Portage National Monument, Rendezvous Days,

Historic: Grand Portage Stockade and Great Hall, The Grand Portage, Revolutionary War,

Archeological: Grand Portage Stockade and Great Hall

Recreational: Public Water Access Boat Launch, Wenonah and Voyageur II excursion boats to Isle Royale, Casino, Grand Portage Reservation snowmobile trail

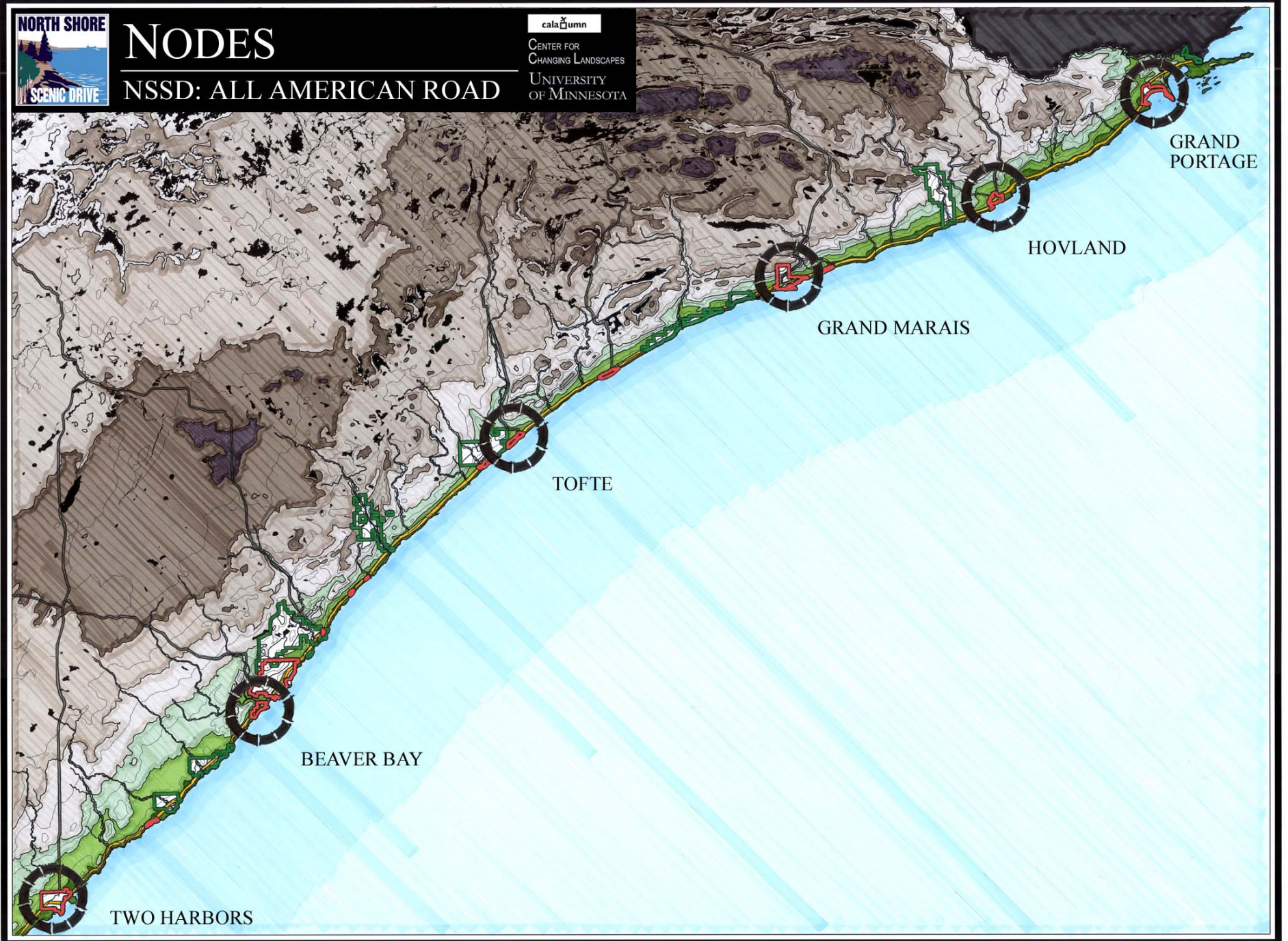
Scenic: Grand Portage Bay, Mount Rose, Mount Josephine, Hat Point, Pigeon River, High Falls



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PLANNING FRAMEWORK

Two Harbors Node

Two Harbors is the trailhead of the regional network of trails. The land around Two Harbors is a broad glacial till plain, except for a single, rugged, volcanic intrusion that forms Silver Cliff and Lafayette Bluff. The Ojibway knew the Two Harbors area as *Wasswawinig*, “the place to spear fish at night by torch light.” The Treaty of La Pointe removed the Ojibway to reservations at Leech Lake, White Earth, and Grand Portage in 1855.

Thomas Sexton, a bridge builder from Duluth who was born in Ireland, moved to Agate Bay in 1855, to take up fishing and stake a mining claim for copper that was common across the lake in Michigan. The town of Burlington was first platted in 1856 at the site of a former Indian village, but did not develop immediately. During the financial panic of 1857 Agate Bay, Gooseberry, Little Marais, Encampment, Stewart’s River, Flood’s Bay, Silver Creek, and all the other settlements between Duluth and Grand Portage, except Beaver Bay, were abandoned. After the Civil War ended in 1865 people began moving back to the North Shore. Burlington survived primarily as a fishing center.

Copper was never discovered on the North Shore, but iron ore was discovered inland. Charlemagne Tower, an eastern financier from Philadelphia, launched the 68-mile Duluth & Iron Range Railroad to the Vermilion Iron Range in 1882. All the land in town was bought and controlled by the railroad company, except for Sexton’s claim. A sawmill was built to aid construction of the railroad, and the surrounding forests were logged to supply building materials. Dock No. 1 was built to unload supplies in 1883. Dock No. 2 was built in 1884 to ship iron ore out.

An unsavory and bawdy “Whiskey Row” developed along the waterfront. Its 22 saloons and several hotels were described as “hell’s four acres.” In 1884, the first locomotive, the *3-Spot*, arrived by ship from Duluth. The first shipment of iron ore arrived in Two Harbors in 1884. The tiny community flourished as a harbor town and railroad center. Four more wooden docks were added by 1907 to handle the increase in iron ore traffic.

The shanties of “Whiskey Row” burned to the ground in 1885 and a new town was platted with wide streets, public squares, and a reliable water supply. In 1888 Burlington merged with Agate Bay to form Two Harbors and replaced Beaver Bay as the county seat. A railroad connecting Duluth to Two Harbors made traveling to Two Harbors easier and more comfortable after 1888. The Two Harbors Lighthouse was built in 1891-2 in response to the increase in boat traffic. It is the oldest lighthouse on the North Shore. The steam powered tug *Edna G* arrived in 1896.

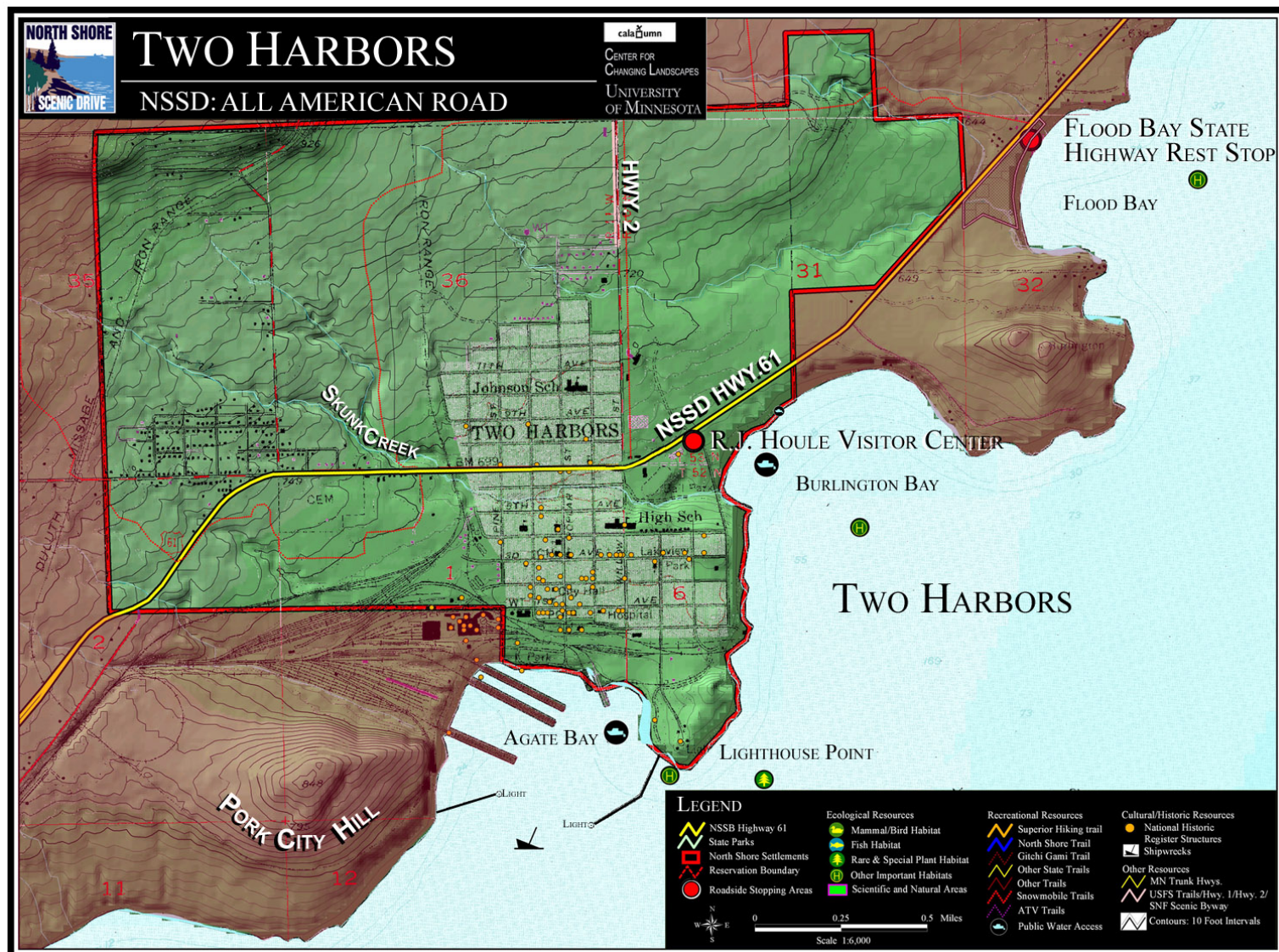
The First Presbyterian Church was dedicated in 1888. The Bank of Two Harbors was founded in 1889. The Scandinavian Cooperative Merchantile Company was the largest building in town in 1893. Telephone service reached Two Harbors in 1895. The first library was built in 1897. A power plant supplied electricity in 1900. The Grand Opera House was built in 1906 and the Carnegie Library in 1908. World War I spurred demand for iron ore. Mining and railroad companies underwent consolidation during the Great Depression. The Civilian Conservation Corps established 12 camps along the North Shore during the Great Depression, putting unemployed men to work building roads, schools, bridges, state parks, and replanting logged forests. World War II further increased demand for iron ore shipments. Fishing, and to lesser extent logging, supplied additional incomes to local residents. Farming was never very successful in the rocky area around Two Harbors.

Today, the refuge offered by Two Harbors is an important stopping point for migrating waterfowl. Skunk Creek provides rare plant habitat. The shoreline is a popular spot for finding agates. With a 2000 population of 3,556, Two Harbors celebrates its lively heritage with the County Fair, Folk Festival, Harbor Fest, and Heritage Days. The *3-Spot* locomotive and *Edna G* tug are on display in the historic harbor area, near the Depot Museum. The North Shore Scenic Railroad makes scenic excursions from Duluth to Two Harbors. Scuba divers visit the Samuel P. Ely shipwreck.

Highway 2 provides access to Ely, the Iron Range, and inland lakes and forests. Miles of hiking and snowmobile trails surround Two Harbors. Charter and excursion boats are available, as is a boat launch, a municipal campground, and golf course. The R.J. Houle visitor center provides information to travelers. A wide variety of shopping and lodging is available.

The Minnesota Mining and Manufacturing Company (3M) was founded in Two Harbors to mine abrasives for the making of sandpaper in 1902. By 1910, it became apparent that 3M's mineral holdings on the North Shore were of questionable value and the company moved to St. Paul. In 1916 the mining plant at Crystal Bay was converted to a sawmill. The company's fortunes reversed during World War I with the development of dozens of innovative new products.

Eventually, 3M divested itself of the North Shore mining properties. Forty acres were sold to Rudolph Illgen for an early tourist resort at the site of Illgen City. Another forty were donated to the state for Baptism River State Park (now part of Tettegouche State Park) in 1947. The remainder was donated to the Nature Conservancy, which in turn gave the state the entire acreage at Crystal Bay when Tettegouche State Park was formed. The Conservancy also contributed Carlton Peak for inclusion in Temperance River State Park. One additional parcel at Kennedy Landing east of Crystal Bay remains in Conservancy ownership.





PLANNING FRAMEWORK

Beaver Bay Node

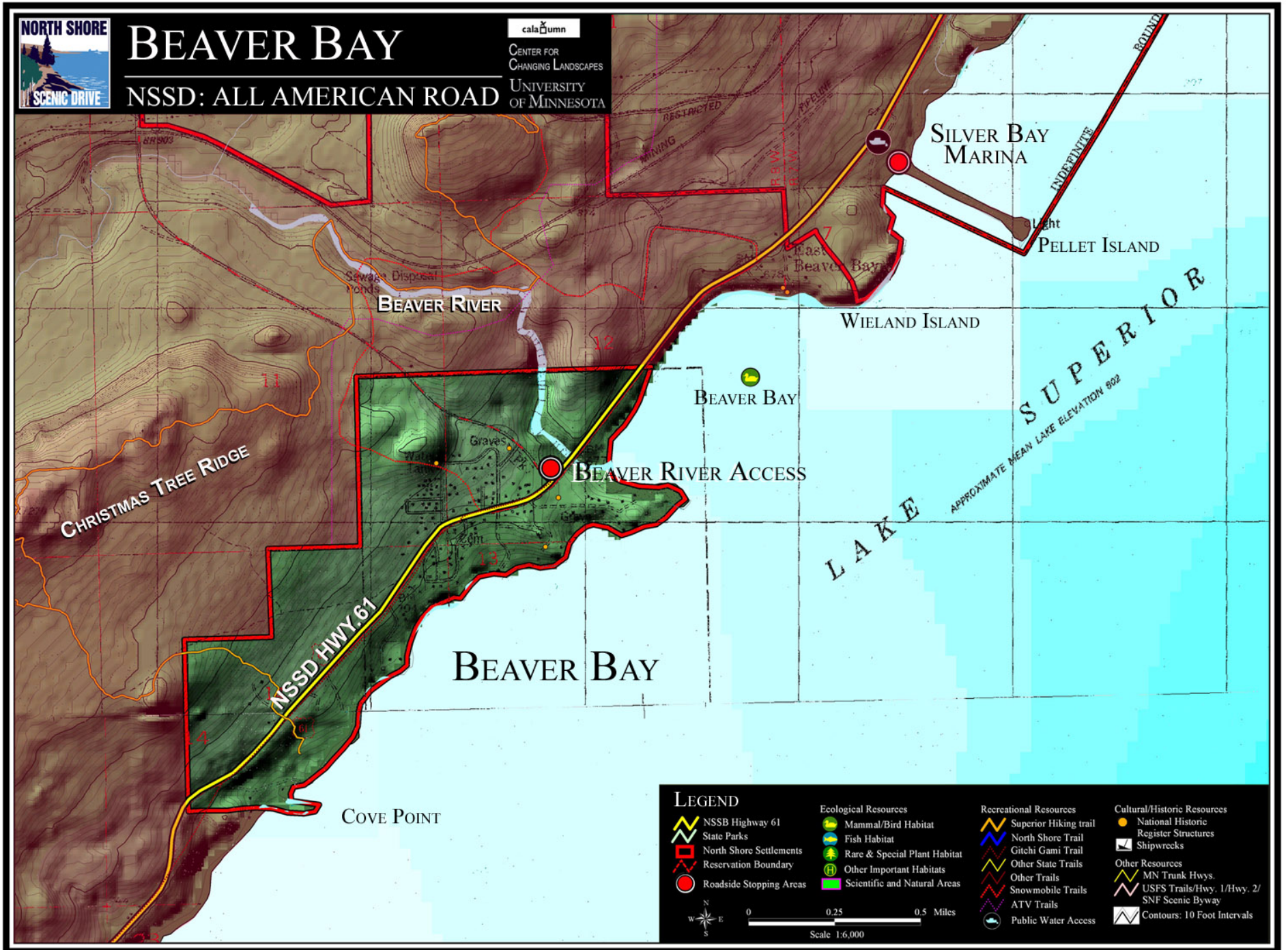
Beaver Bay was settled in 1856 by an agricultural colony of German and Swiss farmers, shortly after the Treaty of La Pointe opened the North Shore to settlement. Thin, rocky soils on the rugged Beaver Bay Complex of volcanic intrusions, combined with a short growing season, made farming difficult, and many of the original farmers left. Beaver Bay is, however, the oldest continuously inhabited community on the North Shore. Those who remained turned to logging pine to survive. The first sawmill on the Beaver River was constructed in 1859 by the Wieland Brothers Lumber Company. Lumber was used for local home construction. Excess lumber was sold to markets across the lake in Michigan.

Beaver Bay's Ojibway residents arrived several years after the first white settlers and worked as trappers, supplying the German settlers with fresh meat to supplement their diet of fish and potatoes. Moose and caribou were abundant in the forests around Beaver Bay. White-tailed deer and wolves did not arrive until 1871, when logging's impact on the forest began to be felt. As the pine supply was exhausted, loggers moved on, or found other work as postmasters and teachers in the community. Building logging roads and rail lines was another source of additional income. Produce and tanned leather pelts were traded for goods at Albert's general store.

Everyone was expected to contribute to the well-being of the community. John Beargrease, the son of Chief Beargrease, was a diligent U.S. mail carrier who delivered mail along the difficult terrain of the North Shore from 1887 to 1890. He kept local residents from Two Harbors to Grand Marais in touch with the outside world. He hiked, sailed, rowed, and dogsledded in all weather conditions. His rough trail was later selected as the route for Lake Superior International Highway in 1924, the first road to connect the communities along the North Shore. John Beargrease died in 1910 from pneumonia after rescuing another mail carrier caught in a storm on the lake and is buried in the Indian Cemetery in Beaver Bay. He is the namesake of the annual John Beargrease Sled Dog Marathon.

The Beaver River supports a smelt run in the spring and shore fishing for stream trout. Agates are abundant on the beach at the river's mouth. Steelhead and trout fishing in the Beaver River has declined in recent years after the Minnesota Department of Natural Resources (MN-DNR) removed all the beaver dams. Salmon stocked by MN-DNR in Lake Superior have reduced smelt numbers as well.

With a 2000 population of 547, Beaver Bay celebrates its heritage with an annual smelt fry. Waterfalls on the Beaver River are adjacent to the downtown area. Hiking and snowmobile trails provide access to the rugged, inland forests. A wide variety of shopping, eating, and lodging services are available in Beaver Bay. Tourist information is available at the Beaver Bay Museum.





PLANNING FRAMEWORK

Tofte Node

Tofte was originally settled by three Norwegian fishermen in 1893. The rugged shore of Lake Superior reminded them of Norway. Brothers Andrew and John Tofte and their brother-in-law Hans Engelson sold lake trout and bluefin to markets in Duluth, the Twin Cities, and Chicago. The Tofte pier was an important landing point for travelers along the North Shore before communities were connected by road. The North Shore Commercial Fishing Museum, located in Tofte, tells the story of fishermen on Lake Superior, pulling fish from their nets by hand in tiny skiffs and the deadly storms that were quick to stir up the big lake.

Carlton Peak, just to the north of Tofte, is the highest peak on the North Shore. It rises 927 feet above Lake Superior and 1,529 feet above sea level. A quarry on the face of Carlton Peak supplied the rock to build Taconite Harbor's breakwater and results in dramatic vistas of the North Shore from the top of the quarry. At one time, Carlton Peak was owned by 3M.

Tofte is the gateway to Superior National Forest with an extensive network of hiking and snowmobile trails. The U.S. Forest Service maintains a ranger station in Tofte where it issues permits to enter the Boundary Waters Canoe Area Wilderness. The Sawbill Trail winds 23 miles through Superior National Forest to scenic Sawbill Lake on the edge of the Boundary Waters Canoe Area Wilderness, and provides access to numerous inland lakes and backcountry forest campgrounds. Outfitters and resorts in Tofte and at Sawbill Lake provide services to outdoor adventurers.

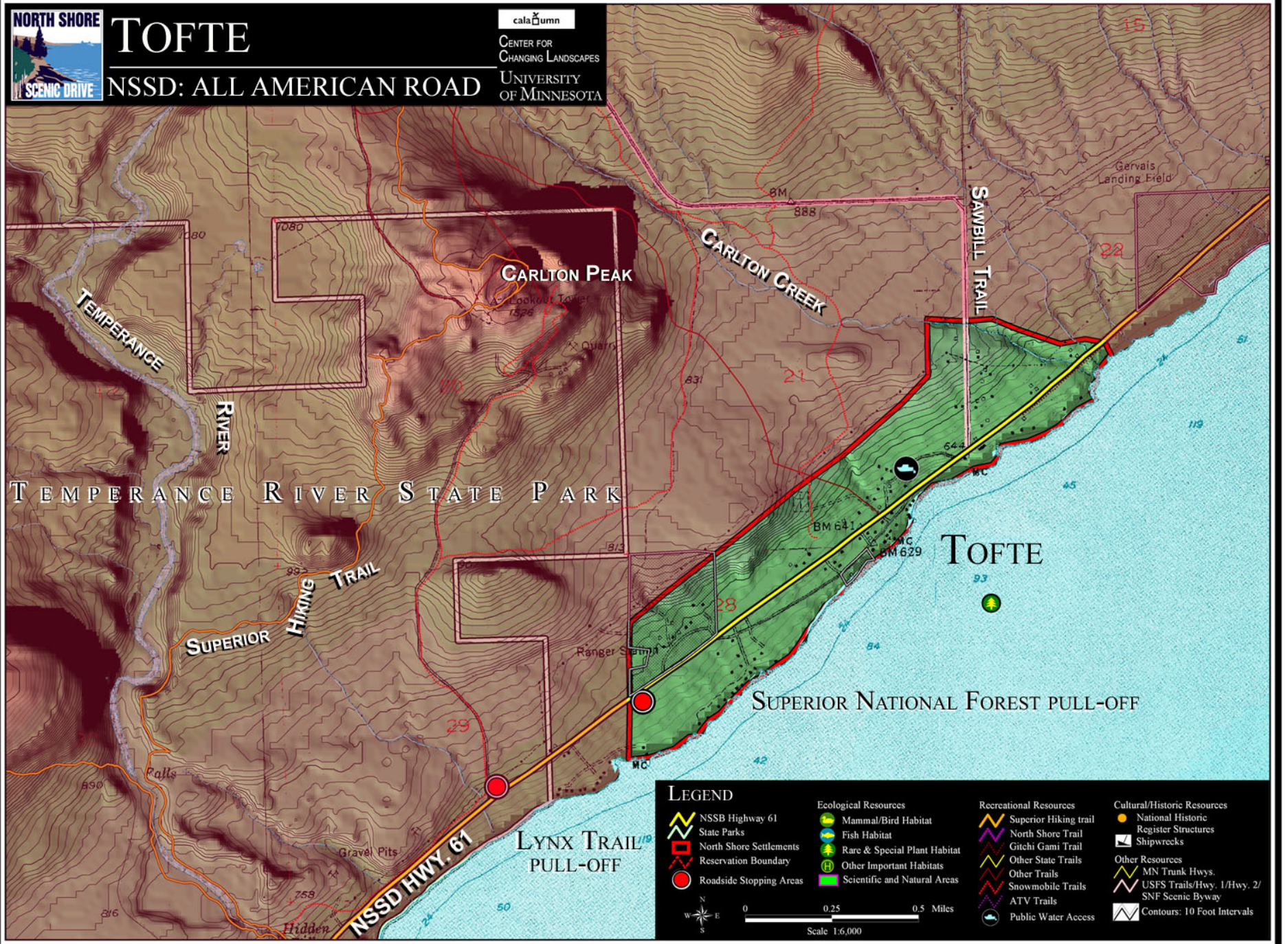
Tofte maintains picnic facilities and a public boat launch in its town park and celebrates its heritage with a fireworks display every Fourth of July.



TOFTE

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PLANNING FRAMEWORK

Grand Marais Node

The Grand Marais harbor is the result of the same process that formed the Sawtooth Mountains. The outer barrier is a tilted lava flow that then dips beneath water level before gradually rising up on the shore again. This tombolo, known as Artist's point, is a barrier island that has been connected to the shore with gravel deposited by lake currents to form the harbor. The serrated peaks of the Sawtooth Mountains are visible down the shore from Grand Marais' harbor. Originally, the harbor was quite swampy. Rare arctic plant communities survive the cruel conditions on Artist's point.

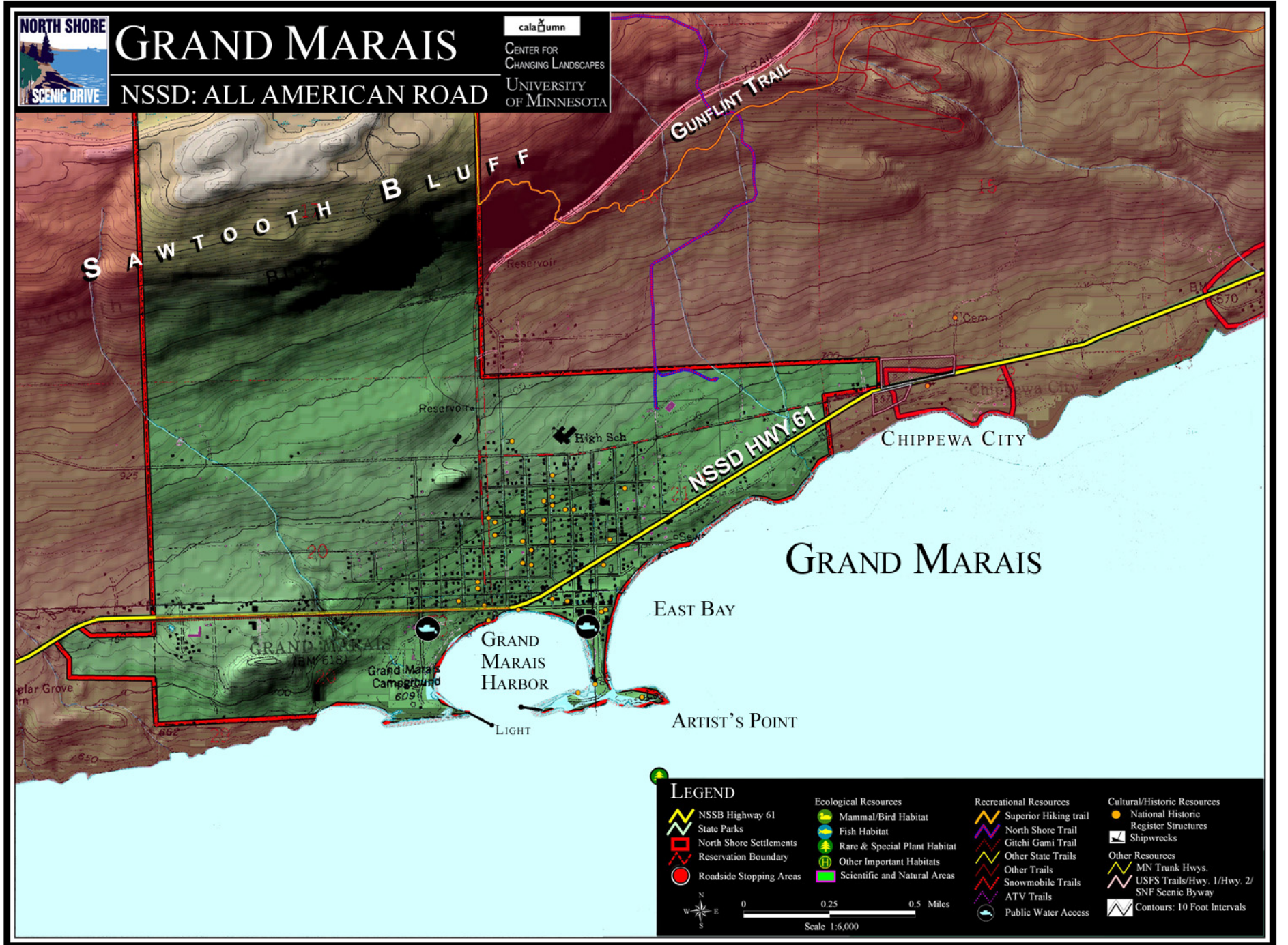
Grand Marais was first inhabited in 1775 as a fur trade harbor by French voyageurs on their travels up and down the shore from Grand Portage. Grand Marais means "great marsh" in French. The American Fur Company built a trading post and fishing station at Grand Marais in 1823. By 1842, however, it was abandoned with the end of the fur trade. The first settlers arrived in 1854, shortly after the Treaty of La Pointe, but they abandoned the site again in 1858 during a national financial panic. Not until 1871 was the village of Grand Marais founded by three Scandinavians, Hazael Mayhew, Sam Howenstine, and Ted Wakelin.

In the days when all North Shore transportation was by water, the harbor at Grand Marais was an important stopping point. The founding fathers operated a small trading post amidst their cluster of cabins and wigwams to serve the needs of area trappers, prospectors, and fishermen. Over time the harbor was enlarged and the marsh removed. Gravel from Grand Marais was shipped to Duluth where it was used to build city streets. The harbor's east pier was constructed in 1884. The lighthouse was added in 1886. The west pier was finished in 1904. The Cook County Historical Society Museum is now located in the lightkeeper's residence.

Fishing and logging was the mainstay of the economy, but by the turn of the century tourists began arriving to hunt, fish, and enjoy the outdoors. The cool, crisp, pollen free air attracts hay fever sufferers seeking relief from allergies. The area's natural beauty inspires artists and in 1947, Minneapolis artist Birney Quick founded the Grand Marais Art Colony, to offer classes, lectures, workshops, and exhibits. Today, the Grand Marais Playhouse, North Shore Music Association, and North House Folk School add to the cultural opportunities in Grand Marais and enhance its widespread reputation for being one of the most charming cities along the North Shore, where civilization meets the north woods.

The focus in Grand Marais remains on enjoying the great outdoors. The Gunflint Trail, itself a Scenic Byway, extends inland through Superior National Forest to Lake Saganaga on the edge of the Boundary Waters Canoe Area Wilderness and the Canadian Border. Resorts and outfitters provide access to pristine lakes and streams along its 63 mile length. Anglers fish for cold water species like lake trout, whitefish, northern pike, and suckers. Walleye pike, smallmouth bass, brook trout, rainbow trout, and splake have also been introduced to these waters.

With a 2000 population of 1,237, Grand Marais celebrates its heritage annually with a Fisherman's Picnic, Dog Days Winter Carnival, and Northern Lights. The superb natural harbor attracts boaters, beachcombers, and sightseers. The Coast Guard maintains a public boat launch or charter boats are for hire. Hiking is available on the Pincushion and Superior Hiking Trails. Mountain biking is popular on backroads. There are 155 miles of groomed cross country ski trails within 30 minutes of town. Snowmobile trails go straight into the woods. The 9-hole Gunflint Hills Golf Course is located on the edge of town. Rock collecting and shopping are favorite pastimes. The Municipal Campground includes an olympic-sized swimming pool, sauna, whirlpool, and showers.





PLANNING FRAMEWORK

Hovland Node

Hovland was settled in 1888 by Norwegian fishermen and loggers who homesteaded at the mouth of the Flute Reed River. It was named by Anna and Ole Brunes after her grandfather's estate in Norway. Hovland was among the earliest tourist destinations on the North Shore with shops, hotels, a school, and a church. Old Settlers Cemetary was established in 1894. Fishing was so good, the town proclaimed itself the "Lake Trout Capital of the World." The state record 43 pound 8 ounce lake trout was caught by G. H. Nelson of Hovland in 1955.

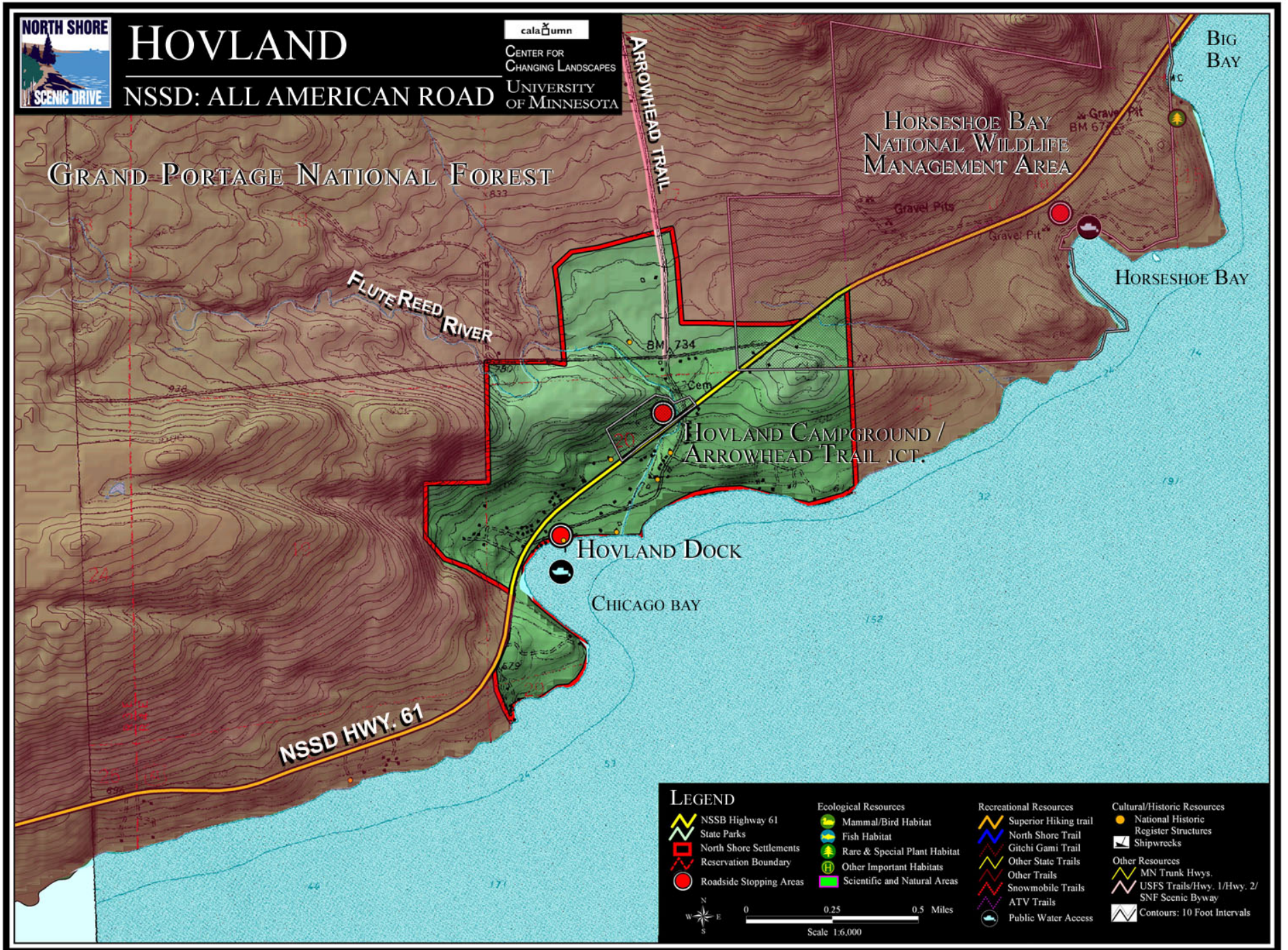
Hovland's deepwater dock was built at the turn of the century to accomodate steamboat traffic. Vast stands of pine occurred again along the shore near Hovland and inland as well. Many log rafts were floated out of Chicago Bay to sawmills across the lake. Hovland is no longer as busy as it once was. The town has no visible economy. Old fish houses still line the shores of the bay as reminders of the past, but sport anglers have now replaced the commercial fishermen.

During the Great Depression, a Civilian Conservation Corps camp operated in Hovland, providing work for unemployed men building roads, bridges, state parks, and replanting the forests that had been decimated by loggers at the turn of the century. Hovland Lookout Tower, at 1777 feet, is an excellent place to take in the fall colors or for spectacular views out over the forest to Lake Superior.

The Arrowhead Trail quietly winds its way eighteen miles north to McFarland Lake on the edge of the Boundary Waters Canoe Area Wilderness. The road was cut through the woods by prospector John McFarland in the 1890s. There are no resorts or outfitters along the Arrowhead Trail, just wilderness, though portions of the forest have been clear-cut. It is a good place to view wildlife like, moose, black bear, eastern gray wolves, pine martens, bald eagles, and spruce grouse. Trout fishing remains a popular activity in the Flute Reed River.

There are no groomed trails through the forest in and around Hovland. Hovland Woods Scientific and Natural Area, at 2,805 acres, is the largest forested scientific and natural area in Minnesota. It contains old-growth stands of virgin pine forest that are now rare in such large blocks. Some of the stands date from fires in 1755-59. The watershed of the Swamp River has been cited as a "significant site of biodiversity" in the Great Lakes Basin.

Adjacent to Hovland Woods SNA, 3 miles north of Hovland, is the 400 acres of Spring Beauty Northern Hardwoods SNA. It contains stands of rare, old-growth, northern hardwoods forest. The location of this forest along the northern edge of its normal range make it particularly significant. A continuous canopy of old-growth sugar maple arches over lower-growing maple species. White cedar, white spruce, white pine, and yellow birch occur occasionally, their numbers diminished after portions were logged.





PLANNING FRAMEWORK

Grand Portage Node

Grand Portage has been the site of Native American settlement for centuries. The Ojibway summered in homes at Grand Portage Bay on Lake Superior making maple sugar, gathering berries, fishing, and hunting game animals. They wintered at inland camps harvesting wild rice, and trapping fur bearing animals. The 9-mile trail avoided a series of waterfalls on the Pigeon River that dropped almost 700 feet in its last 20 miles, including the 120-foot High Falls, the highest falls in Minnesota. The Pigeon River waterway provided access to the chain of lakes and rivers that led to the vast interior plains of Canada. The two major routes into the interior of the continent were via Hudson Bay, as preferred by the British, and via the Great Lakes, as preferred by the French. When La Verendrye established a french fur trading post at Grand Portage in 1731, it was the first white settlement in Minnesota.

From 1731 to 1803 the trading post at Grand Portage became the inland headquarters of a worldwide fur trade. Trade routes stretched 6,000 miles from Montreal in the east to Lake Athabasca in the northwest. Voyageurs spent the winter trapping and trading with the Ojibway for furs. At ice-out in the spring they paddled 3,000 miles through the continent's interior to arrive in Grand Portage by July. At the same time, partners of the North West Company paddled 3,000 miles through the Great Lakes from Montreal with trade goods. Hundreds of traders met in a flurry of trading activity that lasted for two weeks every summer during the Rendezvous. At the conclusion of business, a year's worth of income was often spent drinking, dancing, and celebrating before returning 3,000 miles to the loneliness of the north woods before waterways froze up.

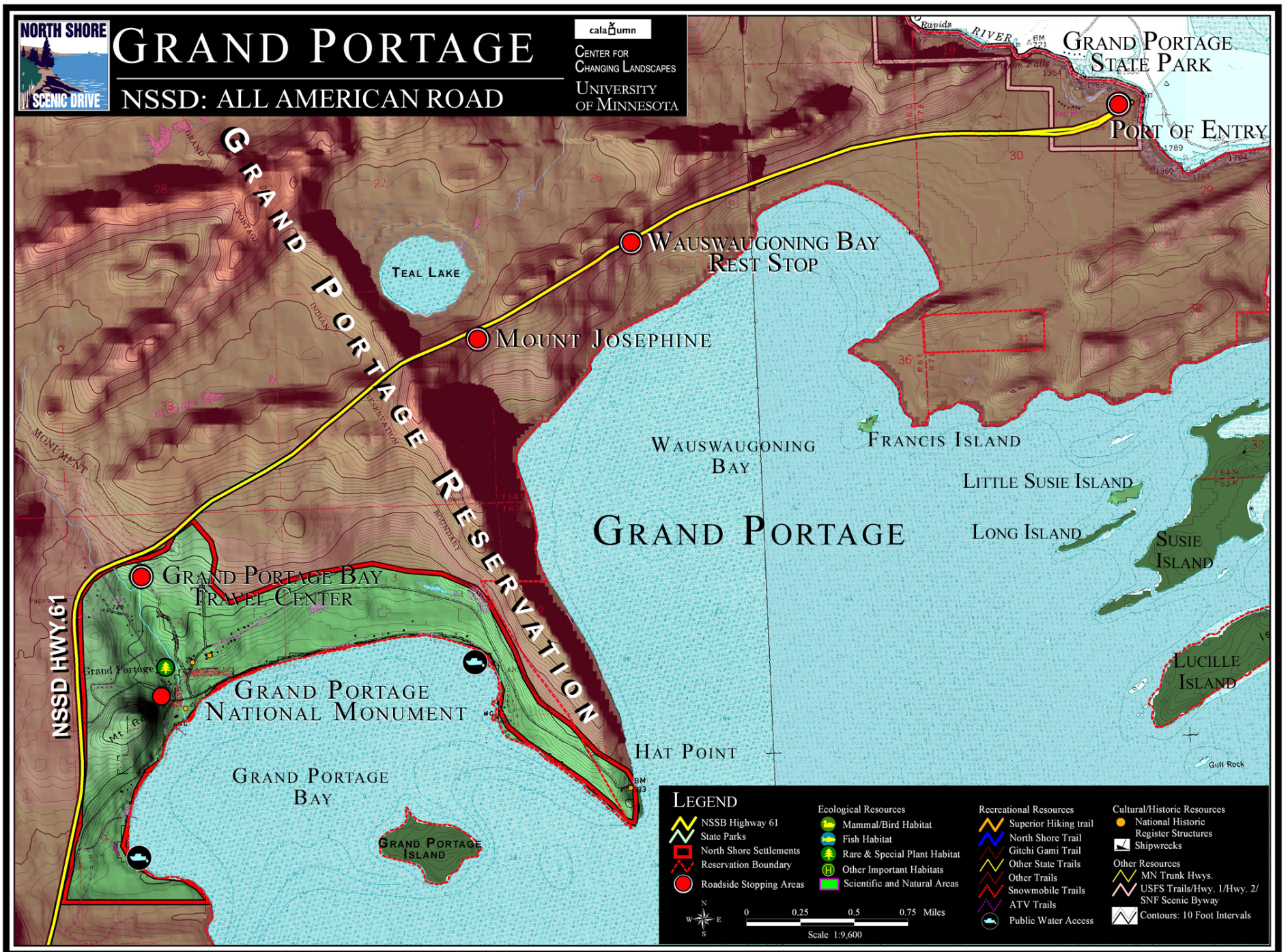
After losing the French and Indian War in 1763, France ceded Canada to Great Britain. Scottish businessmen in Montreal formed The North West Company in 1779 and chose Grand Portage to be their field headquarters. French Voyageurs continued to roam the northwoods, however, trading with the Indians for their furs and selling them to the British at their trading posts. During the American Revolution (1776 - 1783), the British military dispatched soldiers to Grand Portage to protect the valuable trade routes. The Louisiana Purchase in 1803 turned the remaining French holdings in North America over to the United States. The North West Company moved their operations north to Fort William in 1804 to avoid paying import duties. President Thomas Jefferson dispatched Lewis and Clark to map the new territory and chart a water route across the continent in 1804.

During the War of 1812, Congress excluded foreigners from trading in the United States, but with no way to enforce this law, French voyageurs continued to operate their fur trade. Fort Snelling was built in 1820 to create an American presence in the northwoods. John Jacob Astor founded the American Fur Company in 1808 and established a trading post and fishing camp at Grand Portage in 1836, but the fur trade began its decline in the 1840s due to changing fashions and diminished beaver populations in North America. The Treaty of La Pointe in 1854 created the Grand Portage Indian Reservation and opened the North Shore for settlement.

Grand Portage National Monument consists of the restored North West Company Stockade and includes historic re-enactments. Today, you can experience the pristine beauty and dramatic topography of northeastern Minnesota by hiking the 9-mile portage to Fort Charlotte, or by climbing Mount Rose. Breathtaking displays of color are available in the fall. There are over 100 miles of snowmobile trails in the area. The luxurious comfort of Grand Portage Lodge & Casino is available to travelers and the rugged Isle Royale National Park is just a three-hour boat ride away.

Witch Tree, a 400 years old white cedar standing on the shore of Hat Point, was visited by La Verendrye on his travels. The Ojibway call this tree Spirit Little Cedar and left tobacco offerings at its base to ensure safe passage on Lake Superior. The site was closed to the public in 1991 to protect the tree. Guided tours from Grand Portage Lodge are now the only way to visit Witch Tree.

Grand Portage has the only log school building in the state, and Holy Rosary Catholic Church is the oldest catholic church still standing in Minnesota.. On the reservation you can still find people living off the land; hunting, trapping, and fishing. The Grand Portage Lodge and Casino have greatly increased economic opportunities for the Ojibway.





PLANNING FRAMEWORK

Stopping Areas

There are at least 62 stopping areas along the North Shore Scenic Drive where it is possible to get out and experience firsthand, various aspects of the North Shore. These stopping areas have varying levels of existing infrastructure and different intrinsic qualities. This project catalogs the existing infrastructure at each stopping area, suggests potential infrastructure improvements and additions at each stopping area, and then prioritizes those improvements in order to create an integrated framework of interpretive opportunities, representing each intrinsic quality at regular intervals, along the entire length of the North Shore.

Two Harbors: Mile 24

R.J. Houle Visitor Center: Mile 26

Flood Bay State Wayside Park: Mile 27

Stewart River pull-off: Mile 28.9

Silver Creek Cliff State Wayside Rest: Mile 31

Lafayette Bluff pull-off: Mile 33

Crow Creek pull-off: Mile 35

Castle Danger: Mile 35.4

Gooseberry Falls State Park: Mile 39.5

Twin Points State Rest Area: Mile 41

Split Rock River State Rest Area: Mile 43.5

Little Two Harbors pull-out: Mile 44

Little Two Harbors State Park Access: Mile 44

Split Rock Lighthouse State Park: Mile 46

Beaver Bay: Mile 50

Beaver River State Rest Area: Mile 51

East Beaver Bay: Mile 52

Bayside Park and Marina: Mile 53

Silver Bay: Mile 54

Northshore Mining Access State Wayside Rest: Mile 55

Palisade Head State Park Access: Mile 57

Tettegouche State Park and Rest Area: Mile 58.5

Illgen City: Mile 59.4

Kennedy Landing Water Trail Rest Area: Mile 60

Little Marais: Mile 62

Caribou Falls State Wayside Park: Mile 71.3

Sugarloaf Cove Interpretive Center: Mile 73

Taconite Harbor Rest Area: Mile 77

Schroeder State Wayside Park: Mile 78

Temperance River State Park: Mile 80.4

Lynx Trail pull-out: Mile 80

Superior National Forest Entrance pull-off: Mile 81

Tofte: Mile 83

Ray Berglund State Wayside Park: Mile 86

Eagle Mountain Junction: Mile 87

Lutsen: Mile 90.1

Cascade River State Park: Mile 97.2

Good Harbor Bay pull-off: Mile 104

Cut Face Creek State Rest Area: Mile 105

Fall River pull-off: Mile 105

Grand Marais: Mile 110

Chippewa City: Mile 113

Croftville: Mile 113.3

Devil Track River State Wayside Park: Mile 114

Colvill: Mile 117.9

Kadunce River State Wayside Park: Mile 118

Paradise Beach pull-off: Mile 122

Judge C.R. Magney State Park: Mile 124.6

Hovland: Mile 128.9

Old Hovland Campground: Mile 128

Horseshoe Bay: Mile 130

Big Bay: Mile 133

Red Rock Creek: Mile 139

Grand Portage: Mile 146

Grand Portage National Monument: Mile 146.5

Mount Josephine Rest Area: Mile 147

Wausaugoning Bay pull-off: Mile 148

Grand Portage Bay Travel Center and Rest Area: Mile 146

Grand Portage State Park: Mile 150.8

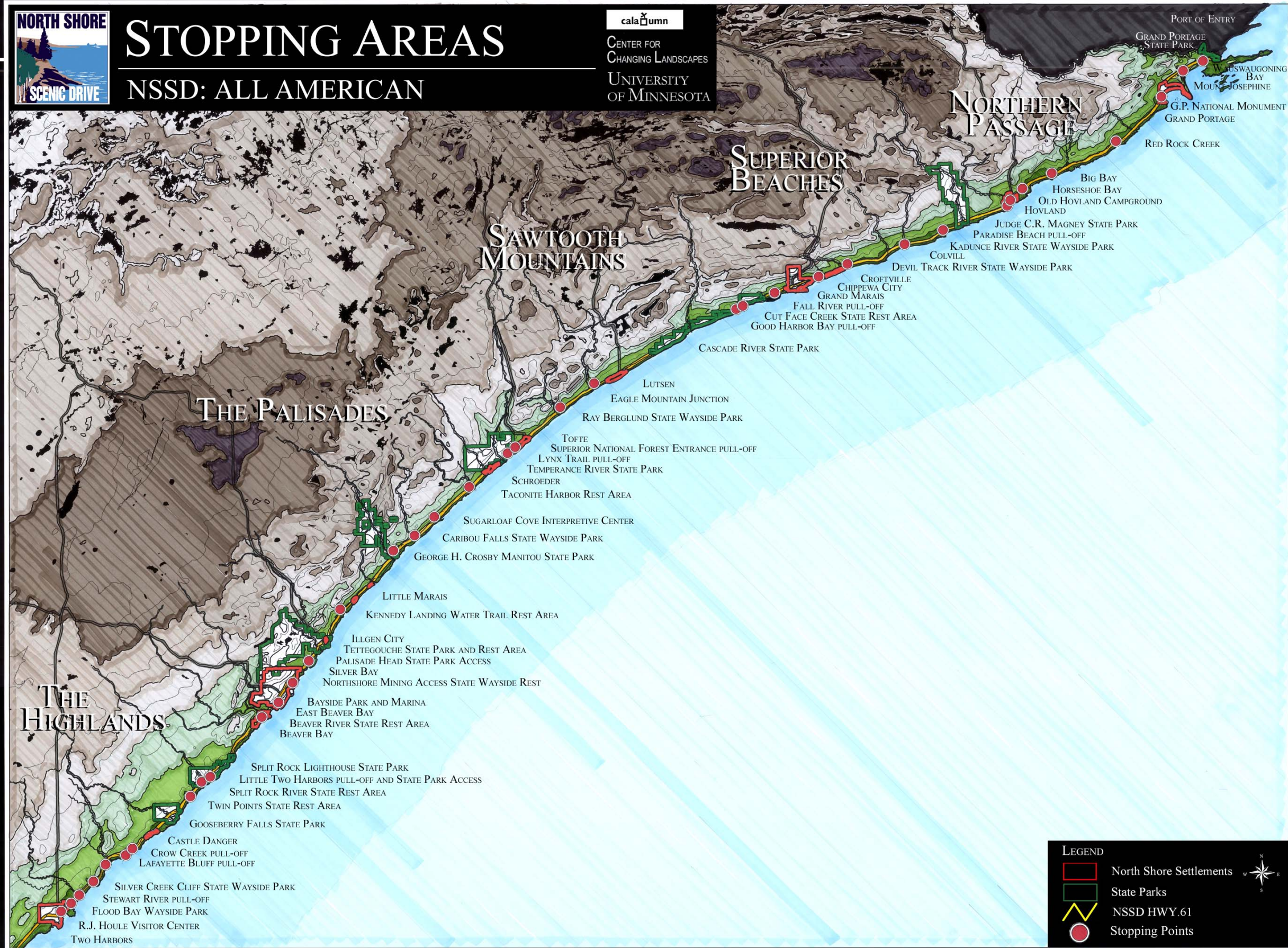
Port of Entry: Mile 151



STOPPING AREAS

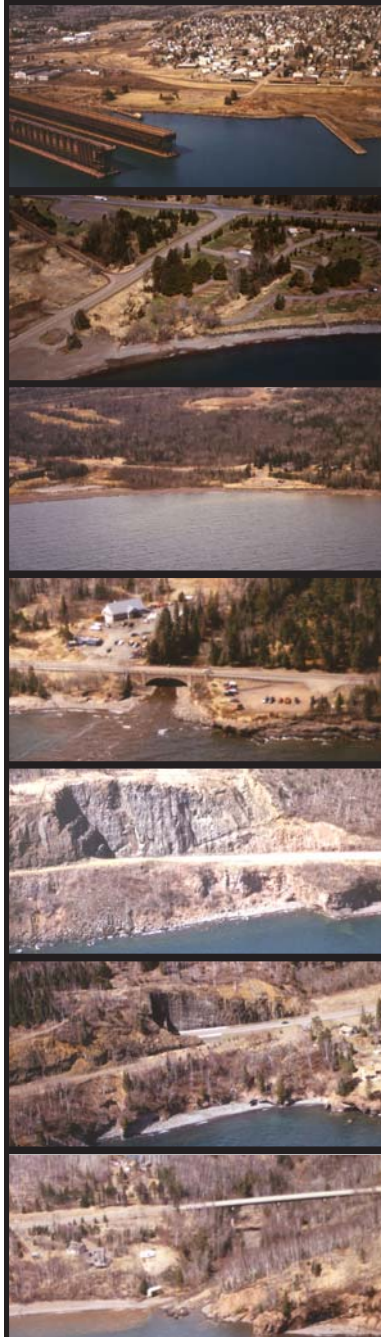
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PLANNING FRAMEWORK



Two Harbors (Mile 24): community, lodging and services, parks, museums, festivals, harbor, ore docks, scenic railroad, shipwreck, Edna G. tug, campground, boat launches, excursion boat, charter boats, golf course, Agate Bay and Burlington Bay lake views, lighthouse, Highway 2 junction, game refuge
Potential Improvements:

Interpretation:

R.J. Houle Visitor Center (Mile 26): tourist information, parking, historic building

Potential Improvements: redo parking, kiosk, Gitchi-Gami trailhead, trails to harbor and lighthouse

Interpretation: cultural/historic interpretation of community

Flood Bay (Mile 27): State Wayside Park, parking, picnic area, wetland, forest, pebble beach, agates, kiosk

Potential Improvements:

Interpretation: ecological interpretation of shoreline wetland

Stewart River (Mile 28.9): unpaved pull-off, fishing, historic bridge, shoreline erosion

Potential Improvements: parking, footbridge, crosswalks, kiosk, river trails, shoreline stabilization

Interpretation: cultural/historic interpretation of road and bridge construction

Silver Creek Cliff (Mile 31): State Wayside Rest, parking, tunnel, old road cut, scenic vistas

Potential Improvements: parking, kiosk, Gitchi-Gami trailhead, overlooks

Interpretation: geologic interpretation of volcanic intrusion

Lafayette Bluff (Mile 33): pull-off, tunnel, old road cut, scenic vistas, shipwreck

Potential Improvements: parking, loop trail to blufftop, overlooks

Interpretation: geologic interpretation of volcanic intrusion

Crow Creek (Mile 35): pull-off, river mouth

Potential Improvements: parking, kiosk, river trails, Gitchi-Gami trailhead

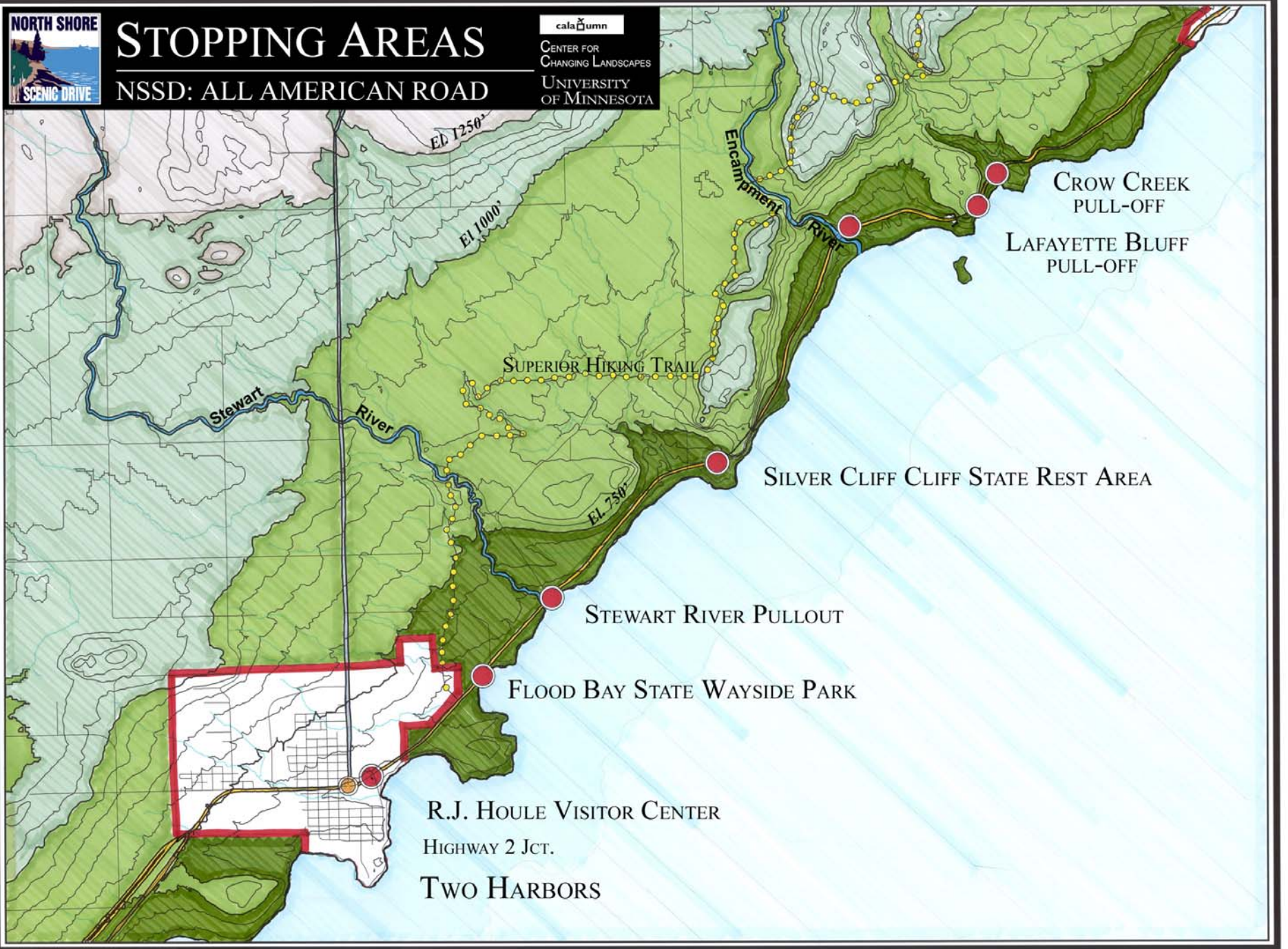
Interpretation:



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PLANNING FRAMEWORK



Castle Danger (Mile 35.3): community, lodging and services, Pioneer Craft Co-op

Potential Improvements: parking, kiosk, Gitchi-Gami trailhead

Interpretation: cultural/historic interpretation of craft co-op

Gooseberry Falls (Mile 39.5): State Park, parking, restrooms, interpretive center, picnic, campground, trails, waterfalls, estuary, abandoned CCC camp

Potential Improvements: Gitchi-Gami trail spur with below grade separated crossing of highway

Interpretation:

Twin Points (Mile 41): State Rest Area, parking, boat launch, picnic, trail, Iona's Beach SNA, forest

Potential Improvements: campground, fire rings, trails, reforestation

Interpretation: geologic interpretation of Iona's Beach SNA

Split Rock River (Mile 43.5): State Rest Area, pull-off, pedestrian bridge, Superior Hiking Trail trailhead, fishing, river mouth, state park land

Potential Improvements: parking, kiosk, Gitchi-Gami trailhead, beach trail with grade separated crossing of highway

Interpretation: ecological interpretation of state park habitat and river mouth

Little Two Harbors (Mile 44): pull-out, scenic overlook built by CCC, state park land

Potential Improvements: kiosk, restore CCC overlook, selective pruning of view to lighthouse

Interpretation: cultural/historic interpretation of CCC work

Little Two Harbors (Mile 44): State Park access, parking, boat launch, fishing, picnic, camping, historic buildings, state park land

Potential Improvements: kiosk, Gitchi-Gami trailhead

Interpretation: cultural/historic interpretation of fishing and 3M mining in area

Split Rock Lighthouse (Mile 46): State Park, parking, restrooms, interpretive center, picnic, lighthouse, overlook, shipwreck, magnetic interference

Potential Improvements:

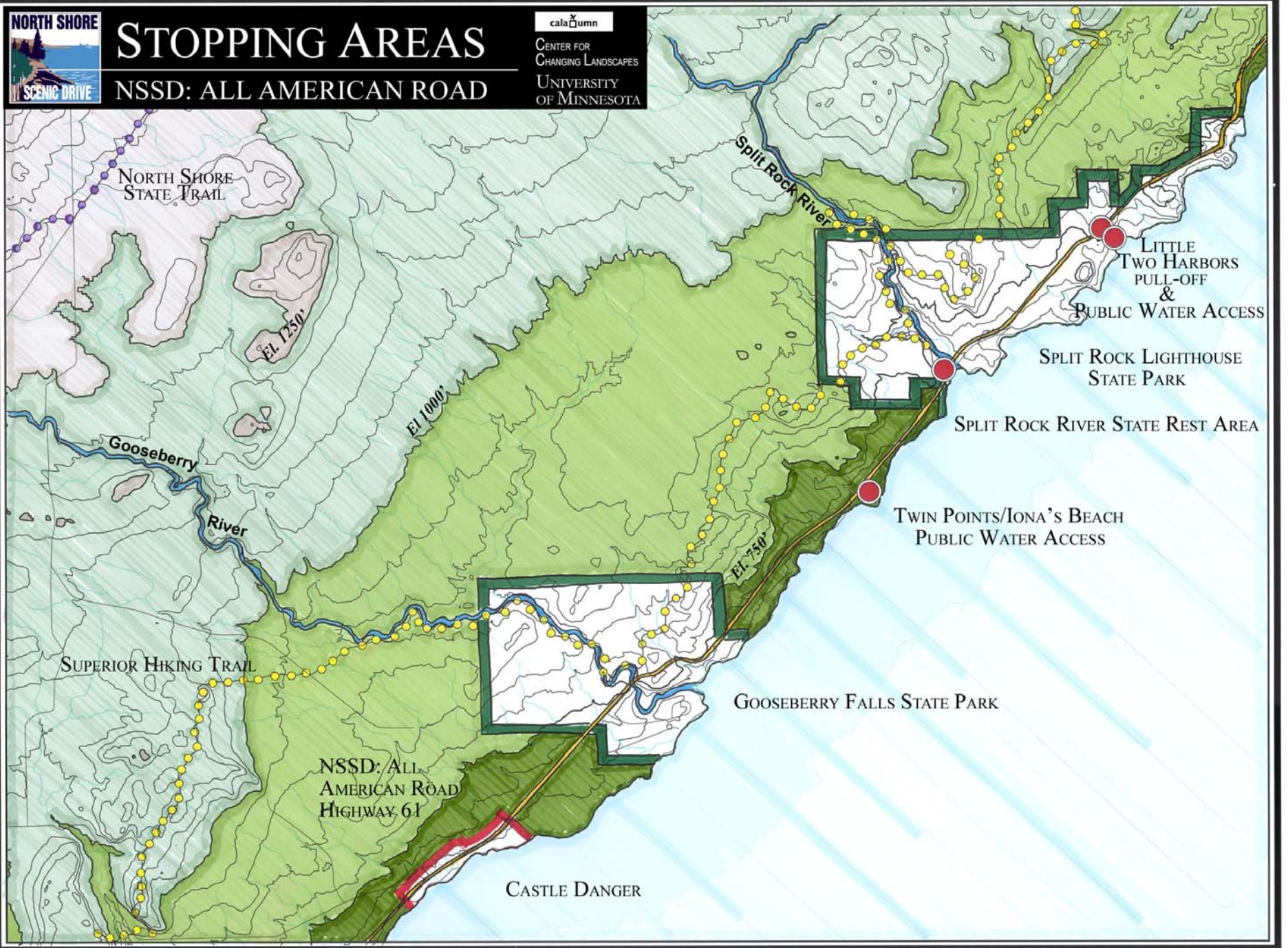
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Beaver Bay (Mile 50): community, lodging and services, Swiss and German heritage, volcanic intrusion, agates, John Beargrease, historical museum, festivals, Indian Cemetery, waterfalls

Potential Improvements:

Interpretation:

Beaver River (Mile 51): State Rest Area, unpaved parking, trails, picnic, river mouth, waterfalls, Gitchi-Gami bike trail kiosk

Potential Improvements: parking, restrooms, kiosk, Gitchi-Gami trailhead, river trails, crosswalks/sidewalks

Interpretation: ecological interpretation of river mouth

East Beaver Bay (Mile 52): community, lodging and services, excursion boat

Potential Improvements:

Interpretation:

Bayside Park and Marina (Mile 53): city park, rest area, parking, restrooms, picnic, boat launch, marina, observation overlook

Potential Improvements: kiosk, Gitchi-Gami trailhead

Interpretation: cultural/historic interpretation of mining and shipping operations

Silver Bay (Mile 54): community, lodging and services, ore docks, taconite plant, museum, trails, Highway 15 SNF Scenic Byway junction

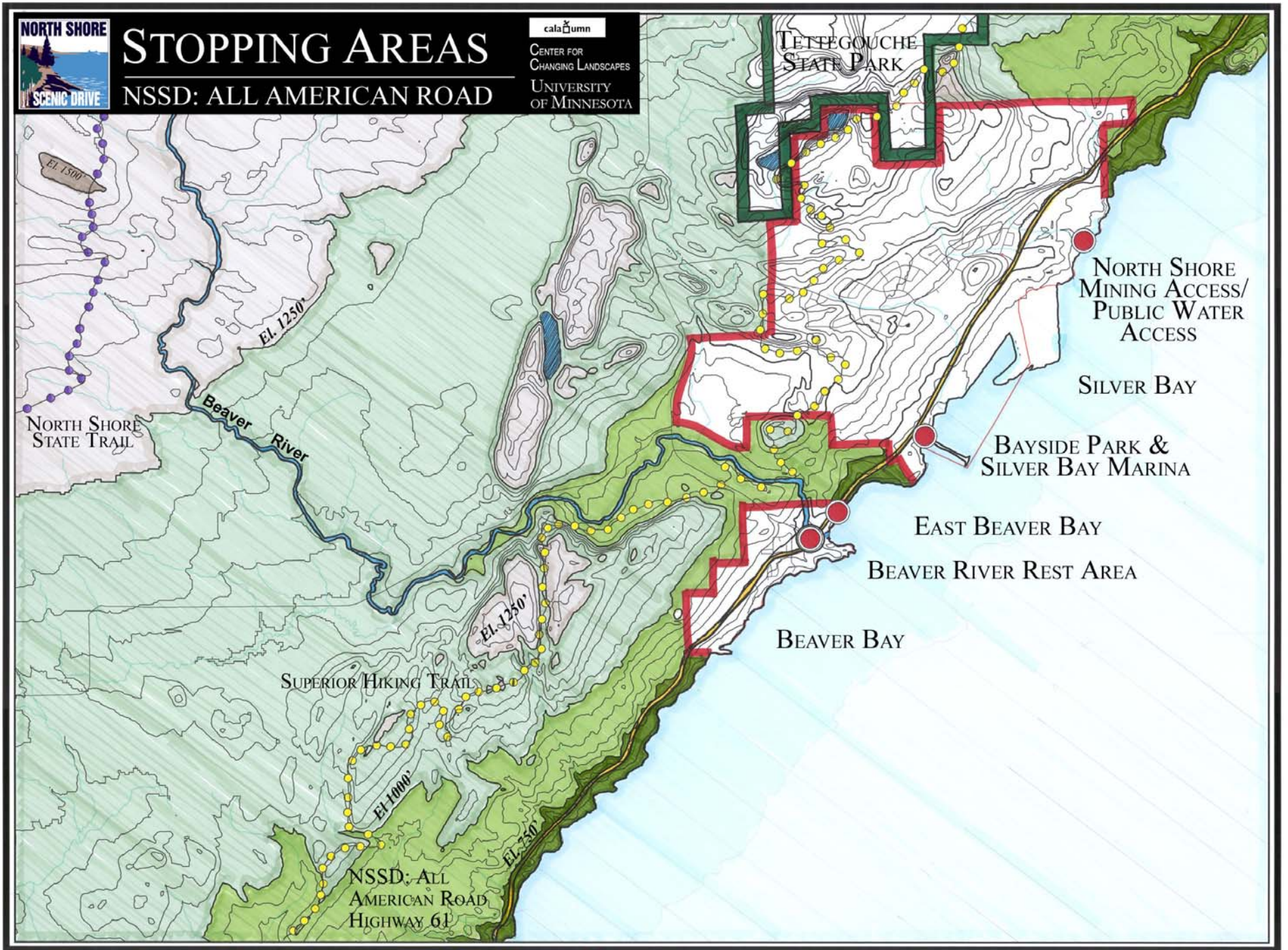
Potential Improvements:

Interpretation:

Northshore Mining Access (Mile 55): State Wayside Rest, parking, picnic, carry-in access, pebble beach, scenic islands

Potential Improvements: kiosk, Gitchi-Gami trailhead, beach trails, scenic overlook, reforestation

Interpretation: ecological interpretation of industrial impacts and nesting islands





PLANNING FRAMEWORK



Palisade Head (Mile 57): state park access, parking, scenic overlook, cliffs, rock climbing, state park land
Potential Improvements: parking, kiosk, Gitchi-Gami trailhead
Interpretation: geologic interpretation of volcanic intrusion



Tettegouche (Mile 58.5): State Park, Rest Area, parking, restrooms, interpretive center, picnic, camping, trails, waterfalls, fishing, abandoned logging camp
Potential Improvements:
Interpretation:



Illgen City (Mile 59.4): community, lodging and services, Highway 1 junction
Potential Improvements: rest area, reforestation, strengthen connections to Finland, Isabella and Wolf Ridge ELC
Interpretation: cultural/historic interpretation of resort history (Mayan)



Kennedy Landing (Mile 60): public land, shoreline access
Potential Improvements: parking, kiosk, rest area, scenic overlook, trails, shoreline access
Interpretation: geologic interpretation of 3M mining



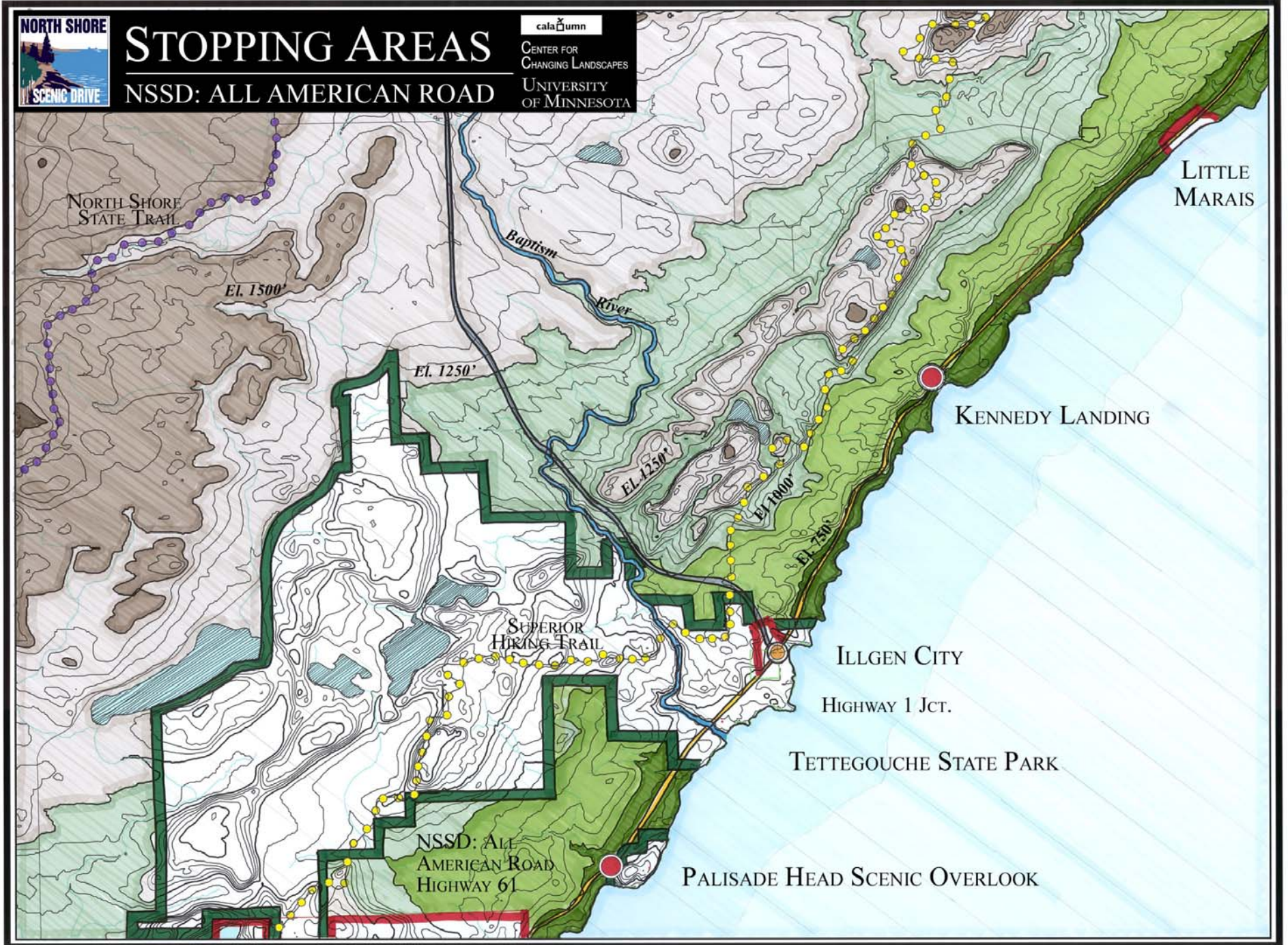
Little Marais (Mile 62): community, lodging and services, Scandinavian, WMA
Potential Improvements:
Interpretation: cultural/historic interpretation of Fenstad's Resort and landing



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Caribou Falls (Mile 70): State Wayside Park, parking, Superior Hiking Trail trailhead, waterfalls, fishing, WMA

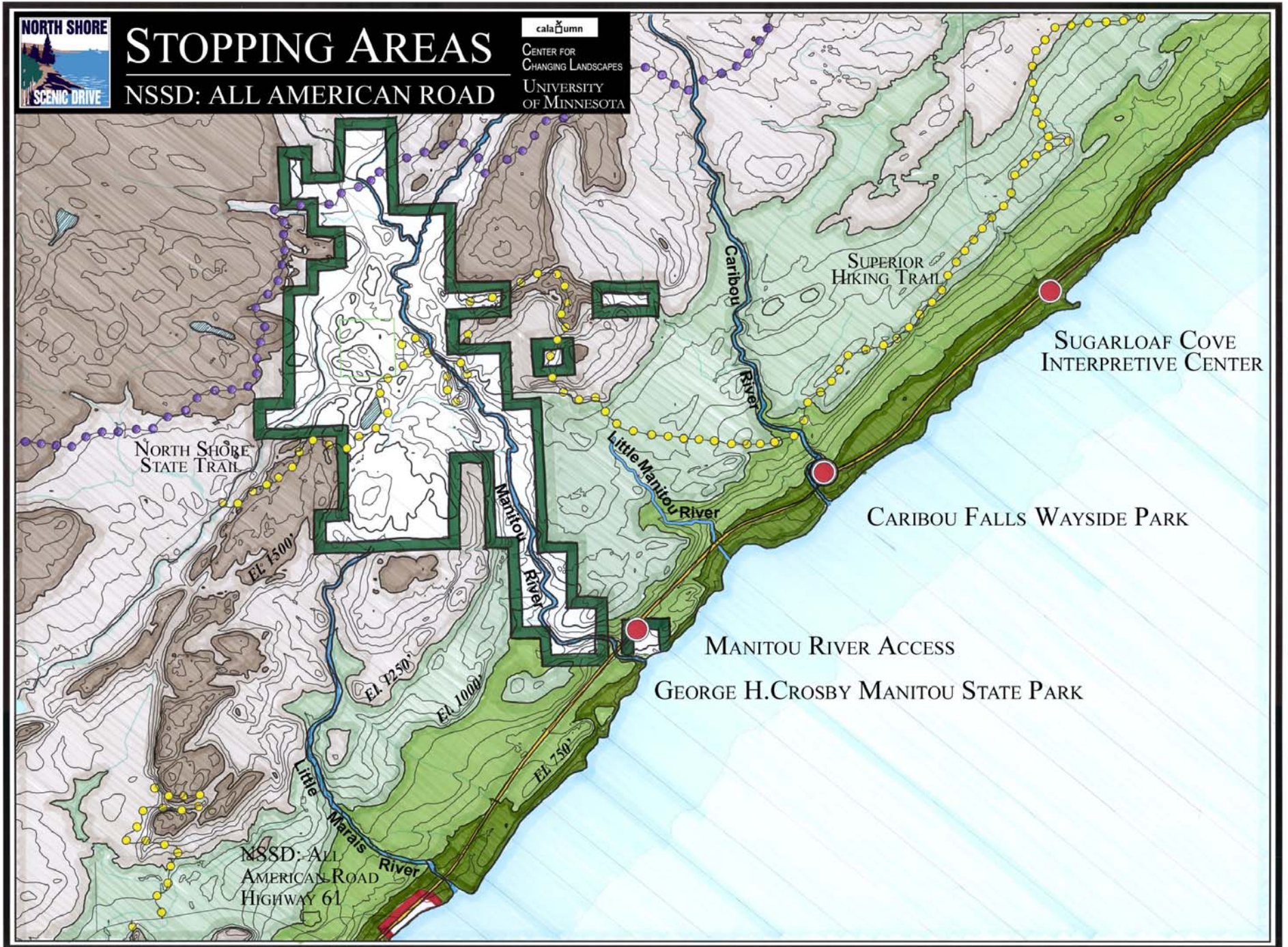
Potential Improvements: kiosk, picnic, trails, Gitchi-Gami trailhead, erosion control, reforestation

Interpretation: ecological interpretation of upland Superior Hiking Trail habitat and stream erosion

Sugarloaf Cove (Mile 73): interpretive center, parking, trails, shoreline access, forest, wetland, habitat restoration, SNA

Potential Improvements: kiosk, improve visibility

Interpretation: ecological interpretation of logging





PLANNING FRAMEWORK



Taconite Harbor (Mile 77): rest area, parking, picnic, boat launch, observation overlook, ore docks, power plant, abandoned company town

Potential Improvements: kiosk, restrooms, campground, Gitchi-Gami trailhead, forest reclamation

Interpretation: cultural/historic interpretation of mining and shipping operations

Schroeder (Mile 78): community, lodging and services, State Wayside Park, parking, boat launch, waterfalls, museum, Father Baraga's cross

Potential Improvements: kiosk, Gitchi-Gami trailhead, Cross River trails

Interpretation:

Temperance River (Mile 80.4): State Park, parking, restrooms, picnic, camping, fishing, trails, waterfalls, gorge

Potential Improvements:

Interpretation:

Lynx Trail (Mile 80): pull-out, snowmobile trailhead, trails

Potential Improvements: parking, kiosk, Gitchi-Gami trailhead

Interpretation:

Superior National Forest Entrance (Mile 81): unpaved pull-off, SNF Headquarters, shoreline access

Potential Improvements: parking, kiosk, Gitchi-Gami trailhead, trails

Interpretation: ecological interpretation of forest dynamics and composition change over time

Tofte (Mile 83): community, lodging and services, Norwegian, boat launch, museum, fireworks, pier, Sawbill Trail, inland lakes, Boundary Waters Canoe Area Wilderness, Carlton Peak, Britton Peak

Potential Improvements:

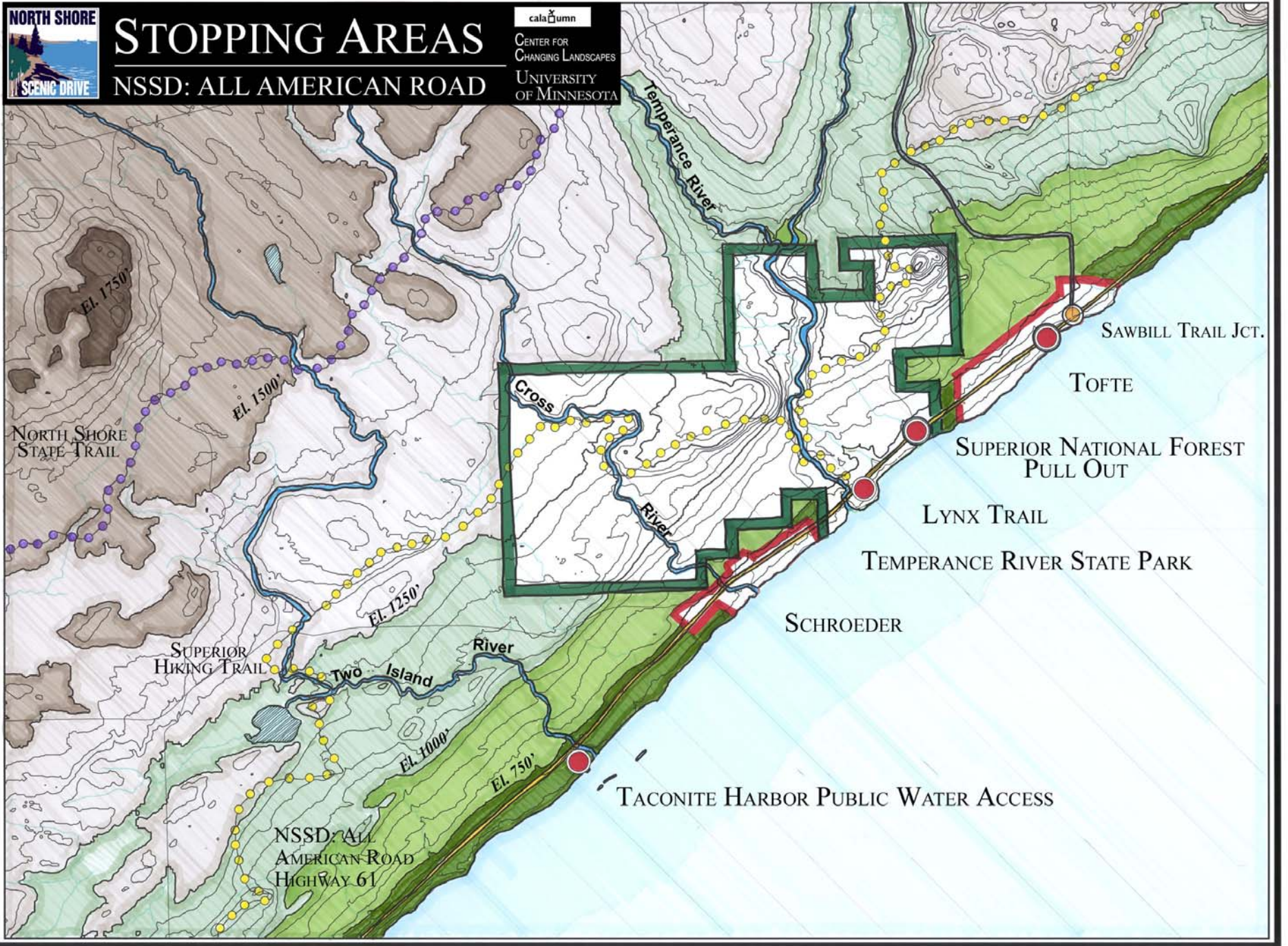
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Ray Berglund (Mile 86): State Wayside Park, pull-off, trails, picnic, waterfalls

Potential Improvements: parking, kiosk, Gitchi-Gami trailhead, shoreline access

Interpretation: cultural/historic interpretation of Berglund's preservation efforts

Ski Hill Road (Mile 87): access to Lutsen Ski Mountain trails and gondola, SNA

Potential Improvements: Gitchi-Gami trail spur, aquisition of land, kiosk

Interpretation: cultural/historic interpretation of Lutsen Resort history

Onion River Road 13 (Mile 88): pull-off for Oberg Mountain and Levaux Peak, Superior Hiking Trail, XC Skiing

Potential Improvements:

Interpretation:

Lutsen (Mile 90.1): community, lodging and services, Swedish, golf, Caribou Trail, Boundary Waters Canoe Area Wilderness, historic lodge, WMA

Potential Improvements:

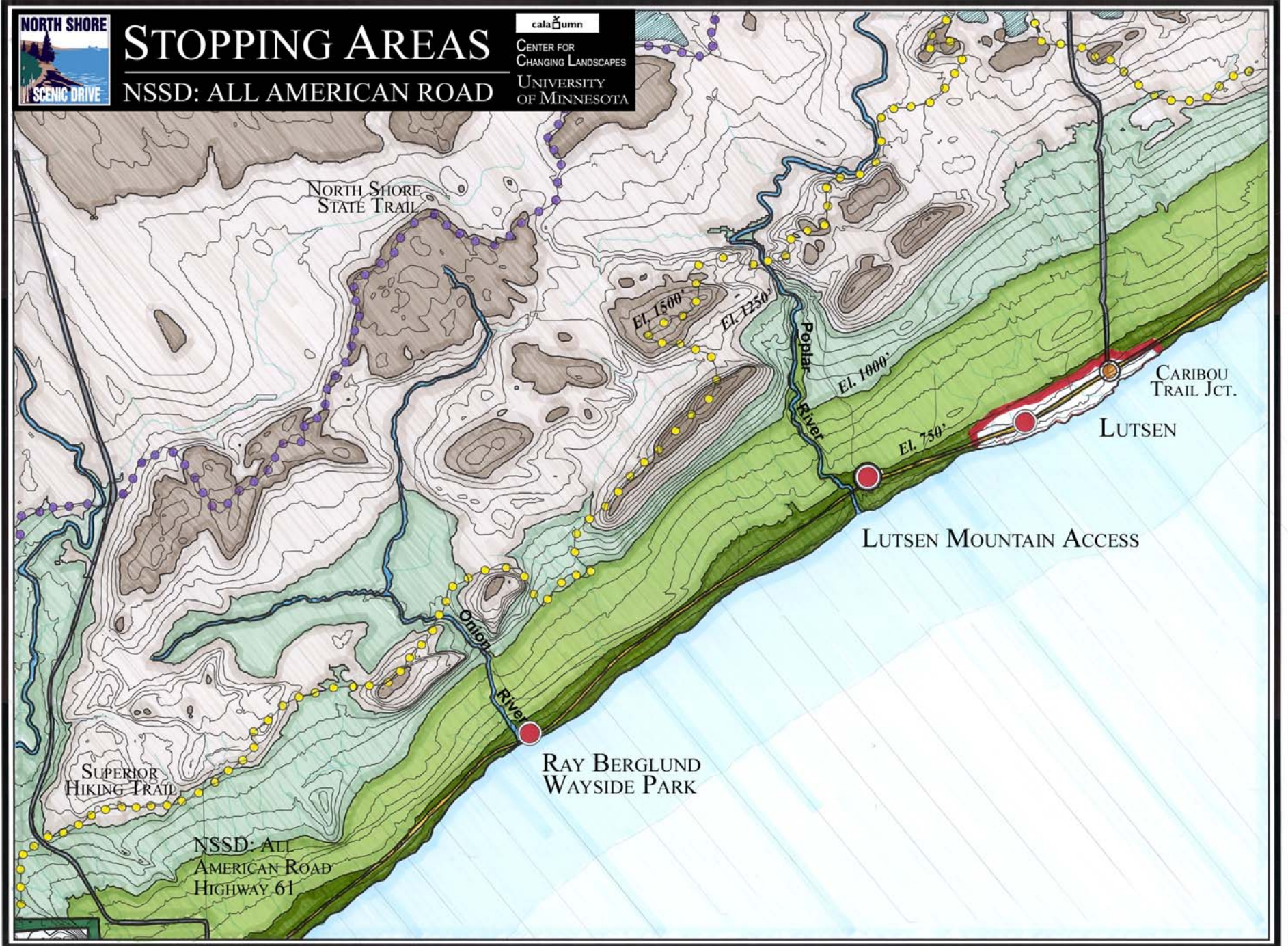
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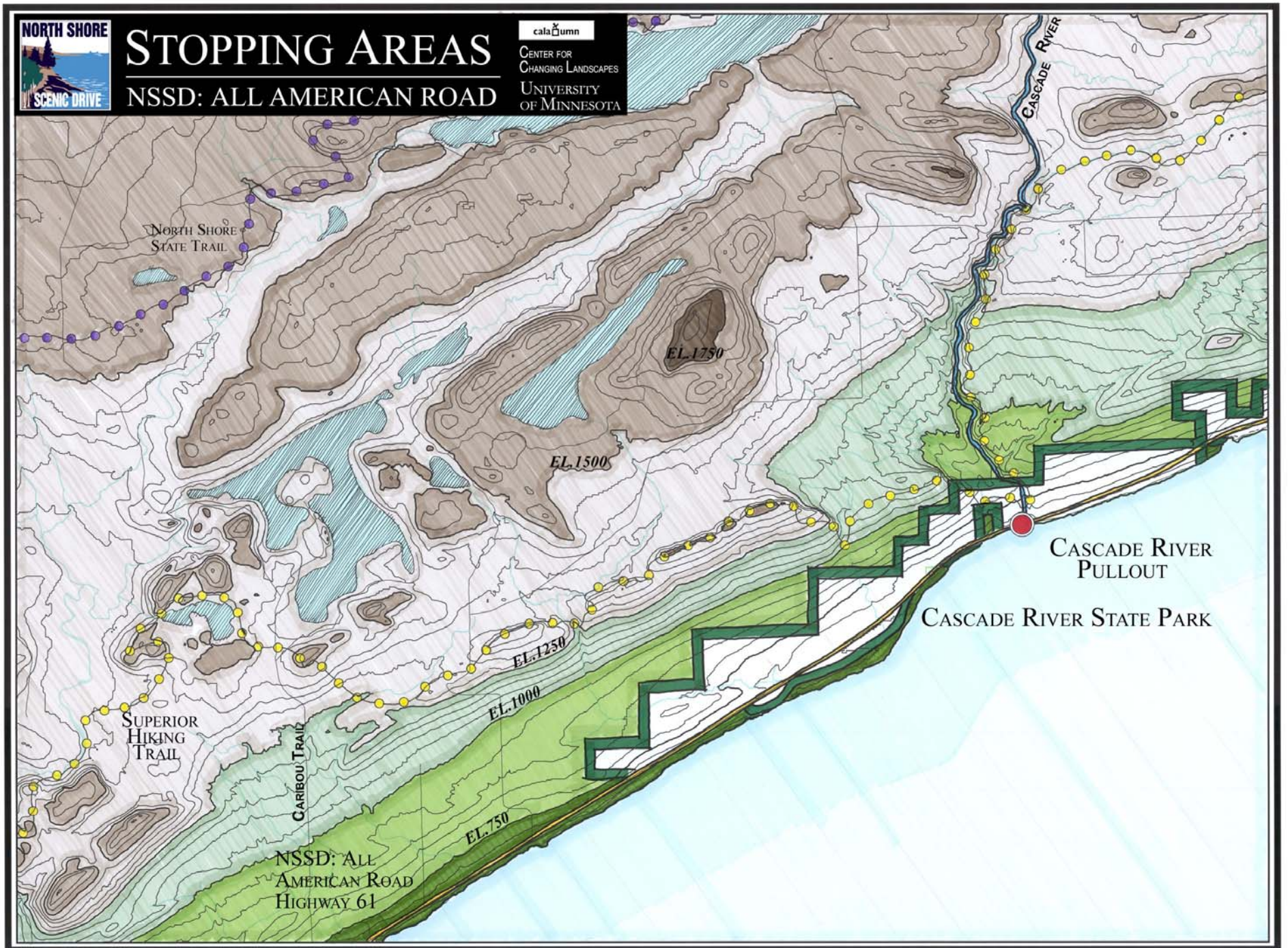
PLANNING FRAMEWORK



Cascade River (Mile 97): State Park, parking, restrooms, picnic, campground, trails, waterfalls, fishing, deer yard, abandoned CCC camp, scenic overlooks built by CCC, Butterworth SNA

Potential Improvements: restore CCC overlooks

Interpretation: cultural/historic interpretation of CCC work on overlooks and moving river mouth





PLANNING FRAMEWORK



Good Harbor Bay (Mile 104): pull-off, scenic overlook, sandstone road cut

Potential Improvements: kiosk

Interpretation: geologic interpretation of Sawtooth Mountains in distance

Cut Face Creek (Mile 105): State Rest Area, parking, restrooms, picnic, carry-in access, river mouth, pebble beach, thomsonite

Potential Improvements: kiosk

Interpretation: geologic interpretation of thomsonite

Fall River (Mile 105): pull-off, trails, waterfalls, scenic overlook, water access picnic and camping

Potential Improvements: parking, kiosk, trails, carry-in access, picnic

Interpretation:

Grand Marais (Mile 110): community, lodging and services, Scandinavian, artists colony, golf course, campground, harbor, lighthouse, Artist's Point, festivals, magnetic rock, Coast Guard, carry-in access, charter boats, Gunflint Trail, Boundary Waters Canoe Area Wilderness, inland lakes

Potential Improvements: rest area, kiosk

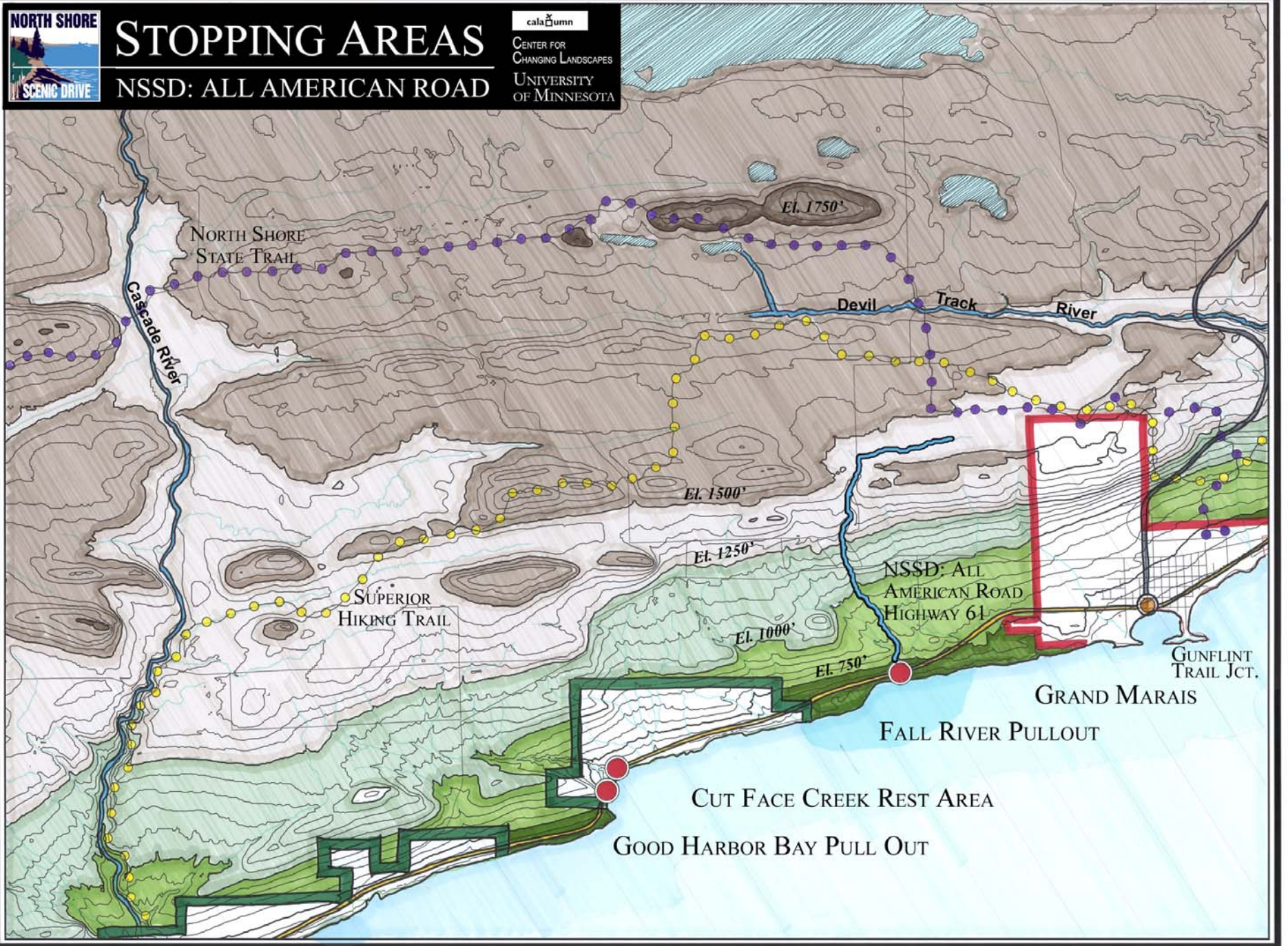
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Chippewa City (Mile 113): community, lodging and services, Native American, Indian cemetery, St. Francis Xavier Church

Potential Improvements: trails, sidewalks

Interpretation: cultural/historic interpretation of Native American settlements on North Shore

Croftville (Mile 113.3): community, historic buildings, no services

Potential Improvements:

Interpretation:

Devil Track River (Mile 114): State Wayside Park, pull-off, Superior Hiking Trail, dam

Potential Improvements: parking, kiosk, Gitchi-Gami trailhead, river trails, campground, reforestation

Interpretation: ecological interpretation of river

Kadunce River (Mile 116.2): State Wayside Park, pull-out, Superior Hiking Trail trailhead, fishing, pebble beach

Potential Improvements: kiosk, Gitchi-Gami trailhead, carry-in access

Interpretation: ecological interpretation of Superior Hiking Trail habitat and river mouth

Colvill (Mile 117.86): community, no services

Potential Improvements:

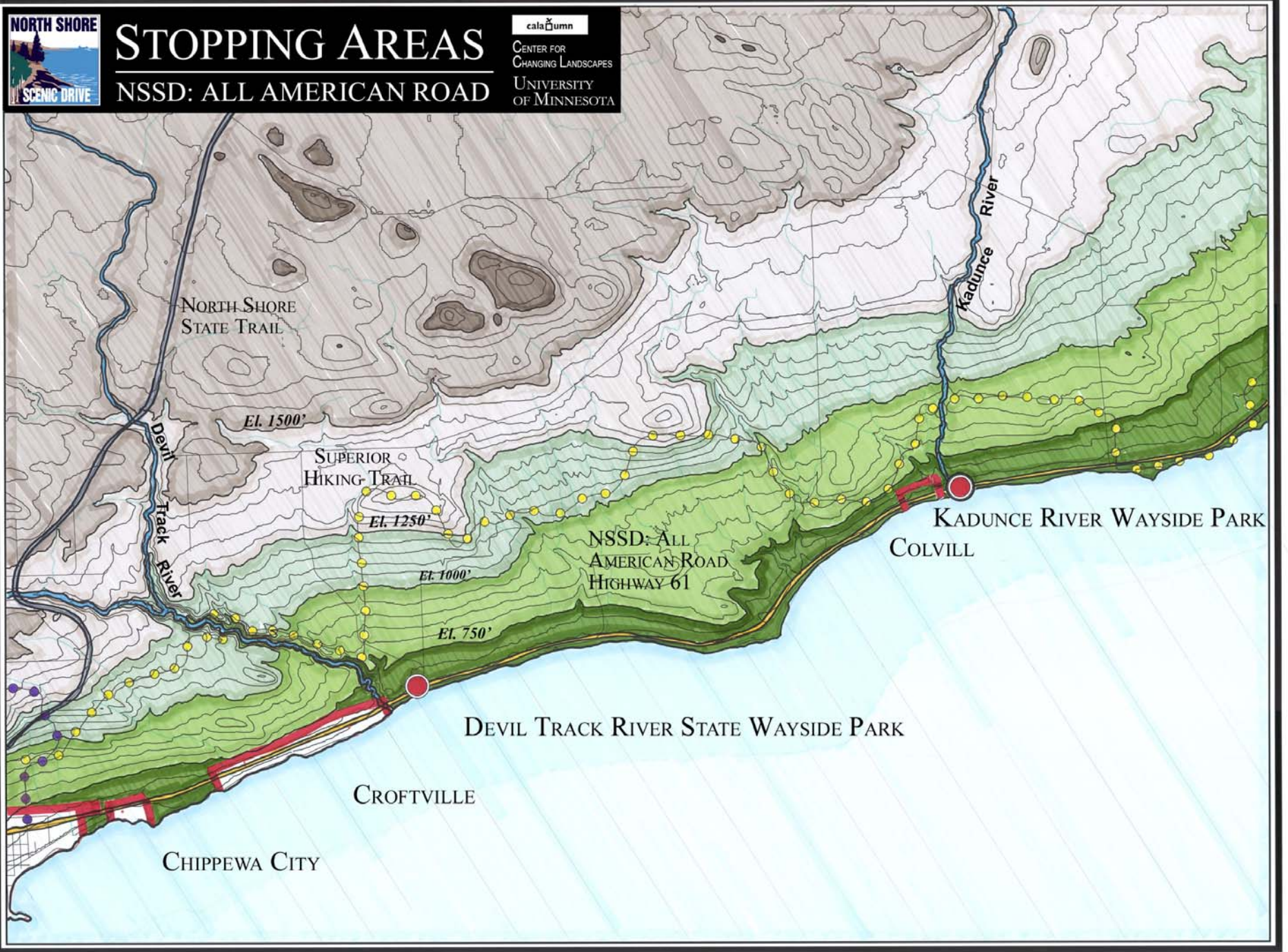
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Paradise Beach (Mile 122): pull-off, pebble beach, gull nesting colony

Potential Improvements: parking, kiosk, carry-in access

Interpretation: ecological interpretation of wildlife viewing

Judge C.R. Magney (Mile 124.6): State Park, parking, restrooms, picnic, campground, trails, fishing, waterfalls, Devil's Kettle, abandoned CCC camp

Potential Improvements:

Interpretation:

Hovland (Mile 128.9): community, Norwegian, dock, carry-in access, Hovland Woods SNA, Spring Beauty SNA, Old Settlers Cemetary, fishing, Chicago Bay lake views, Hovland Lookout, Arrowhead Trail, Boundary Waters Canoe Area Wilderness, abandoned CCC camp

Potential Improvements: parking, restore dock, boat launch, kiosk

Interpretation: cultural/historic interpretation of dock, commercial fishing, and CCC camp

Old Hovland Campground (Mile 128): abandoned campground, Flute Reed River access

Potential Improvements: rest area, restrooms, restore campground, kiosk, loop trail into town

Interpretation: ecological interpretation of Flute Reed River

Horseshoe Bay (Mile 130): parking, boat launch, campground, scenic view

Potential Improvements: picnic, restrooms, additional camping, kiosk, Gitchi-Gami trailhead

Interpretation: ecologic interpretation of state game refuge and geologic interpretation of mining pits

Big Bay (Mile 133): public land, shoreline access

Potential Improvements: parking, rest area, campground, kiosk, Gitchi-Gami trailhead, carry-in access

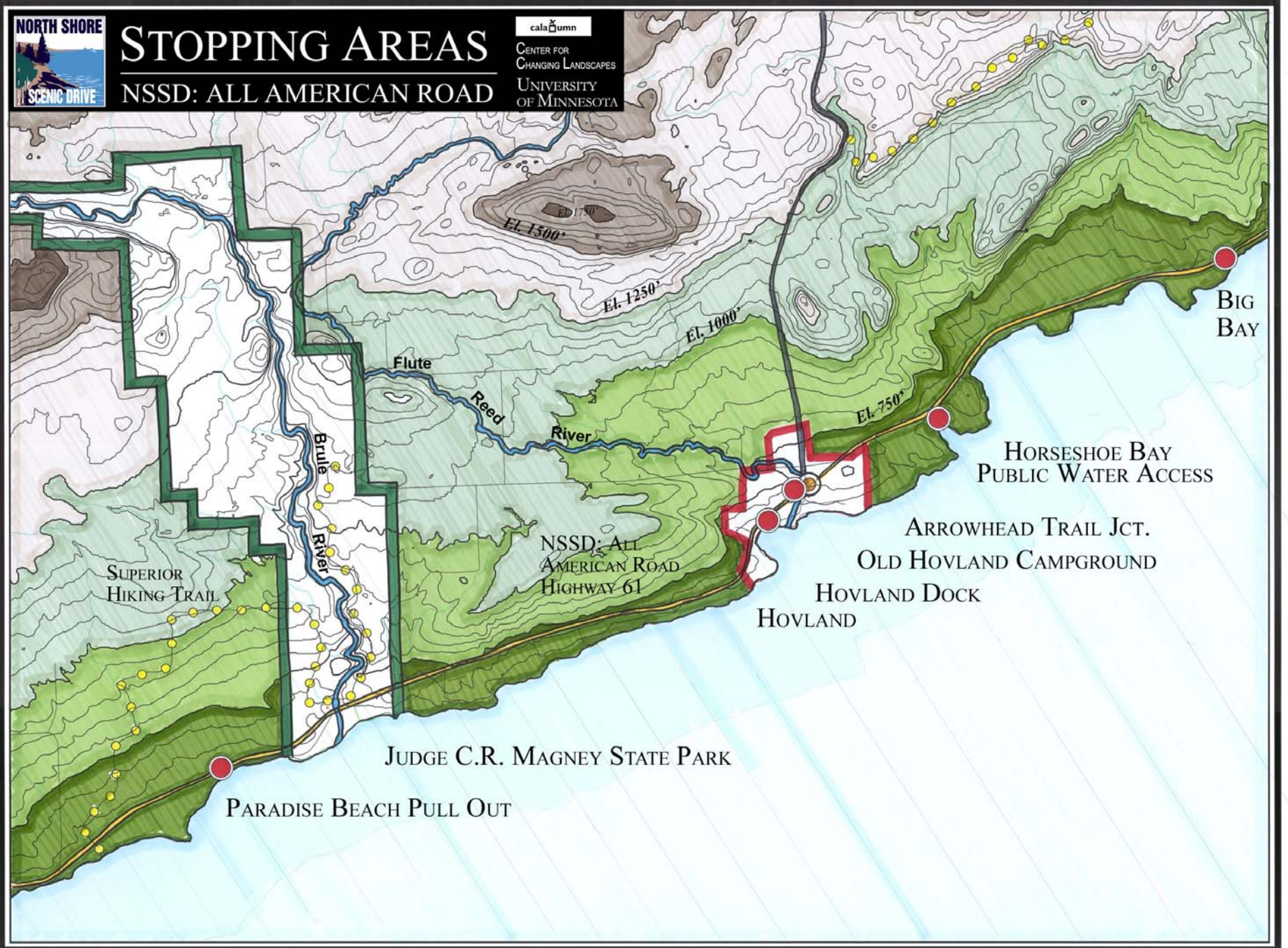
Interpretation: geological interpretation of lava dikes and fins



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Red Rock Creek (Mile 139): pull-out, shoreline access

Potential Improvements: parking, kiosk, trails, carry-in access

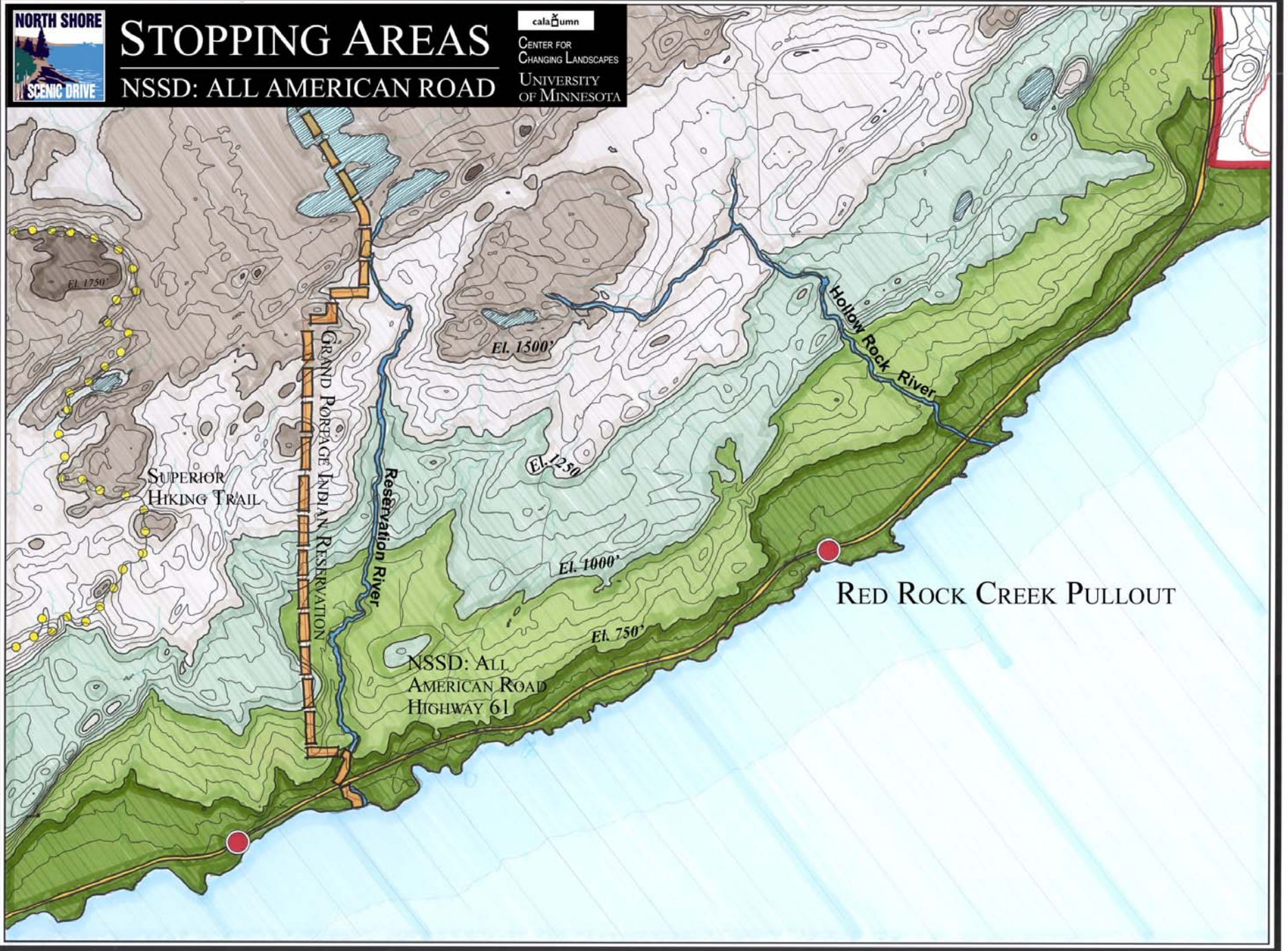
Interpretation: cultural/historic interpretation of Reservation



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Grand Portage (Mile 145): community, lodging and services, Native American, Reservation, Casino, Witch Tree, Hat Point, Pigeon Point, Mount Rose, Rove Formation shales, Logan Intrusions, boat launch, excursion boats, Grand Portage Bay lake views, ferry to Isle Royale

Potential Improvements: kiosk, Gitchi-Gami trailhead

Interpretation:

Grand Portage National Monument (Mile 145): National Monument, Stockade and Great Hall, Rendezvous Days, The Grand Portage

Potential Improvements:

Interpretation:

Grand Portage Bay Travel Center (Mile 146): rest area, parking, duty free shops,

Potential Improvements: parking, rest area, restrooms, kiosk

Interpretation: welcome to the scenic byway all-american road

Mount Josephine (Mile 147): rest area, parking, restrooms, most scenic overlook in Minnesota

Potential Improvements: kiosk, Gitchi-Gami trailhead, summit trail

Interpretation: cultural/historic interpretation of Native American relationship with bay and islands

Wausaugoning Bay (Mile 148): pull-off, roadcuts, scenic overlook

Potential Improvements: kiosk

Interpretation: geologic interpretation of road cuts

Grand Portage State Park (Mile 150): parking, interpretive center, picnic, trails, waterfalls, fishing

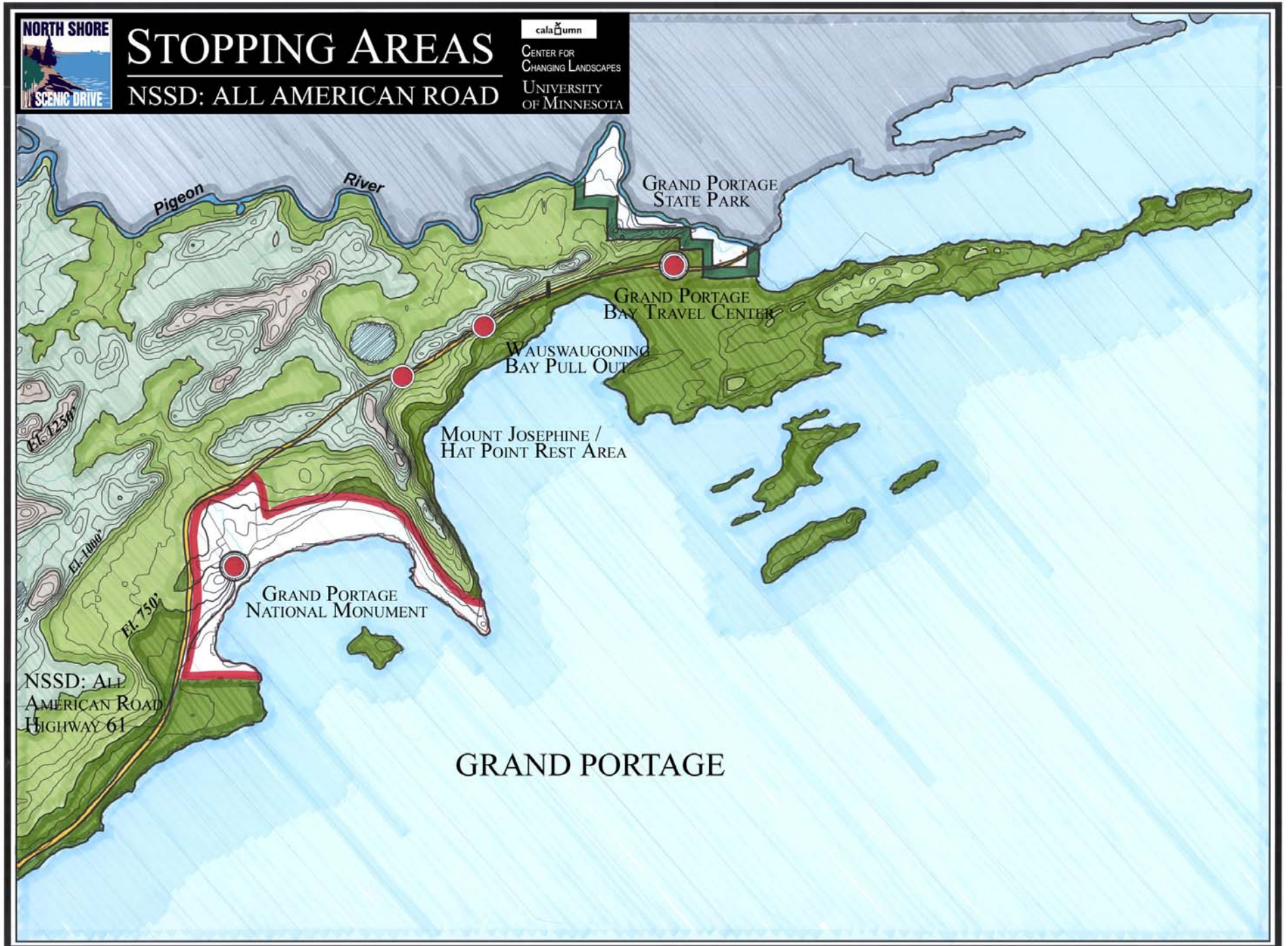
Potential Improvements:

Interpretation:

Port of Entry (Mile 151): customs

Potential Improvements: kiosk

Interpretation:





PLANNING FRAMEWORK

Potential Interpretive Framework

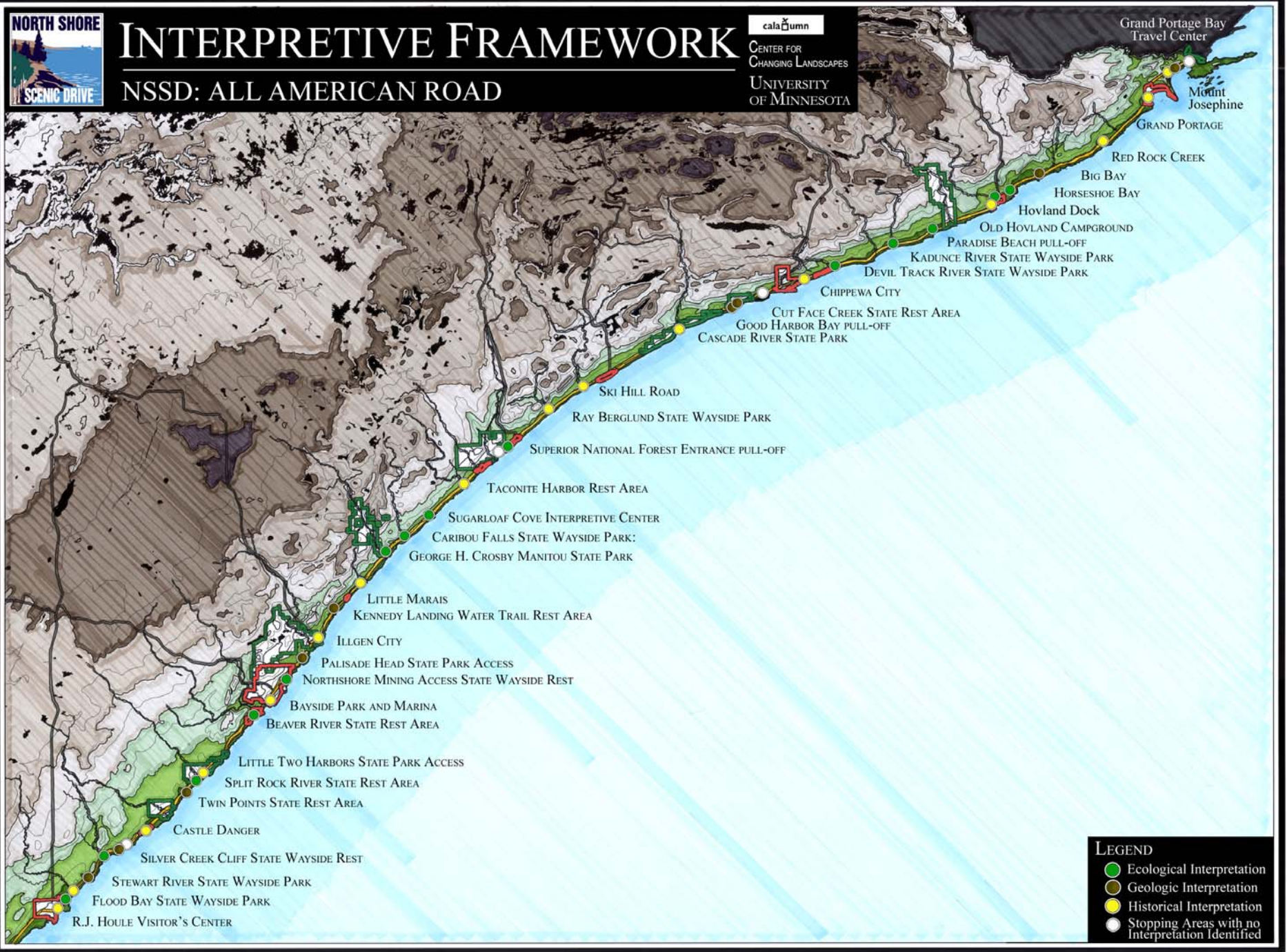
Mileage	Cultural\Historic	Ecologic	Geologic
Mile 26	R.J. Houle Visitor Center		
Mile 27		Flood Bay State Wayside Park	
Mile 28	Stewart River pull-off		
Mile 31			Silver Creek Cliff State Wayside Rest
Mile 32		Crow Creek Pull-Off	
Mile 33			Lafayette Bluff pull-off
Mile 37	Castle Danger		
Mile 41			Twin Points State Rest Area
Mile 43		Split Rock River State Rest Area	
Mile 44	Little Two Harbors pull-out		
Mile 44	Little Two Harbors State Park Access		
Mile 51		Beaver River State Rest Area	
Mile 53	Bayside Park and Marina		
Mile 55		Northshore Mining Access Rest Area	
Mile 57			Palisade Head State Park Access
Mile 59	Illgen City		
Mile 60			Kennedy Landing Water Trail Rest Area
Mile 65	Little Marais		
Mile 68		George Crosby Manitou State Park	
Mile 70		Caribou Falls State Wayside Park	
Mile 73		Sugarloaf Interpretive Center	
Mile 77	Taconite Harbor Rest Area		
Mile 81		Superior National Forest pull-off	
Mile 86	Ray Berglund State Wayside Park		
Mile 87	Ski Hill Road		
Mile 99	Cascade River State Park		
Mile 104			Good Harbor Bay pull-off
Mile 105			Cut Face Creek State Rest Area
Mile 110	Chippewa City		
Mile 114		Devil Track River State Wayside Park	
Mile 118		Kadunce River State Wayside Park	
Mile 122		Paradise Beach pull-off	
Mile 128	Hovland		
Mile 128		Old Hovland Campground	
Mile 130		Horseshoe Bay	
Mile 133			Big Bay
Mile 139	Red Rock Creek		
Mile 147	Mount Josephine Rest Area		
Mile 148			Wauswaugoning Bay pull-off
Mile 149	Travel Center and Rest Area		



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PLANNING FRAMEWORK

Potential Stopping Area Priorities

There are at least 62 stopping areas along the North Shore Scenic Drive where it is possible to get out and experience firsthand, various aspects of the North Shore. These stopping areas have varying levels of existing infrastructure and different intrinsic qualities. This project suggests potential infrastructure improvements at 40 stopping areas in order to create an integrated framework of interpretive opportunities, representing each intrinsic quality at regular intervals along the entire length of the North Shore. Based on the rhythm and concentration of amenities and intrinsic qualities, the list of 40 interpretive opportunities is then prioritized to identify those 19 improvements that offer the greatest potential to have an impact on traveler’s experiences of the North Shore.

Mileage	Cultural\Historic	Ecologic	Geologic
Mile 26	R.J. Houle Visitor Center		
Mile 28	Stewart River pull-out		
Mile 31			Silver Creek Cliff State Wayside Rest
Mile 41			Twin Points State Rest Area
Mile 44	Little Two Harbors State Park Access		
Mile 51		Beaver River State Rest Area	
Mile 55		Northshore Mining Access Rest Area	
Mile 59	Illgen City		
Mile 60			Kennedy Landing Water Trail Rest Area
Mile 70		Caribou Falls State Wayside Park	
Mile 77	Taconite Harbor Rest Area		
Mile 81		Superior National Forest pull-off	
Mile 87	Eagle Mountain Junction		
Mile 110	Chippewa City		
Mile 128	Hovland		
Mile 128		Old Hovland Campground	
Mile 130		Horseshoe Bay	
Mile 133			Big Bay
Mile 147	Mount Josephine Rest Area		





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