
Corridor Management Plan

Angeles Crest Scenic Byway California State Route 2



"On a clear day the majestic San Gabriel Mountains, rising sharply from the valley floor, dominate the vista from the Los Angeles basin. Crowned with snow in winter, the mountains are a dazzling backdrop to the downtown skyline." - Rudy Retamoza, Angeles National Forest

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Copper Canyon

Chapter 1 – Introduction

The Angeles Crest Scenic Byway was designated a California State Scenic Highway on March 12, 1971 and a National Forest Scenic Byway on October 5, 1990. This 55-mile stretch of California State Route 2 travels through the San Gabriel Mountains and provides access to spectacular scenery, geological features, historic sites, recreational opportunities, important ecological and biological areas, and mountain communities within driving distance of Los Angeles. The western terminus begins in La Canada Flintridge, California in the greater Los Angeles Basin, and extends north and east through the Angeles National Forest to the Los Angeles/ San Bernardino County line west of Wrightwood, California. The portion of Route 2 that continues east to the intersection of State Highway 138 is eligible for state scenic designation.

California, an early leader in the scenic highway program, has more than fifty designated state and national scenic routes, including the Angeles Crest Scenic Byway. The California State Scenic Byway Program was established in 1963 to “preserve and protect scenic highway corridors from change which would diminish the aesthetic value of lands adjacent to highways.” California State Scenic Byways are marked with highway signs depicting the state flower, an orange poppy.



Azusa Canyon

Communities may seek national and state level designations for their highways. As noted above, the Angeles Crest Scenic Byway is a designated State Scenic Highway and National Forest Scenic Byway. The National Forest Scenic Byway Program was established in 1989 to enhance scenic driving, a popular activity on National Forest System lands. In 1991, the National Scenic Byway Program was initiated and funded through the Intermodal Surface Transportation and Efficiency Act (ISTEA). This voluntary recognition program was formalized in 1998 under the Transportation Equity Act for the 21st Century (TEA-21). Routes are selected based on their archeological, cultural, historic, natural, recreational, and scenic qualities. Another Federal designation, the All-American Road designation, highlights byways with multiple intrinsic values and are considered a destination unto itself. At the time of printing this document, the “Angeles Crest Scenic Highway had not been nominated nor designated by the Federal Highway Administration (FHWA) as a National Scenic Byway. In 1999, the FHWA funded a grant through TEA-21 funds to prepare this Corridor Management Plan, which is a prerequisite for submission of national designation. The nomination for National Scenic Byway designation is outside the scope of this grant. This process needs to be initiated by local community and land management agencies.

The Angeles Crest Scenic Byway remains the primary means of entering the San Gabriel Mountains. Overlooking the Los Angeles Basin to the south and west, San Fernando Valley to the west, San Gabriel and Pomona Valleys to the south and the Mojave Desert to the north, the byway offers visitors spectacular, diverse views.

Motorists can access the Angeles Crest Scenic Byway on the west from Foothill Boulevard, off of Interstate 210, in La Canada Flintridge or from Route 2 on the east, near Wrightwood, California. The official state scenic designation begins at the intersection of Foothill Boulevard and ends at the Los Angeles/San Bernardino County line, west of Wrightwood. The National Forest Scenic Byway designation begins at the Angeles National Forest boundary and ends with the state designation. See Map A-1 in Appendix A.



Uniquely, the Angeles Crest Scenic Byway is on the edge of the Los Angeles basin where over 20 million people reside. Because of this route, one can surf in the Pacific Ocean and snowshoe in the San Gabriels in the same day. The byway connects urban areas of traffic congestion, pavement, and manicured lawns with the contrasting natural environment of oak thickets, chaparral, high desert landscapes, pine forests, and wilderness areas. From a bustling city environment to solitude within an hour drive, visitors can take refuge within the Angeles National Forest.

Roadside pullout located at milepost 34.29

History of the Angeles Crest Scenic Byway

Visions of a great mountain highway over the crest of the San Gabriel mountain range attracted interest in the early 1900s. In 1915, the famous Rim of the World Drive was constructed through the San Bernardino Mountains, further encouraging the development of other mountain highways. Local citizens envisioned the San Gabriel route as the “most scenic and picturesque mountain road in the state (Robinson, 1991, p. 197).” The original intent was to intersect these routes.

Preliminary feasibility surveys began in 1915 and continued through 1919. Support grew and money was allocated to begin the project, but disagreements on route location, safety standards, and funding delayed construction. During 1919 and 1924, wildfires provided forest supervisors a new reason to build the route: to transport supplies to wildland fire crews. The Forest Service constructed fireroads in 1925 cut out of the mountainside (Robinson, 1991, p. 197).

The H. W. Rohl Company was awarded the contract to construct the initial 2.6 miles of Route 2 in 1929. Labor camps were established at points along the highway between 1930 and 1933 to alleviate unemployment in Los Angeles and bring a workforce to the area. Starting in 1932, prison labor was also used to complete the highway. By 1936, three County prison companies housed in camps were working on different sections along the Angeles Crest and the Angeles Forest Highways. One camp, based at Kentucky Springs, worked up Aliso Canyon toward Mill Creek Saddle. A company housed in upper Big Tujunga Canyon, constructed the middle portion. The third group, based out of Clear Creek detention camp, worked west and north from Clear Creek Junction on the Angeles Forest Highway (Robinson, 1991, p. 201). Honor camps, as they were called, were used until 1942, when the U.S. entered World War II,



Bighorn tunnel

and were reopened in 1946. One camp even housed a school for the children of civilian employees. Employees working out of Camp 37 were responsible for constructing the two tunnels along the byway, 680 feet and 470 feet in length.

In 1956, after nearly a half-century of planning, fundraising, and construction, the Angeles Crest Highway was completed through Wrightwood. The heart of the once primitive San Gabriels was open to the masses. The Angeles National Forest Supervisor William V. Mendenhall named the route the Angeles Crest Highway (Robinson, 1991, p. 198).

Several historic landmarks located along the route provide a unique look into the past. The Mount Wilson Observatory, founded in 1904, is located on the summit of Mt Wilson at 5715 feet in elevation. This premier astronomical observatory is home to the world-famous Hooker 100-inch telescope and many important discoveries. With numerous cell, radio, and televisions towers, the current skyline above Pasadena is distinctly different than it was over one hundred years ago.

Some of the many historic landmarks along the Angeles Crest Scenic Byway include Red Box Junction, Charlton-Chilao Recreation Area, Shortcut Saddle, Vetter Lookout, Newcomb's Ranch Inn, Islip Saddle, Vincent Gap, and Big Pines. Every peak also has a story to tell. At Red Box Junction, visitors can see Mt. Disappointment and Mt. San Gabriel peaks. They were named in 1875 by a US Army Wheeler Survey after discovering that Mt. San Gabriel was taller than Mt. Disappointment, which had been set up as the original triangulation point.



Shortcut Saddle

Views from the byway let road travelers feel the vast, ruggedness of these areas while the more adventurous can explore within. Recreationists can hike historic trails and experience the San Gabriel and Sheep Mountain Wilderness Areas from the Angeles Crest Scenic Byway. The 2665-mile Pacific Crest National Scenic Trail, a continuous trail from Mexico to Canada, crosses the byway in several locations. The first National Historic Trail, the Gabrielino National Recreation Trail, named for the Tongva (Gabrielino) Native American ancient trading route, is accessible near Red Box Station. Visitors can also reach the Silver Moccasin and High Desert National Recreation Trails from trailheads along the byway.

Visitors to the Angeles Crest Scenic Byway have many opportunities to camp, hike, picnic, ski, study nature or relax with friends and family. There are 13 campgrounds along or within hiking distance of the byway and cabins for rent in the town of Wrightwood. There are numerous locations where travelers can stop to rest or picnic and enjoy the clean mountain air. Turnouts and nooks along the route frame panoramic vistas of the Los Angeles Basin, and the San Gabriel and Pomona Valleys. On clear days the Santa Catalina Islands are visible in the Pacific Ocean. Miles of hiking, mountain bike riding and horse trails traverse through this landscape.

Los Angeles County is home to a richly diverse community. Diversity can be manifested in age, gender, race, ethnicity, education, and language preferences. For example, in the 2000 US Census, 54.1% of Los Angeles County residents reported speaking a language other than English in their home. In

addition, 120 different languages are spoken within the Los Angeles School District. A 2001 USDA Forest Service study of outdoor recreation users found that a knowledge of socio-demographic characteristics is essential for providing services on National Forest lands in southern California (Chavez, 2001, p. 20). The Angeles Crest Scenic Byway creates an unparalleled opportunity to provide access to public lands for an increasingly diverse and discriminating public.

The Angeles Crest Scenic Byway Corridor Management Plan provides a vision, goals, and management recommendations for protecting and enhancing this 55-mile portion of State Route 2, and a recommendation for extending the byway designation to include the eligible portion of State Route 2 that continues east to the intersection of State Highway 138. The Corridor Management Plan is designed to provide guidance to federal, state, and local agencies, private landowners, and businesses interested in showcasing the spectacular scenery, historical significance, and extensive recreation opportunities along the byway.

Corridor Management Planning

A Corridor Management Plan (CMP), although secondary to National Forest Land Management Plans and County General Plans, reflects the exceptional values the public places upon a particular scenic route. A CMP articulates a community's vision for a scenic byway and represents a commitment to maintain and enhance its intrinsic qualities. It specifies the actions, procedures, operational and administrative practices, and strategies that will maintain the natural, scenic, recreational, historic, and cultural qualities of a byway corridor while recognizing the primary transportation role of the highway. A CMP is a working document and intended to be continually reviewed and revised as new information becomes available.

Plan Contents

This Corridor Management Plan provides a vision for maintaining and enhancing the Angeles Crest Scenic Byway and prescribes management strategies including:

- Protection of the highway's intrinsic qualities,
- Development of interpretive features to enhance the visitor's experience,
- Recommendations for existing and future marketing needs,
- Implementation strategy, and
- Continued participation from local communities, the public, land management agencies, and highway agencies.

This plan has been cooperatively funded by the Federal Highway Administration TEA-21 Grant and the USDA Forest Service.

Benefits of National Scenic Byway Designation

Scenic byways are roads that highlight the special natural, historic, and cultural features of an area. These roadways provide an opportunity for travelers to enjoy the unique features of an area, while providing local communities an opportunity to increase tourist revenue. Designating and protecting scenic byways is a way to preserve America's beauty and heritage for everyone to enjoy. To receive the official designation as a National Scenic Byway, a route must possess multiple intrinsic qualities that are nationally significant and a Corridor Management Plan must be developed. This plan will identify key resources, threats to those resources, preservation strategies, and marketing plans.

Although this portion of State Route 2 is already recognized as the Angeles Crest State Scenic Highway, formal recognition as a National Scenic Byway would provide additional benefits to area visitors, nearby residents and businesses, and bring opportunities to surrounding communities. Some of these benefits include:

National Recognition

National Scenic Byway recognition identifies the premier scenic routes in the U.S., and brings recognition to the agencies, organizations, and communities that sought designation. Identification of Route 2 on state and Federal maps and on auto club brochures can lead to more tourism opportunities for the area.

Increased Pride

National Scenic Byways reflect local pride and provide citizens an opportunity to showcase the beauty of their region. The Corridor Management Plan gives stakeholders a forum to discuss what they value and want to feature in their communities. It also identifies how to preserve these qualities while encouraging thoughtful economic growth.

Increased Funding Opportunities

If the Angeles Crest Scenic Highway was designated a National Scenic Byway, the route would be eligible for federal funding through the National Scenic Byways Program. These funds could be used to develop interpretive facilities, information kiosks, restrooms, and other needed byway improvements. In addition, implementation of the corridor management plan could result in increased business, tax revenue, and jobs from tourist dollars.



Public Participation

The Corridor Management Plan was developed by Angeles National Forest employees, members of the Volunteers of the Angeles National Forest, private citizens, and Wrightwood area business owners.

Public meetings were held throughout the process at locations on both the Wrightwood and La Canada Flintridge side of the byway. These meetings were held to determine the interest of the local public and administering land entities in the management of the Angeles Crest Scenic Byway. Participants identified concerns and opportunities and developed a vision statement and goals. Another goal of the meeting was to determine if the group supported seeking National Scenic Byway designation for the byway. Opportunities and concerns common to meeting participants included:

- An overwhelming appreciation for the land and natural resources and support of stewardship principles,
- Concern that too much visitation may negatively affect intrinsic qualities,
- Desire to improve interpretive information along the highway and to tell stories of the area,
- Request for the route and parking at Grassy Hollow Visitor Center to be plowed and cleared earlier in the spring so that staff can open and serve the public for a longer season,
- Desire entrance portals or stations at either end of the highway,
- Concern with a lack of adequate parking and sanitation at some locations,
- Desire consistent signage along the highway,
- Highway safety concerns, including speeding and the increased traffic congestion along the lower western portion of Route 2 brought on by commuters from the Antelope Valley, and
- Request to extend the official State Scenic Highway designation to include the portion of Route 2 that extends east to the junction of Highway 138. The extended byway would be included in the nomination for National Scenic Byway designation.

Chapter 2 – Niche, Vision and Goals

Niche

The San Gabriel Mountains and the Angeles Crest Scenic Byway provide a unique natural opportunity within an increasingly urban landscape. In the Upper Santa Clara, Antelope, and Los Angeles Basins, 20 million people live with only a few pockets of green space to experience nature. The San Gabriel Mountains stand sentinel in the backdrop of this urban landscape. Rugged and immense, these mountains provide the landscape to witness nature in action. The Los Angeles Basin, Mojave Desert, and the San Fernando, Upper Santa Clara, and Antelope Valleys surround the Los Angeles National Forest.

The niche of the Angeles Crest Scenic Byway corridor is to provide a contrast to the valley below:

The Angeles Crest Scenic Byway is a place where one can find opportunities to enjoy nature, embrace silence, breathe clean and cool air, access areas of solitude, and experience the depth of nighttime darkness with only stars to light your way. The byway provides a fresh setting where friends and families gather to reconnect.

Vision

The vision statement for the Corridor Management Plan was developed during public meetings and describes the value, purpose, and future of the Angeles Crest Scenic Byway. It also provides a foundation for establishing goals and management strategies that will protect the intrinsic qualities of the byway. The vision statement for the Angeles Crest Scenic Byway Corridor Management Plan reflects a diverse set of interests.

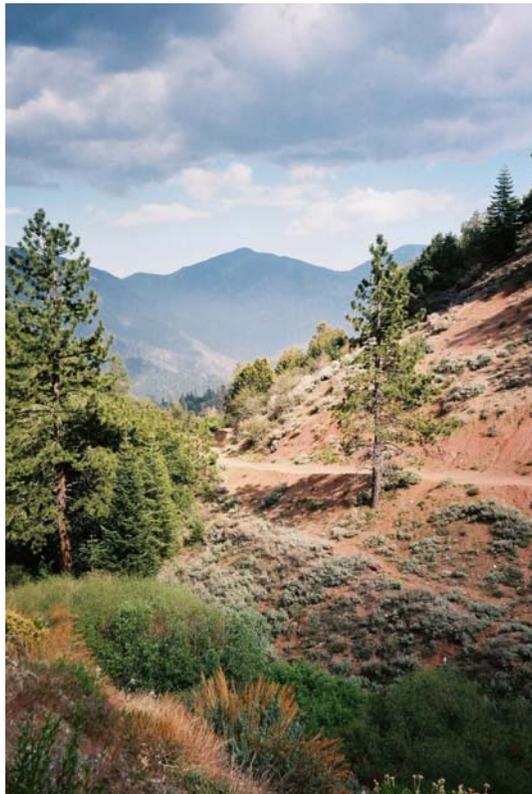
Our Vision:

The Angeles Crest Scenic Byway is managed to protect its intrinsic qualities, those that highlight the historic, recreation, scenic, and natural features along the route. Facilities along the route are updated, clean, and provide a pleasant experience for visitors. The neighboring communities desire more family-friendly opportunities along the corridor. The highway maintains its character as a forested highway and visitation growth is dispersed throughout the week and season to minimize weekend crowding. The financial benefits of tourism are felt more readily on the eastern edge of the byway. Visitors have an appreciation of their natural environment and act as good stewards of the land.

Goals

Goals are developed to translate the vision into reality. Goals address specific steps that can be implemented through policy and management. Management goals for the Angeles Crest Scenic Byway, identified at public workshops include:

- Enhance tourism and local businesses by improving and advertising the Angeles Crest Scenic Byway as a destination rather than a corridor,
- Preserve the scenic beauty and local heritage of the area,
- Enhance residents' and visitors' experiences as they drive the corridor and enjoy the outdoor recreation and heritage opportunities along the route through enhanced interpretation and environmental education,
- Extend the Angeles Crest Scenic Byway initially through Wrightwood and eventually eastward to the Rim of the World Scenic Byway,
- Increase cooperation between all interested parties and maintain high levels of local input and decision-making in the management of the Angeles Crest Scenic Byway, and
- Protect, conserve, and enhance the resources found along the corridor for present and future generations.



Windy Gap

Chapter 3 – Land Use and Commerce

Ownership

The Angeles Crest Scenic Byway lies almost entirely within National Forest System land – the Angeles National Forest. The byway corridor is mostly managed by the Angeles National Forest. Management of the Angeles National Forest is guided by a Land Management Plan, which includes established goals, objectives, standards, and guidelines for managing natural resources (vegetation, biological diversity, invasive species, watershed, soil, air, geologic resources), and the social and economic environment (recreation, heritage resources, Wilderness areas, social environment, economic environment, tribal and Native American interests, law enforcement, and landscape management).

Federal Lands

The four southern California National Forests (Angeles, Cleveland, Los Padres, and the San Bernardino) constitute four of the most urban-influenced forests in the entire National Forest System. These forests serve as an open space, visual backdrop, recreation destination, and natural environment for a diverse, urban population who live within an hour drive of any one of the four forests.

Angeles National Forest

The Angeles National Forest provides 72% of Los Angeles County open space. As outlined in the Angeles Land Management Plan, the transportation corridor of the Angeles Crest Scenic Byway weaves through three geographical units, or Places: The Front Country, Angeles Uplands West, and Angeles High Country. This land is maintained as a natural appearing landscape that functions as a 1) 'first impression' scenic backdrop for the Los Angeles and San Bernardino metropolitan area in the Front Country, 2) mid-elevation recreation gateway to the High Country in the Angeles Uplands West, and 3) year-round forested mountain recreation area in the Angeles High Country. The valued landscape attributes to be preserved include dramatic canyon panoramas along the byway. Management emphasis is focused on forest health, levels of sustainable recreation use to meet public demand, urban and national forest infrastructure, interpretation and community outreach, community defense from wildland fire, protection and enhancement of threatened, endangered, proposed, candidate and sensitive species, and restoring healthy riparian systems (USDA-FS, 2005b, p. 48-49).

Special land use designations on the Angeles National Forest within the byway corridor and watershed include the San Gabriel and Sheep Mountain Wilderness Areas, the Pacific Crest National Scenic Trail, the Gabrielino, Silver Moccasin, and High Desert National Recreation Trails, and Devil's Punchbowl and Mt. Baden-Powell Special Interest Areas. Additionally, the Aliso-Arrastre Special Interest Area can be accessed from the byway using a forest highway.

Route 2 passes through the Los Angeles River Ranger District and the Santa Clara/Mojave Rivers Ranger Districts. The Santa Clara/Mojave Rivers Ranger District covers the northern portion of the Angeles National Forest and is divided into two land areas and the Los Angeles River Ranger District manages the southwest area of the forest. Route 2 runs parallel to the northern border of the San Gabriel River Ranger District.

The Angeles Crest Scenic Byway leads visitors to a variety of experiences. Several recreation areas are accessible from the byway; Mountain High West, East, and North (formerly Ski Sunrise) provide snow skiing facilities, and Charlton-Chilao Recreation Area is a popular multi-use recreation destination. Many trailheads into the San Gabriel Wilderness and Sheep Mountain Wilderness are

accessible from the Angeles Crest Scenic Byway. Devil's Punchbowl Special Interest Area has a geologic theme and is managed by both the Angeles National Forest and Los Angeles Department of Recreation and Parks. The Chilao, Clear Creek, and Grassy Hollow Visitor Centers offer interpretive exhibits, tours, and nature trails. Visitors can also experience a historic fire lookout tower, Vetter Lookout. The Haramokngna American Indian Cultural Center, located at Red Box, displays the culture and history of the area. The Mt. Wilson Observatory located on Mt. Wilson is the home of research, an astronomical museum, and picnic tables with a spectacular view (www.mtwilson.edu).

State of California

The 55-mile State Route 2 between La Canada Flintridge and the Los Angeles and San Bernardino County Line was designated a California State Scenic Highway on March 12, 1971. The portion of State Route 2 through Wrightwood to State Route 138 has been determined eligible for State Highway Status. The intent of the California Scenic Highway Program is to “protect and enhance California’s natural scenic beauty and to protect social and economic values provided by the State’s scenic resources.”

California Department of Transportation (CalTrans) administers and maintains the highway. The route is located within the 22nd, 25th, 33rd and 35th U.S. Congressional Districts.

County

Los Angeles County

The Los Angeles County Circulation Element of the General Plan emphasizes “the development of a system of scenic corridors predominately along existing roadways and establishes priorities for future corridor studies.” The county recognizes the importance of scenic highways and supports recognition and protection of these resources.

Commerce

The Angeles Crest Scenic Byway is located almost entirely within the Angeles National Forest where limited opportunities for private enterprise exist. Table 1 displays the hospitality infrastructure along the byway. Two private pieces of property adjacent to the byway offer amenities to the public. Newcomb’s Ranch Inn, located 45 miles from La Canada Flintridge, California, is open seven days a week and serves food and beverage to the public. Mountain High Ski Resort is located three miles west of Wrightwood, California and offers skiing, equipment rental, and a restaurant. Two Angeles National Forest Visitor Centers, Chilao and Grassy Hollow, are located on the byway. Chilao Visitor Center is located 27 miles north of La Canada Flintridge and offers interpretive exhibits, nature trails, bird viewing area, educational programs, historical and anthropological information on the area, and a gift shop stocked with maps, books, and nature-related gifts. Grassy Hollow Visitor Center is located 6 miles west of Wrightwood and provides similar services, but focuses more on the natural environment. Volunteers of the Angeles National Forest, in collaboration with the Angeles National Forest, provide free, guided tours and scheduled group educational programs at the Grassy Hollow Visitor Center.

Table 1. Hospitality Infrastructure along the Angeles Crest Scenic Byway

| | Lodging | Vacation Rentals | Restaurants | Food Stores | Fuel | Shopping | Information Center | Guided Services | Rec. Rental Equipment | Professional Services | Emergency Services |
|---|---------|------------------|-------------|-------------|------|----------|--------------------|-----------------|-----------------------|-----------------------|--------------------|
| La Canada Flintridge, California | X | 80 | X | X | X | X | | | X | X | X |
| Clear Creek Information Center | | | | | | | X | | | | |
| Chilao Visitor Center | | | | | | X | X | | | | |
| Newcomb's Ranch Inn | | | X | | | | | | | | |
| Grassy Hollow Visitor Center | | | | | | X | X | X | | | |
| Mt. High Resort | | | X | | | X | | X | X | | |
| Big Pines Information Center | | | | | | X | X | X | | | |
| Wrightwood, California | X | X | X | X | X | X | X | | X | X | X |



Big Pines Visitor Center



Grassy Hollow Visitor Center



Chilao Visitor Center

Chapter 4 – Highway Conditions

Route 2 is owned, operated, and maintained by the State of California. The Angeles Crest Scenic Byway portion of Route 2 lies within Los Angeles County and ends at the Los Angeles-San Bernardino County line. California Department of Transportation (CalTrans) Districts 7 is responsible for maintaining the byway. District 8 assists with maintenance on the eastern portion, but the byway lies completely within District 7. This two-lane paved highway with steep grades and narrow shoulders winds through chaparral foothills into forest and mountain landscapes. The Angeles Crest Scenic Byway serves commuters, residents, bicyclists, motorcyclists, and tourists. A portion of the highway from Islip Saddle to Vincent Gap is closed during the winter months due to snow, slides, and avalanches. The highway reopens in the spring, generally by April or early May.

Highway System

The Angeles Forest Highway (Palmdale cut-off) intersects the byway at Clear Creek Information Station, approximately 7 miles from La Canada Flintridge. It offers an alternative route for drivers commuting to Los Angeles from the Antelope Valley and neighboring communities along Highway 14. As a result, commuter traffic and congestion along this portion of Route 2 is predictable during weekday mornings and early evenings.

Forest route 3N19, Upper Big Tujunga Road connects the Angeles Forest Highway with the byway at Shortcut Saddle.

State Highway 39 intersects the byway at Islip Saddle. Due to the high frequency of runoff, erosion, and subsequent slides, the portion of Highway 39 before Islip Saddle has been closed to motorized travel for many years. CalTrans has tentative plans to rebuild and open this highway.

Big Pines Highway connects with the byway west of Big Pines Information Center. This route connects the Antelope Valley to the eastern section of the byway.

Average Daily Traffic

Driving for pleasure through the Angeles National Forest is a popular recreation activity. It is estimated that 3.5 million people visit the Angeles every year, and 3% of these visitors drive for pleasure along the byway and other scenic routes (USDA-FS, 2005a, p. 253-254).

CalTrans collects traffic data on routes in the State Highway System using electronic counters between October 1st and September 30th of each year. The results are adjusted to account for seasonal influence and other variables present and used to determine the average annual daily traffic (AADT) count at specific mileposts. The 2004 Annual Average Daily Traffic Report¹ includes the following AADT data for points along the Angeles Crest Scenic Byway:

- Milepost 24.41 – 25.35: Angeles Crest Byway from the intersection of 210 to Vista del Valle Road averaged 14200 AADT.
- Milepost 25.35 – 26.94: Intersection with Vista del Valle Road to the Angeles National Forest boundary averaged 8800 AADT.

¹ (www.dot.ca.gov/hq/traffops/saferesr/trafdata accessed 10/19/2005)

- Milepost 26.99 – 28.58: The Angeles National Forest boundary to the Slide Canyon Bridge averaged 4050 AADT.
- Milepost 28.58 – 33.8: The Slide Canyon Bridge to the intersection with the Angeles Forest Highway averaged 3950 AADT.
- Milepost 33.8 – 38.37: The intersection with the Angeles Forest Highway to Mount Wilson Road averaged 1150 AADT.
- Milepost 38.37 – 50.61: Mount Wilson Road to the entrance of Upper Chilao Recreation Area averaged 780 AADT.
- Milepost 50.61 – 58.09: Upper Chilao Recreation Area to the Buckhorn averaged 660 AADT.
- Milepost 58.09 – 64.09: Buckhorn to Islip Saddle and junction with Route 39 South (closed) averaged 410 AADT.
- Milepost 64.09 – 77.39: Islip Saddle to Blue Ridge Road averaged 330 AADT.
- Milepost 77.39 to 79.88: Blue Ridge Road to Big Pines Highway averaged 530 AADT.
- Milepost 79.88 to 82.27: Big Pines Highway to the Los Angeles-San Bernardino County line averaged 1650 AADT.

Based on this traffic data, more traffic exists in highly populated areas, or areas used for commuting to and from the LA basin. The higher the altitude and lower the population, the less traffic visitors will see. More traffic exists along the byway on the weekend when people travel to the area for recreation and driving for pleasure.

Accidents

Many individuals consider the Angeles Crest Scenic Byway a dangerous route. The eastern portion of the route is more dangerous because of narrow switchbacks and blind curves. The lack of guardrails along portions of the route, rocks and debris from landslides, winding roads, potholes, narrow to non-existent shoulders, and speeding contribute to the many accidents that occur along the route. The intersection at Big Pines has been identified as a safety hazard.

Collision data from the California Highway Patrol along the byway (State Route 2 between Mile Point 24.41 and 82.27) for 2003 and 2004 reflects a need for improving the safety of the route. In 2004, 133 collisions occurred along the route. Of these, 97 resulted in injury and five were fatal. In 2003, 134 collisions occurred with 82 resulting in injury and six were fatal accidents.

A task force was formed in 1999 to reduce the number of traffic fatalities on the Angeles Crest Scenic Byway. A \$100,000 grant from the California Office of Traffic Safety helped fund the project. CalTrans, California Highway Patrol and local and state agencies developed the Angeles Crest Highway Traffic Safety Corridor project between mile markers 26.9 and 65.0. The project included the reduction of the speed limit on segments of the highway, installation of a barrier and guardrail, installation of winding road and rockslide area symbols, implementation of a daytime headlight section, implementation of a double fine zone, installation of changeable message signs, and increased law enforcement. CalTrans received a 2003 National Roadway Safety Award for the Angeles Crest Highway Traffic Safety Corridor project. As a result, the number of collisions and fatalities decreased by 14% (CalTrans, 2003). The motorcycle community was involved throughout the process, and fatal motorcycle crashes were

reduced by 75%. The primary collision factor before and after remained the same, with unsafe speed accounting for 42% of all accidents involving motorcycles. The conclusion of one study stated, "A multidisciplinary approach involving law enforcement, CalTrans, the media and physicians can dramatically affect traffic safety along dangerous roads (Aristeiguieta, et. al, 2000)."

Roadway Maintenance

Responsibilities of maintaining the large road network in the Angeles National Forest is shared between CalTrans, Los Angeles and San Bernardino County Road Departments, and the Forest Service. These agencies maintain bridges, culverts, low-water crossings, and tunnels throughout the area.

CalTrans and the Forest Service maintain California State Route 2 (Angeles Crest Scenic Byway). In the months free of snow, crews are responsible for slide removal, asphalt work, shoulder work, drainage maintenance, storm water management, brush removal, and road sign delineation. After the gates at Islip Saddle to Vincent Gulch have been closed for winter, crews are responsible for snow removal and ice control on open portions of the highway.

The Angeles National Forest operates and maintains 350 buildings, including the surrounding grounds, and 1000 miles of National Forest System roads throughout the Angeles National Forest. Forest Service employees are responsible for snow removal, upkeep of lawns, walkways, and steps as well as the repair and maintenance of retaining walls, curbs, and sidewalks.

Desired Highway Features

Along the Angeles Crest Scenic Byway, it is desired to maintain scenic integrity of the area, add scenic and interpretive enhancements, improve public safety, protect plants and wildlife, and reduce non-native species of plants and wildlife.

Projects and Proposals

The Angeles National Forest, Roads and Trails Program, as outlined in the 2005 Forest Plan, will emphasize managing the transportation system to address user demand, protection needs, and resource consideration. The goal of the program is to maintain roads and trails to minimize the level of effects to species and watersheds while safely accommodating use (USDA-FS, 2005b, p.29).

In conjunction with the Corridor Management Plan, the FHWA grant partially funded three construction projects located at points of interest along the byway. These projects are scheduled to be completed in 2007 and include:

- **Jarvi Vista:** Reconstruct viewing platform, replace toilet and pathways;
- **Big Pines Proposed Historic District:** Demolish, remove, and fill in building foundation and pave parking area;
- **Inspiration Point Vista:** Construct three shade ramadas.

Law Enforcement

Law enforcement is provided by three entities along the Angeles Crest Scenic Byway. The California Highway Patrol is responsible for traffic violations and responds to accidents on State Route 2. The Los Angeles County Sheriff Department is responsible for protecting people and their property, including illegal drug use, disorderly conduct, stolen camping gear, domestic violence or accidents. Finally, the Forest Service is responsible for natural resource and forest property issues, such as vandalism or cutting firewood without a permit. They also enforce Title 36, Code of Federal Regulations orders such as keeping pets on a leash in campground areas or prohibiting the use of motorized boats on lakes designated as identified through special orders.

In addition to law enforcement, county fire departments generally are responsible for responding to accidents and providing emergency medical treatment, while the Los Angeles County Sheriff's Department usually coordinates search and rescue efforts. The Forest Service, county fire departments, and a number of volunteer crews assist with fire prevention and suppression.



Chapter 5 – Intrinsic Qualities

Intrinsic qualities are defined as inherent, essential, unique, or irreplaceable features representative or distinctly characteristic of an area. These qualities may be natural or historic features and create a sense of place unique to an area. The six intrinsic qualities that are evaluated are scenic, natural, historic, cultural, archaeological, and recreational.

Scenic Environment

General Setting

“On a clear day the majestic San Gabriel Mountains, rising sharply from the valley floor, dominate the vista from the Los Angeles Basin. Crowned with snow in winter, the mountains are a dazzling backdrop to the downtown skyline.” - Rudy Retamoza, Angeles National Forest

Overlooking the Los Angeles Basin and San Fernando Valley to the west, the San Gabriel and Pomona Valleys to the south and the Mojave Desert on the north, the rugged San Gabriel Mountains offer a stark contrast to the populated areas of Southern California. This range covers 658,000 acres, mostly in Los Angeles County, with the eastern edge crossing into San Bernardino County. These scenic mountains offer a biologically diverse and beautiful landscape. Used in numerous films and advertisements, the San Gabriel Mountains offer unique spectacular views.

Many early travelers documented their adventures in this rugged country, including the well-known naturalist John Muir who wrote in 1877,

“The San Gabriel Range is more rigidly inaccessible in the ordinary meaning of the word than any other that I ever attempted to penetrate.”

During another visit, Muir looked at the mountains as places of wonderment and recorded what he saw as a spiritual adventure. Of the pristine side canyons and streams that he explored, he wrote a historic account illuminating a hidden wonderland,

“In the very heart of this thorny wilderness, down in the dells, you may find gardens filled with the fairest flowers...where the ouzel builds its mossy hut and sings in chorus with the white falling water.”

Physical Features and Landforms

When first surveyed in the 1800s, the San Gabriels were designated the “Transverse Range” due to their east-west orientation, which differs from the north-south pattern of most California mountain ranges. The highest peak, Mt San Antonio, or Mt Baldy, towers the skyline at 10,064 ft. Within the San Gabriel Mountains are the headwaters of the Los Angeles River and the San Gabriel River.



Mt Baldy

The mountain range is considered geologically young because it is constantly worn down by erosion and thrust upwards by tectonic pressures. Two major geological features occupy this range, the Sierra Madre Fault runs along the south flank and the Soledad Fault along the west. The mountains are also fractured internally by numerous secondary faults.



San Andreas Faultline

The San Andreas Rift Zone, a portion of the San Andreas Fault line that runs up the great valley of central California, cuts a swath along the desert side of the San Gabriels, forming a series of parallel mountain valleys. Deepest and arguably most scenic of these fault-carved depressions is the Swarthout Valley, located within the region of the mountain communities of Wrightwood and Big Pines. The natural rock formations and geological activity of the area provide a unique setting and scenic adventure for those who visit this area. The highest point of the San Andreas Fault is at Big Pines, along the byway.

The upper portion of the byway travels along the crest through forests of pine, cedar, and white fir and continues west towards the ocean. This section of the road, from Mt. Islip saddle to 5 miles west of Big Pines, is closed to winter travel due to snow slides and inclement weather.

Western access to the byway begins at Foothill Boulevard in La Canada Flintridge. Once out of the urban development, the byway gradually ascends into the clear mountain air, leaving the smoggy haze of the city behind. There are many turnouts with dramatic views for taking photo and picnic areas for the traveler to enjoy. On a clear day, Santa Carolina Island is visible from many of these spots. Driving the Angeles Crest Scenic Byway from either side provides a unique, scenic experience.

In the 1930s, the byway provided new access to the mountains for those living in the area and vacationers traveling there to experience it. Today, due to the inherent value of the natural landscape, its recreation values, and close proximity to an urban area, the Angeles National Forest attracts more than 3.5 million visitors a year.



Inspiration Point Scenic Vista

Scenic Vista Points and Turnouts

Along the byway, there are several places to stop and enjoy the scenery. Vista points allow visitors to view magnificent views, historic landmarks, wildlife, and the contrast between the natural environment and the Los Angeles basin below. Table 4 in Chapter 9 lists all vista points and turnouts accessible along the byway. They are also excellent locations for interpretive materials.

Natural Environment

A scenic drive along the Angeles Crest Scenic Byway will reveal a rich diversity of vegetative landscape as the route rises in elevation into the San Gabriels. From the Mojave Desert floor of various brush to the adjacent lowlands, the distribution of vegetation varies from the chaparral scrub and pinyon pine, to montane meadows and stream riparian areas, and pine and fir forest as the route rises to the crest. On the descent towards the ocean, the vegetation changes to coastal sage scrub.

Vegetation

Our Lord's candle, of the *Yucca* family, is found on the ocean side of the byway and is a remnant of the plant community that has extended beyond the Baja California region. Native Americans of the area made flour from the seeds and used fibers from the leaves to weave cordage, nets and baskets. They roasted young flower stalks and produced a food that tastes like sweet potatoes. Between the lower and higher elevations on the desert side, the Joshua tree (*Yucca brevifolia*) flourishes. Common shrubs such as chamise, ceanothus, scrub oak, and toyon have adapted to the climate of the San Gabriel Mountains. Cottonwoods, California bay, bracken ferns and sedges grow in moisture rich areas.

Wildflowers

In the early spring, especially during the wetter years, spectacular spring wildflower blooms will dominate the landscape and provide the byway traveler with dazzling displays and carpets of color in the lower flats. The seemingly drab appearance



Our Lord's Candle, Yucca whipplei

of the dryer vegetation takes on a new life of its own during this time. The blooming period will extend for different flowers as the elevation changes, providing mid summer color in the cooler reaches of the byway. As fall approaches and temperatures cool down, yellow and red leaves appear on the deciduous trees of cottonwood, maples, and oaks.

Wildlife

Wildlife populations within the San Gabriel Mountains are diverse and abundant due to the physiographic diversity and relative isolation. As with the plants in this region, the animal distribution is linked to the changes in elevation that occur along the route and the ecological and habitat needs of each species.

Large mammals commonly found along the byway corridor and adjacent lands include mule deer, black bear, striped skunk, coyote, raccoon, rabbit, bobcat, and ground squirrels. One would have to look harder to spot a mountain lion. Nelson Bighorn Sheep can be seen at higher elevations on rocky edges and cliffs.

Raptors that may be seen include red-tailed hawk, sharp shinned hawk, Cooper's hawk, American kestrel, and turkey vulture. A rare, but not unheard of, sighting would include osprey, golden eagle, spotted owl, goshawk, white-headed woodpecker, condor, bald eagle, and peregrine falcon.

The mid-elevation habitat surrounding the byway is home to many protected species, including the Arroyo toad, southwestern willow flycatcher, San Diego horned lizard, two-striped garter snake, and western pond turtle. There is unoccupied, but critical, habitat for the California red-legged frog within this habitat. Also, the mountain yellow-legged frog lives in proposed critical high elevation habitat above the byway.

Water Resources

Given the desert conditions and overwhelming demand for water from the Los Angeles Basin and the eastern side of the mountains, the amount of water contributed from forest resources is significant. The Angeles National Forest provides for 35 percent of Los Angeles County's water supply. Water sources from the Angeles Crest Scenic Byway drain into the San Gabriel Reservoir. Water typically comes from snowmelt, ground water tables, rain, and streams.

Wilderness Areas

The Angeles National Forest is home to three wilderness areas: Sheep Mountain, San Gabriel, and Cucamonga. Wilderness Areas are designated by Congress and are preserved, left to the process of nature. The Cucamonga Wilderness is located on the eastern flank of the San Gabriel Mountains and managed jointly with the San Bernardino National Forest.

The San Gabriel Wilderness Area, one of the original Wilderness Areas designated in 1964, covers over 36,000 acres. The terrain is extremely rugged, and is made up of dense chaparral, riparian woodlands in the canyon bottoms, and steep fractured slopes with elevations ranging from 1,600 to 8,200. The three access points into the wilderness from the Angeles Crest Scenic Byway are located 1) west of the Chilao Visitor Center 2) at the junction with Santa Clara Divide Road at the Three Points Trailhead, and 3) near Buckhorn Campground at the Mt. Waterman Trailhead.

The Sheep Mountain Wilderness Area was designated in 1984 and covers 39,482 acres of rugged terrain on the Angeles National Forest and 400 acres within the San Bernardino National Forest. Elevations in the wilderness range from 2,400 to over 10,000 feet, providing a range of recreational

opportunities, including hiking, backpacking, and fishing. Visitors can access this wild area from the byway at Vincent Gap, Islip Saddle, and the Pacific Crest National Scenic Trail.

Special Interest Areas

Mt. Baden-Powell Special Interest Area is located within the byway corridor. Devil's Punchbowl can be accessed from the corridor via the Big Pines Highway. Also, the Aliso-Arrastre Special Interest Area can be accessed by exiting the byway using a forest road.

The Devil's Punchbowl Special Interest Area covers 1,255 acres and features the chaparral to conifer transition that occurs between 4,000 and 6,000 feet. Uniquely, it is an assemblage of spectacular rock formations that illustrate various geological processes. Visitors can learn about the history and effects of the San Andreas Rift Zone through the geology of the area. Additionally, the desert riparian plant community provides a nesting habitat for the prairie falcon. A portion of the area is managed as a Los Angeles County Park. Devil's Punchbowl can be accessed by exiting the byway west of Big Pines using Big Pines Highway.

Mt. Baden-Powell Special Interest Area covers 252 acres and supports one of the best examples of limber pine (*Pinus flexilis*) in southern California, a subalpine habitat, and at least three San Gabriel endemic plant species. Baden-Powell can be accessed from the byway using the Pacific Crest Trail west of Grassy Hollow.

Historical and Archaeological Resources

The Angeles Crest Scenic Byway leads visitors on a journey into the past. Several historical sites along the byway give us a peek into the life of early inhabitants, adventure-seekers, prospectors, and hunters. Visitors can hike along trails used by early inhabitants to hunt and gather food. Even the mountain views have a story to tell.

The earliest cultural resource site in the San Gabriel Mountains is approximately 5000 years old. It is unknown when humans first inhabited the San Gabriel Mountain range, but the earliest known inhabitants may have been connected to southern Arizona. Scholars believe they were displaced in 500 B.C. by Shoshonean native tribal groups. When the Spanish arrived in 1769, they renamed these peoples, Gabrielino, after the San Gabriel mission community. Natives of nearby villages northwest of that area, the Fernandinos, occupied the San Fernando Valley. The Tataviam peoples occupied territory extending into the western San Gabriel Mountains, and the Serranos inhabited the eastern end of the San Gabriels (Robinson, 1991, p. 3). The Chumash and Kitanemuk peoples also inhabited the area. By the early 1850s few Tongva traditional village communities existed.

These early inhabitants moved into the higher elevations of the Angeles Crest area during the warmer months of the hunting and gathering seasons. The mountains provided the Native Americans with food and materials for building and hunting. Bedrock mortars used for food processing can be seen along creeks in side canyons, evidence that they occupied seasonal camps. They hunted deer, mountain sheep, rabbit and other smaller mammals, and gathered acorn, pinyon nuts, yucca, sage, wild berry and other plants and seeds. Worn trails of ancient trade routes, some marked by boulders depicting the routes, indicate regular use of the area. When cooler temperatures set in, the native peoples would descend to their lowland villages (Robinson, 1991, p.4-5).

The gold rush in the San Gabriels was short-lived (1859-1862), but brought prospectors and development to the area. One of the biggest mines, the Big Horn, was situated on the east face of Mount Baden-Powell near the current Angeles Crest Scenic Byway. In 1895, the Big Horn Mine was named and discovered by Charles Tom Vincent, the namesake of Vincent Gap. Vincent was a local

character, prospector, and hunter who lived in Vincent Gulch, above the East Fork headwaters (Robinson, 1991).

In the 1880s, settlers and ranchers came in search of homesteads. Mountain resorts started to emerge in the 1880s and catered to those looking for wilderness, fishing, and hunting.

The following historical and archeological sites are located on, or accessible from, the Angeles Crest Scenic Byway, starting from the west and continuing east beyond the byway border in the town of Wrightwood, California:

West of the byway lies the historical community of **La Canada Flintridge, California** (www.lacanadaflintridge.com/). The communities of La Canada and Flintridge were combined in 1976 and became the current city, La Canada Flintridge. Early inhabitants of the area are believed to have been Shoshonean native tribal groups, followed by Spanish missionaries, and then ranchers. Most of the area consisted of Rancho La Canada, named by a Mexican school teacher in the 1840s. Foothill Boulevard, the starting point of the byway, was paved in 1913. Also during this year, U.S. Senator Frank Flint created Flintridge by subdividing land south of Foothill Boulevard. The Descanso Gardens is the site of a former ranch. The current NASA Jet Propulsion Laboratory was established by the California Institute of Technology in the 1930s and the first American satellite was created there. The Lanterman House was completed in 1915 by descendants of the La Canada founding family, the Lantermans, and is now a public museum.

Red Box Junction is named after the red box that held hand fire tools, dating back to 1908. Currently, one can use the picnic area, access trails, and visit the Haramokngna American Indian Cultural Center.

Mount Wilson and the Mount Wilson Observatory are located off the byway via the Mt. Wilson Road at its intersection next to the Red Box picnic area.

Benjamin Wilson, a proprietor and explorer, built the first trail to the peak of Mt. Wilson in 1864 with the hopes of harvesting timber. Half way up the mountain, he built a small cabin, stable, blacksmith shop, and chicken coop, and named it "Halfway House." The trail became a popular route in the 1880s and hikers would build a bonfire on Signal Point, signifying a safe arrival to the peak (Robinson, 1991).



Red Box Junction

Mt. Wilson was chosen to house a 13-inch Harvard telescope and in 1889, crews maneuvered the eight-mile trail with the telescope, stopping along the way for a snowstorm to subside. Also, a small observatory was built on the southwest edge of the mountaintop and named the Harvard Observatory Point. Astronomers used the site for only 18 months, until August 1890. The telescope was removed and the observatory sat unused until 1905.

During this time, two men established tent camps and attracted tourists to the area. Peter Steil build a tent camp within walking distance of the observatory, between Mount Wilson and Mount Harvard. Steil eventually sold his camp in 1891 to Clarence Martin, who expanded the attraction to sleep 40 visitors at a time. A. G. Strain opened a tourist camp near the summit of Mount Wilson, which was very popular with those seeking a mountain top camping experience. Strain's camp was known as the "Casino" to travelers. To improve travel and encourage use, the Pasadena and Mount Wilson Toll Road Company built a toll wagon road to Mt. Wilson in 1891.

In 1905, scientific discovery returned to the mountain. Dr. Gregory Hale and the Carnegie Institution of Washington established the Mount Wilson Solar Observatory and installed the Snow Solar Telescope. The toll company gave them water rights, free access, and a 99 year lease with the agreement that the public would always have access to the observatory (Robinson, 1991a). As a result, the toll road company built the Mt. Wilson Hotel in 1905. Fire destroyed the hotel in 1913, but it was reconstructed in 1915. The first automobile drove up the toll road in 1907. Next, the Mount Wilson Stage Line bussed people to the mountain, further enhancing early tourism at the top of the mountain. In 1936, the toll road was closed to public travel and turned over to the Forest Service (Robinson, 1991a).



Mount Wilson Observatory

The Mount Wilson Observatory is still home to the 100-inch Hooker telescope, which was for many years the largest in the world. The Mount Wilson Observatory is known as the most productive scientific institution in history. Many discoveries, including proof that galaxies other than the Milky Way exist, have been and continue to evolve at the top of Mt. Wilson.

Mount Disappointment and Mount San Gabriel are visible from Red Box Junction. These peaks were named in 1875 by a US Army Wheeler Survey after discovering that Mt. San Gabriel was the highest peak in the area, not Mt. Disappointment as they originally thought. Mt. San Gabriel is 164 feet higher than the original triangulation point on Mt. Disappointment. In 1955, during World War II, the US Army cut off the top of Mount Disappointment to build a Nike Missile site.

At **Shortcut Saddle**, one can learn the story of Sir Baden Powell, the founder of Boy Scouts of America, while looking at Mt. Baden Powell.

Charlton Flat, previously Pine Flat, was the original location of the Pine Flat Ranger Station.



Vetter Lookout

The Vetter Lookout was built by the Civilian Conservation Corps in 1935 and is named for Victor Vetter, a former District Ranger of the Angeles National Forest. This lookout is perched at 5908 feet in elevation. Fire lookouts were built to house Forest Service employees who panned the horizon, looking for forest fires. This lookout was used until 1982 and is eligible for historic landmark designation. One can hike to the lookout from the Charlton Flat Picnic Area or the Silver Moccasin National Recreation Trail.

The Chilao Recreation Area sits on the land historically used by Native Americans as a summer home. The first Forest Service Ranger Station in California was moved here from Shortcut Canyon and restored in the 1980s. Ranger Louie Newcomb built the West Fork Ranger Station in 1900 when the forest was named the San Gabriel Timberland Reserve. One can learn the history of the area and the people that inhabited it through displays and activities at the Chilao Visitor Center, also located at this site. At one time this area was a Civilian Conservation Corps (CCC) site. The origin of the name Chilao is unknown for certain, but there are many stories told behind the name. One story depicts bandits earning the slang nickname “Chillia” and another tale leads us to believe Chilao is named after Chilao Silvas, a rancher known for lassoing bears.

Newcomb’s Ranch Inn, a privately owned restaurant, was established in 1939. Louie Newcomb was an early homesteader who lived in a cabin frequented by William Sturtevant, another historic character of the area. Newcomb worked for a few years as a Forest Service Ranger, building trails and cabins. He sold his property in 1929 to his cousin, Lynn Newcomb, Sr. claiming that the Angeles Crest Highway ruined the area. Most of the original Newcomb’s Ranch Inn was destroyed in a 1976 fire, but was rebuilt as a restaurant by Lynn Newcomb, Jr.

The Kratka Ridge Ski Area is located where the byway ended in 1941. The original rope tows were powered off car axles. This area has not been used in recent years.

Islip Saddle and Mount Islip are named after George Islip, who ran Orchard’s Camp 1850 to 1879. Islip Saddle was a historic trade route. The rustic stone cabin at Mt Islip, while no longer staffed, serves as a reminder of the days when fire lookouts scanned the sky for telltale wisps of smoke. Islip Saddle is located at the junction of the byway and Highway 39. (Highway 39 is closed for several miles, beginning at Islip Saddle).

Little Jimmy Trail Camp and Little Jimmy Springs are named for James Swinnerton, a cartoonist who camped and painted landscapes during the early 1900s. In 1909, he painted a life-size color caricature of one of his cartoons, “Little Jimmy” on a tree stump near the present day campground.

Dawson Saddle is the highest point of the byway, 7901 feet above sea level.

Vincent Gap is a saddle, or a low point, between Mt. Baden-Powel and Blue Ridge. The Angeles Crest Scenic Byway crosses the Punchbowl Fault here.

Big Pines is located in the Swarthout Valley, which is named for early settlers and brothers Nathan and Truman Swarthout. The Swarthouts are believed to be the first settlers of the area, and ranched and farmed the land in the 1850s.

In 1918, Los Angeles County built a road and purchased 760 acres from the Forest Service to establish the first public recreation area in the county. Big Pines County Park was used until the 1940s and provided the public with a zoo, winter recreation area, coffee shop, ski lodge, and employee housing. The Big Pines Zoo displayed bison, bear, deer, mountain lion, wolves, and coyotes. To attract the 1932 Olympics to Wrightwood, a ski jump was built in 1929. In 1932, the Big Pines Ski Club was organized and together with the Civilian Conservation Corps, ski runs were cut into Blue Ridge and Table Mountain. To further encourage public recreation, commercial ski facilities and additional runs at Table Mountain were built in 1937 through a Forest Service lease.



Big Pines

The depression hit this area hard and Los Angeles County could no longer afford to maintain the facilities, so in 1940, Big Pines was returned to the Forest Service and continued to be managed as a recreational center.

In 1995, Big Pines Park was determined potentially eligible for listing in the National Register of Historic places for its significant role in tourism and recreation in post World War I. The Big Pines proposed historic district has also housed a jail, U.S. Post Office, and general store. Currently, the Big Pines Information Station and Forest Service administration offices are located in the proposed historical district. The historic lodge and tower are popular tourist attractions. Visitors are also drawn to the Swarthout Valley to study the geological activity and rock formations, which were carved by the San Andreas Fault. The highest point of the San Andreas Fault is at Big Pines, along the byway.

The community of **Wrightwood, California** is a thriving mountain community and was home to many early settlers of the area. It is believed that the Serrano Indians were the first inhabitants of the area, followed by homesteaders in the 1850s, and ranchers and miners in the late 1800s. The Wrightwood school district was established in 1928 and the Angeles Crest Scenic highway connected La Canada and Wrightwood in 1958 (www.wrightwoodcalif.com). A firehouse was built in 1949 and is now the Old Firehouse Museum and home of the Wrightwood Historical Society.



The Community of Wrightwood

Cultural Expressions

The Angeles Crest Scenic Byway uniquely lies almost entirely within the Angeles National Forest. The California communities of La Canada Flintridge on the west and Wrightwood on the east of the byway host a wide array of public events and offer cultural celebrations, museums, historical societies, art galleries, outdoor recreation opportunities, sporting events, live music, a farmers market, and festivals. A multitude of cultural events and activities exist in nearby Los Angeles. Within the byway corridor at private landholdings and Forest Service sites, one can enjoy a cultural center and art gallery, visitor centers, outdoor recreation opportunities, live music, festivals, and religious retreats.

The Hollywood film and advertising community frequently use the area for scenic backdrops and to create an environment of adventure. From steep cliffs, magnificent views, and dirt roads to historical characters of the area like Tiburcio Vasquez and Charles Vincent, the San Gabriel Mountains and the byway corridor are a living backdrop rich with culture and history.

The San Gabriel Mountains offer a quiet respite from the bustle of the Los Angeles basin below. For some, the byway takes them to trails leading deep into the mountains, immersing them in nature. For others, stopping at one of the numerous pullouts to look out over the valley to the ocean, brings them a joy not found in the valley below. For many, breathing clean air and enjoying the immensity of the surrounding mountains is all they seek.

The Haramokngna American Indian Cultural Center is a place where Native American people can gather to share their culture, history, heritage, and dreams with their families, other Native groups, and with the public (www.haramokngna.org). Haramokngna, or “the place where people gather” in the Tongva language, is located on Red Box Saddle, off the western portion of the byway near its intersection with Mt. Wilson road. Red Box Saddle was the first resting spot on the trek from the sea to the desert, a place where people gathered to share stories and harvest the products of the mountains.

Haramokngna was opened in 1998 under a special use permit from the Forest Service. Programs and events are organized by Ne’ayuh, a non-profit Native organization. The center offers the Toypurina Gallery of Native American Art and a learning center for workshops in traditional native arts and culture. In the future, the center will offer a demonstration gathering camp and ethnobotanic garden, where visitors can see a replica of a camp and learn about the languages used by the five native tribes during their treks between the valley and mountains. Workshops in native plants and traditional preparation are offered at the center. Festivals are also held at the center. The Gabrielino Trail is also accessible from Red Box Saddle.

The Chilao Visitor Center, located in the Charlton-Chilao Recreation Area, features exhibits on the (Gabrielino) Native Americans, the natural environment and history of the Angeles High Country, and bird watching. Native Americans historically used Chilao as a summer home. The visitor center also gives tours to visitors and school groups. Please see the Interpretive section of this document for more information on this special resource.



Grassy Hollow Visitor Center

On the east side of the byway, the **Grassy Hollow Visitor Center** provides local knowledge of the area, displays and video presentations of forest lore, and exhibits on local animals, birds, and reptiles. Volunteers of the Angeles National Forest, a volunteer group from Wrightwood, staff the visitor center. Please see the Interpretive section of this document for more information on this special resource.

Many activities continue throughout the year. Newcomb’s Ranch Inn features live music along the byway and is open every day. The community of La Canada Flintridge sponsors a farmer’s market every Saturday morning. Another community highlight is the Descanso Gardens, a 165-acre botanical garden.

Spring brings wildflowers and celebrations along the byway! In May, the community of La Canada Flintridge celebrates its Spanish heritage with Fiesta Days. The Lilac Festival and Spring Garden Tour held by the community of Wrightwood, celebrate the arrival of spring at 6,000 feet. Wrightwood also holds an Easter egg hunt each Easter season. In April or early May the portion of the byway from Islip Saddle to Vincent Gap is cleared of snow and slides and reopened until winter. Higher elevation campgrounds are also reopened for the season.

Summer is a busy season along the byway. Camping, picnicking, hiking, backpacking, and driving for pleasure are popular summer recreation activities. Many hikes, interpretive walks, and camp events are scheduled through the Forest Service in the summer. In July, Wrightwood hosts Mountaineer Days, a festival celebrating the history of the area complete with Bluegrass music, line dancing, gold panning, best dressed historical attire contest, and a parade. The Mountain Classic Car Show in August is another Wrightwood annual event.

Fall brings cultural and endurance sporting events along the byway. In September, the Angeles Crest Century bike race takes place along the Angeles Crest Scenic Byway, the Angeles Forest Highway, and Big Tujunga Road. The Angeles Crest 100 Mile Endurance Run begins in Wrightwood every September. Wrightwood also hosts a Fall Festival in October. The Haramokngna American Indian Cultural Center holds a Fall Equinox celebration featuring flutists, Indigenous musicians, dancing, and offerings of music, song, and dance. They also hold a Summer Solstice celebration.

Winter is the busiest season of the year in Wrightwood, with winter recreation in full swing! In November, the community of Wrightwood holds a Parade of Lights and tree lighting ceremony. La Canada Flintridge has a Festival in Lights every December.

Recreational Resources

Numerous campgrounds, picnic sites, and trailheads are located along the byway for visitors. Table 2 lists campgrounds and picnic sites and Table 3 lists the non-motorized trailheads and trails accessible along the route. A more detailed table with information collected during a May 2005 inventory, including site conditions, can be found in Appendix B.

Winter Recreation

Due to the climate and altitude, winter recreation is more prevalent on the eastern side of the San Gabriel Mountains. The Angeles Crest Scenic Byway is closed to vehicle traffic between Vincent Gap and Islip Saddle during the winter months so most developed outdoor winter recreation takes place within 5 miles of Wrightwood. Snow play opportunities exist adjacent to Route 2 between Big Pines and Vincent Gap. The three ski areas, Mountain High West, East, and North (formerly Ski



Sunrise) are popular with skiers and snowboarders. Tubing is popular at Mountain High North. Snowshoeing, cross-country skiing, or curling up by a fire in one of the many cabins available to rent in Wrightwood, are also fun winter activities. Dispersed winter recreation (snowplay) occurs on the western side of the byway when snowfalls occur.

Table 2. Camping and Picnic Sites Along the Byway
Information from August 2004 and May 2005 inventory. (Sites from west to east)

| FACILITY | MANAGEMENT | DESCRIPTION | ACCESS |
|---|-------------------|--|---|
| Gould Mesa Trail Camp | Forest Service | 3 camp sites with tables and stoves. 3 hitching rails. 2 vault toilets. Stream. Camping, hiking, biking, equestrian. | Hike in only via Gabrielino National Recreation Trail |
| Nino Picnic Area | Forest Service | Seasonal stream. Picnicking, hiking, biking. | Hike in only via Gabrielino National Recreation Trail |
| Paul Little Picnic Area | Forest Service | 3 tables. Picnicking, hiking, biking, equestrian. Stream. | Hike in only via Gabrielino National Recreation Trail |
| Oakwilde Trail Camp | Forest Service | 7 tent sites with table and fire pits, vault toilets. Camping, hiking, biking, equestrian, stream. | Hike in only via Gabrielino National Recreation Trail |
| The Pines Picnic Area | Forest Service | 5 table, walk-in picnic area, hiking, biking, equestrian. George's Gap Trailhead | Access off the byway via Angeles Forest Highway. |
| Switzer's Picnic Area | Forest Service | 25 picnic tables, restroom facilities, stream. Three parking lots, one gated. Total of 72 parking spaces, three handicap spots. | Adjacent to byway. |
| Red Box Picnic Area | Forest Service | 6 site picnic area is divided into two sections by Mt. Wilson Road. Picnicking, hiking, biking, equestrian. | Adjacent to byway. |
| Charlton Flat Picnic Area | Forest Service | 185 table picnic area. Hiking, biking. Hiking trail that leads to Vetter Mountain Lookout, and access to the Silver Moccasin National Recreation Trail. | Adjacent to byway. Open April 1- November 15 (weather permitting) |
| Chilao Picnic Area "Upper Chilao" | Forest Service | 20 picnic tables, 3 double vault toilets restroom facilities, bear proof trash bins. ADA accessible picnic table next to an accessible parking spot. 3 fire rings with benches. Picnicking, hiking, biking. Trailheads. | Adjacent to byway. Open April 1- November 15 (weather permitting) |
| Little Pines Campground, Charlton-Chilao Recreation Area | Forest Service | 51 sites with tables and grills, including 3 double wide sites for RVs, 4 double vault toilets restroom facilities, dumpsters next to vault toilets. Bulletin boards with fee box and payphone booth. Access to Silver Moccasin Trail, which lead to Horse Flat Camp and Cooper Canyon Camp. | Adjacent to byway. Open April 1- November 15 (weather permitting) |
| Coulter Group Campground, Charlton-Chilao Recreation Area | Forest Service | One large campsite accommodates up to 50 people. Piped water, vault toilet, 1 fire ring, 1 BBQ pit, 4 tables are provided. | Must call Los Angeles Ranger District Office for reservations. Open April 1- November 15 (weather permitting) |

| FACILITY | MANAGEMENT | DESCRIPTION | ACCESS |
|--|--|---|---|
| Manzanita Campground, Charlton-Chilao Recreation Area, | Forest Service | 41 sites with tables and grills, 21 of these sites are wide spots for RV, 4 double vault toilets restroom facilities, and large dumpsters. | Open April 1- November 15 (weather permitting) |
| Buckhorn Campground | Forest Service | 38 sites for tents or RVs up to 20 feet long. Piped water, fire pits, vault toilets and picnic tables are provided. The Burkhart Trail (High Desert National Recreation) leads to Cooper Canyon Falls. Cooper Canyon is a 2-3/4 miles hike from Buckhorn | Open April 1- November 15 (weather permitting) |
| Vista Picnic Area | Forest Service | 6 tables, vault toilets. No water available. | Open April 1- November 15 (weather permitting) |
| Eagle's Roost Picnic Area | Forest Service | 8 tables with no grills (fire restriction), 3 benches, one restroom facility with double vault toilets, double bear proof trash bins. Close to the Jarvi Memorial Vista and Mt. Williamson. Pacific Crest Trail crossing. | Open April 1- November 15 (weather permitting) |
| Little Jimmy Trail Camp | Forest Service | 16 sites with tables and stoves. Spring water. Stove restrictions during fire season. | Hike in only. |
| Grassy Hollow Picnic Area | Forest Service Run by the Volunteers of the Angeles National Forest | 20 tables with grills, several single bear proof trash bins, one large trash dumpster. The picnic area in front of the visitor center has a bench at the edge of the picnic area to sit and enjoy the view. One table is ADA accessible (no ramp or paved path to restroom), Pacific Crest Trail crossing. | Located next to Grassy Hollow Visitor Center. A paved road that leads to Jackson Flat Group Campground divides the picnic area into two sections. |

Table 3. Non-motorized Trail Access Along the Byway

Information from May 2005 inventory and the Road Inventory Scenic Byway by Gerry Reponen.
(Sites from west to east)

| TRAIL | MANAGEMENT | DESCRIPTION | ACCESS |
|---|----------------|---|--|
| World of Chaparral "George's Gap" Trailhead | Forest Service | George's Gap to Clear Creek Station. View of spring seeps and different vegetation north across the canyon caused by the San Gabriel Fault. | Angeles Crest Milepost 32.82 Trail number 12W03 |
| Flowering Forest Trail | Forest Service | Unsigned extension of the World of Chaparral Nature Trail from Clear Creek to Pines Picnic Area. | Clear Creek Junction. |
| Nature's Canteen Trail | Forest Service | Clear Creek Information Station to Switzer's Picnic Area road. | Best place to park is in Switzer's Picnic Area parking lot. Milepost 33.80 Trail Number 12W03A |
| Colby Canyon Trailhead | Forest Service | Double bear proof trash bins. Trail to Colby ranch homesteaded by Delos and Lilly Colby while he was mining in 1890. Unofficial trail to Strawberry Peak. During the wet season several waterfalls are present in the trailhead area. | Dirt parking lot for 5-6 vehicles Trailhead 12W23.2 Milepost 34.50 Connecting trails: Josephine Saddle 2.2 miles Strawberry Peak Trail (12W05) 5.3 miles Strawberry-Colby Trailhead 8.5 miles. |
| Ladybug Curve | Forest Service | Connects to the Gabrielino National Recreation Trail. | Access off the byway via a dirt road. Milepost 36.17 |
| Gabrielino National Recreation Trail Strawberry Peak Trail Red Box Trailhead | Forest Service | This portion of the Gabrielino National Recreation Trail leads to: West Fork Trail Camp (5.3 miles), Valley Forge Trail Camp (2.4 miles) and part of the Silver Moccasin Trail (5.5 miles). Other trails include: Bear Canyon Trail (5.5 miles), Chantry Flat Trailhead (14.1 miles), and Gabrielino NRT that leads to Switzer Picnic Area (4.5 miles) | Red Box Junction Milepost 38.38 |
| Silver Moccasin National Recreation Trail Shortcut Trailhead | Forest Service | Trail crosses the divide between the West Fort of the San Gabriel River and Big Tujunga Canyon. From here it continues north and east until it reaches Mt. Baden Powell, a total of 53 miles from its origin at Clear Creek. View of Mt. Wilson and Vetter Lookout. | Milepost 43.30 Trail: 11W06 |

| TRAIL | MANAGEMENT | DESCRIPTION | ACCESS |
|--|----------------|--|---|
| Devils Canyon Trailhead | Forest Service | Double bear proof trash bin and single SST, bulletin board. 7 miles roundtrip. Difficulty: Moderate to strenuous At the bottom of Devil's Canyon (3.5 miles), there is a place to camp but, in keeping with the Wilderness character, no facilities are provided. Campfire permit required. | Milepost 50.50 Trail: 11W07 Devil's Canyon lies within the San Gabriel Wilderness. |
| Pacific Crest Trail Three Points Trailhead | Forest Service | Double bear proof trash bins, double vault toilets. There is an ADA parking spot but restroom is not ADA accessible. Silver Moccasin Trail leads to Chilao Campground (4 miles), Charlton Flats (7 miles) | Santa Clara Divide Road (3N17). Silver Moccasin, PCT, Mt. Waterman Trail (10W04) Milepost 52.85 |
| Pacific Crest Trail Crossing | Forest Service | One SST, double bear proof trash bin Small stream nearby | Milepost 54.04 |
| Pacific Crest Trail Crossing | Forest Service | Camp Pajarito behind the locked gate was operated by the Girl Scouts before being sold to the YMCA. | Milepost 55.95 |
| Mt. Waterman Trail Buckhorn Trailhead | Forest Service | The area around the peak is an excellent place to look for Bighorn Sheep. SST overlooking the Buckhorn Residence built in 1960 and abandoned in 1983. Distance: 7.8 miles | Milepost 58.00 Trail: 10W05 |
| Pacific Crest Crossing | Forest Service | Near the twin tunnels, which is the best viewing area for Big Horn Sheep from your vehicle. | Milepost 62.36 |
| Sierra Alta Nature Trail Jarvi Memorial Vista Trailhead | Forest Service | Self-guided interpretive trail, which introduces visitors to topography, local plants, and view of Big Horn sheep, deer and other wildlife in their natural habitat | Milepost 63.50 |
| Islip Saddle PCT Crossing South Fork Trail | Forest Service | Double bear proof trash bins, double vault toilets, marked PCT trail, and 2 horse hitching rails. | South Fork Trail (9W02) Milepost 64.05 |
| Dawson Saddle Trailhead | Forest Service | Interpretive sign | Milepost 69.59 |
| Vincent Gap Pacific Crest Trail Crossing Silver Moccasin Trail High Desert Trail Vincent Gulch Trail | Forest Service | Accommodations include benches, SST, trashcans, bulletin board. Punchbowl fault bisects saddle view east of Mt. San Antonio (Mt. Baldy), Pine Mountain, Pine Ridge, east Blue Ridge, and Prairie Fork; view west down Big Rock Creek to Palmdale. | Paved parking lot surrounded by cedar rail fence. Milepost 74.80 |

| TRAIL | MANAGEMENT | DESCRIPTION | ACCESS |
|--|----------------|--|--|
| Lightening Ridge Nature Trail PCT Crossing | Forest Service | Self-guided interpretive loop trail exhibiting the Forces of Nature. Literature available at Big Pines Information Station and Grassy Hollow Visitor Center. Distance 0.7 miles. | Paved parking lot Milepost 78.11 |
| Big Pines Nature Trail | Forest Service | The Nature Trail is a self-guided interpretive trail into open woodland of chaparral plants and trees, provides historical information about past uses of some native plants species by various Indian groups. Continuation of the Blue Ridge trail. | Located at Big Pines Information Station |
| Blue Ridge Trail | Forest Service | Trail leads to Blue Ridge Campground and the Pacific Crest Trail. Distance 2.2 miles. | Paved parking lot adjacent to Big Pines restrooms. Milepost 80.00 |



Chapter 6 – Management and Protection Strategies

The scenic, natural, historical, cultural, archeological, and recreation resources linked to the Angeles Crest Scenic Byway corridor are the essence of the visitor experience and a vital component of the quality of life for nearby residents. One of the goals of this Corridor Management Plan is to protect, conserve, and enhance the resources found along the corridor for present and future generations. Unlike other byways that weave through county, state, and federal land managed by different agencies, the management of the land surrounding the Angeles Crest Scenic Byway is the responsibility of the USDA Forest Service. CalTrans is responsible for managing the byway as part of the state highway system.



Copper Canyon

The Forest Service’s mission is “to sustain the health, diversity, and productivity of the nation’s forests and grasslands to meet the needs of present and future generations.” The Angeles National Forest Land Management Plan outlines the management goals encompassing all resources on the forest. “The resource management function manages the health of the vegetation on the land, the quality of wilderness areas, the boundaries and ownership of the land, the cultural heritage that resides on the land, the quality of the water running on and under the land, the air quality above the land, and the habitat for the wildlife roaming the land (USDA-FS, 2005b, p.26).”

The Angeles Crest Scenic Byway, which is also a California State Scenic Highway, is located entirely within Los Angeles County. The county is responsible for land use regulations on private inholdings within the Angeles National Forest and all county land surrounding the forest. The county collaborates with the State of California and Forest to maintain sections of the forest road system. The Los Angeles County General Plan includes policies specific to state scenic highways and are listed under the applicable strategies below.

Scenic Resource Strategies

USDA Forest Service

The Angeles National Forest manages National Forest System land and scenic resources within the Angeles Crest Scenic Byway corridor. The byway weaves through three key Places¹ valued for scenic quality: Angeles High Country, Angeles Uplands West, and Front Country. The corridor provides visitors with scenic views and vantage points to experience the expanse of rugged backcountry depicted in American cinema (USDA-FS, 2005a, p.269).

National Forest travel routes have been evaluated for the level of public concern for alterations. National Forest scenic byways are classified as concern level 1. This indicates that the public is most concerned about alterations. A concern level 3 indicates the public is least concerned. Any projected alterations of the landscape character of key places will be examined in further detail when a project is proposed (USDA-FS, 2005a, p.270).

¹ In the 2005 Forest Plan, the Angeles National Forest is divided into Places, or geographical units.

Los Angeles County

Los Angeles County recognizes that it is “richly endowed with natural aesthetic resources such as mountains, forest lands, beaches, varied native vegetation, and desert areas.” The County General Plan includes a goal of preservation and enhancement of aesthetic resources within scenic corridors. This goal is supported by the following policies:

- Protect and enhance aesthetic resources within corridors of designated scenic highways.
- Develop and apply standards to regulate the quality of development within corridors of designated scenic highways.
- Remove visual pollution from designated scenic highway corridors.
- Require the development and use of aesthetic design considerations for road construction, reconstruction, or maintenance for all designated scenic highways.
- Increase governmental commitment to the designation of scenic highways and protection of scenic corridors.
- Improve scenic highway coordination and implementation procedures between all levels of government.

Natural Resource Strategies

USDA Forest Service

Natural resource management refers to activities related to managing, preserving, and protecting the national forest's natural resources. Natural resource management program strategies outlined in the Forest Plan (USDA-FS. 2005b, p. 22-24) include:

- Complete monitoring activities associated with legal requirements and forest plan implementation.
- Wildlife management emphasis is on minimizing the effects of urbanization by protecting core areas to conserve biodiversity in an interconnected regional open space network.
- Improve the habitat of threatened, endangered, proposed, candidate, and sensitive species populations, with the goal of neutralizing or reversing the number of species on these lists. This will be accomplished by: maintaining or improving habitat capability, removing invasive species, and reducing conflicts with other activities such as recreation, resource or community development.
- Control nonnative species, both wildlife and vegetation, especially those that pose a risk to native and sensitive species populations.
- Vegetation management protects critical habitats, reduces fire and erosion risks, and replants burned or otherwise damaged vegetation.
- Protect and monitor air, water, and soil resources.

- Emphasize gaining control of groundwater and surface water resources in order to benefit ecosystem health and national forest administration needs, through balancing the needs of water users with resource needs.

Historical, Cultural, Archaeological Resource Strategies

USDA Forest Service

Historical, cultural, archaeological resources are managed and protected under the heritage resource program of the Forest Service. As outlined in the Angeles Forest Land and Resource Management Plan, heritage resource management strives to protect significant heritage resources present on national forest land; to share their values with the public; and to contribute relevant information and perspectives to natural resource management. Program emphasis includes identifying all activities that have the potential to adversely affect or do not complement significant cultural properties (USDA-FS, 2005a, p. 25). The goal is to identify such activities and develop measures to mitigate the adverse effects or impacts on approximately 40 percent of the sites. Additionally, public participation programs like Passport in Time will be emphasized.

Another important component of heritage resource protection includes interpretive services, visitor centers, and education programs on the Angeles National Forest. Through these programs, the goal is to forge intellectual and emotional connections between people and their natural and cultural heritage. A variety of media is used to deliver information to the public, conveying the stewardship responsibilities of heritage and wilderness protection. Exhibits, conservation education, interpretive signs, and communications with staff members have heritage resource protection emphasis.

Los Angeles County

The County General Plan includes guidelines for cultural heritage sites. If there is a strong possibility that a site would be impacted by a proposed plan, a qualified archaeologist must study the area and make recommendations as to the preservation or disposition of the site. Historic Sites and Structures identified in the National Register of Historic Places or Los Angeles County Historical Landmarks Committee Inventory are considered to be of countywide significance and require preservation to the most feasible extent.

Recreation Resource Strategies

USDA Forest Service



As outlined in the Angeles Forest Land and Resource Management Plan, a goal is to provide balanced, environmentally sustainable recreation opportunities to meet the needs of a growing, urban, culturally diverse population. Staff plans to use adaptive management measures to be implemented on 75 percent of concentrated use areas and developed sites that have identified conflicts with sensitive species. Concentrated use areas are areas throughout the forest where large groups of people recreate outside of established recreation facilities. Usually, these exist along rivers and streams with easy road access and

Pacific Crest Trail Crossing

lack important facilities such as trash collection and restrooms. The combination of heavy use and lack of facilities results in significant degradation of these sites from litter, resource damage, erosion, and graffiti (USDA-FS, 2005a, p. 26-27).

A key element of protecting recreation resources is law enforcement services. Law enforcement services include administration of permits, dissemination of visitor information regarding the use of National Forest System lands, and the enforcement of the rules and regulations that govern the management of the Angeles National Forest.

Los Angeles County

The Los Angeles County recognizes the important role that scenic highways play in providing recreation opportunities for the public. Policies in place to support recreation opportunities include:

- Establish and maintain rural scenic highways to provide access to scenic resources and serve recreational users.
- Establish and maintain rural scenic highways to provide access to interesting and aesthetic man made features, historical and cultural sites, and urban open space areas.



Williamson Rock

Chapter 7 – Development Plan

The Angeles Crest Scenic Byway corridor is predominantly managed as public land and development of private land is not an issue along this byway. The byway traverses Los Angeles County, which has taken specific measures to establish policies and guidelines related to development on private lands. The byway ends at the Los Angeles and San Bernardino County line and development east of the byway falls under the policies and guidelines of San Bernardino County. This Corridor Management Plan recognizes the role and authority of local governments and of private property owners to make decisions regarding the development and use of private lands within the corridor. Some of the policies and guidelines that are relevant to development of lands within and near the Angeles Crest Scenic Byway corridor are summarized below.

Los Angeles County

The Los Angeles County General Plan recognizes state scenic highways as unique and requires any proposed development within these corridors to be reviewed through the following criteria:

1. Proposal should be designed to create a consistent visual relationship with surrounding.
2. Structures and landscaping should complement and enhance scenic views.
3. Where possible, unsightly features should be located in areas not visible from the scenic highway, or screened.
4. Grading should result in final contours that are compatible with the existing terrain.
5. The number of access roads to or from the scenic highway should be minimized.
6. Watercourses should be preserved in their present condition except where necessary to restore to a more naturally appearing state.
7. Commercial or industrial use should be conducted entirely within closed buildings, except for restaurants, recreational uses and gasoline service stations.
8. Outdoor advertising shall be prohibited.

The General Plan states that when a plan is developed and adopted for a corridor, additional criteria and standards may be applied.

As mentioned previously, Los Angeles County retains primary responsibility for land use regulations on private inholdings within National Forest System land boundaries. According to the County General Plan, “non-urban residential development shall be limited to a maximum residential density of one dwelling unit per five acres except within established residential communities where higher densities presently exist.”

Design Guidelines

Historic Places

Property and structures eligible for listing in the National Register of Historic Places located on National Forest System land must be protected in accordance to the National Preservation Act of 1966 and any alterations to National Historic buildings must be in accordance with the Secretary of Interiors Standards and Guidelines for Rehabilitating Historic Buildings.

Design Theme

The Angeles Crest Scenic Byway winds through a natural, mostly undeveloped mountain area. The scale of the road and the landscape it passes through suggest an approach that is more informal and less developed than other state scenic highways. The Forest Service and California State Parks have a tradition of constructing rustic facilities that relate to styles prevalent in the early 20th century and the Civilian Conservation Corps and Works Project Administration era. Many of the structures along the route showcase this style of construction with native rocks and heavy timbers.

The byway is located in the Southwest Province. This province is characterized by a hot and dry climate, extremes of drought and floods, and temperatures that fluctuate widely from day to night. Disturbance to the land is slow to recover and much of this ecosystem is dependent on fire to regenerate new life. The Angeles National Forest typically receives year round use, with visitors of diverse cultural backgrounds. In much of the Southwest Province, urban areas with growing populations are located adjacent to National Forests. This is certainly the case with the Angeles Crest Scenic Byway.

Design Elements

The US Department of Agriculture published a guide for the built environment, which refers to the administrative and recreation buildings, landscape structures, site furnishings, structures on roads and trails, and signs installed or operated by the (USDA) Forest Service, its cooperators, and permittees. The Built Environment Image Guide (BEIG) states that “the elements of the built environment constructed on national forest lands and grasslands, or those used for administrative purposes in rural areas, towns, and cities, shall—to the extent practicable—incorporate the principles of sustainability, reflect their place within the natural and cultural landscape, and provide optimal service to our customers and cooperators.”

These elements will:

- Be located, planned, and designed with respect for the natural systems in which they reside.
- Aesthetically integrate their natural, cultural, and experiential context.
- Contain design elements, including appropriate signs, which reinforce a national agency identity.
- Emphasize efficiency of energy and materials consumption in construction and operation.
- Serve as premier examples to interpret conservation of natural resources and sustainable development.

- Create environments for people to enjoy and gain increased appreciation for the natural environment, and in which employees work productively, experiencing the connection to the resources they manage.

Architectural design and site selection in the Southwest Province should follow these guidelines outlined in the BEIG:

- Choose sites based on availability of shade (or create shade with landscaping).
- Cluster different building functions around courtyards.
- Design courtyards to provide maximum cooling air flow.
- Position structures for views and availability to water.
- Locate public facilities away from canyon rims and benches.
- Site structure should match native contours and vegetation.
- Roofs and walls are generally equally proportioned to the building themselves. However, in lower, less contoured elevations with fewer trees, building a flatter roofline follows the theme of this province.
- Earthquake resistant measures are built in to structures within California.
- Wood stained siding or adobe construction is appropriate.
- Eliminate or limit the use of heavy, large diameter timbers.

Site Design

Site design should incorporate simple solutions that emphasize the existing natural features and use natural or natural appearing materials. Developed recreation sites or private businesses will have more constructed features and more architectural features. Roadside vistas and undeveloped interpretive sites may rely primarily on signage and subtle manipulation of the existing site to accomplish objectives.

Developed Site Criteria

- Construct elements that express the theme through design, material type and colors.
- Pavement appropriately marked with striping to comply with the American Disability Act (ADA).
- Adequate space to accommodate medium size groups (12-32 people).

Rustic Site Criteria

- Emphasize desirable features of the site (vista, ruins, etc.) by constructing features that do not compete with them.
- Grade site to accommodate parking and pedestrian activities.

- Stabilize natural surfaces and use natural elements such as rock boulders to define use. Make the site accessible but do not pave, sign, or paint lines.
- Many sites are located along the highway, within CalTrans right of way. They must approve the project and encroachment permits and a site-by-site review of the plans is required.

Materials

Heavy wood members, native rock, and natural appearing surfaces are preferred building materials. Artificial materials should be avoided or de-emphasized when necessary. When concrete is used, texture and darker colors can be used to make it appear more natural. Metal can be made non-reflective by painting it a dark, flat color or treating it with an oxidizing agent. When masonry is used, dark colors and split-faced block are preferred.

Parking and Structures

Parking areas should be located away from the focus of the site, subordinate to landscape features and away from primary vistas.

Pedestrian Routes

Pedestrian routes are safe, accessible, and recognizable.

Signage

Signs are carefully sited, properly sized, and consistent with the corridor sign plan (see chapter 8). Directional, regulatory, safety, informational, and interpretive signs are effective but do not dominate their specific setting. Symbols are used to provide uniformity between sites and reinforce the identity of the route.

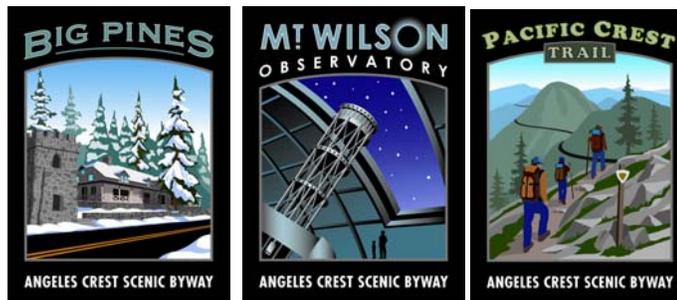
Chapter 8 – Signage and Identity

Signs provide important messages to the visitor and familiarize them with their location. Signs provide cautionary notices warning travelers of avalanche and rock slide areas. In addition, signs provide important locator information for restrooms, campgrounds, and picnic areas. Scenic values and signs need to compliment each other. It is important to inventory and review what kinds of signs exist along the byway and to identify changes needed to provide a more cohesive sign component of the byway. This may include adding new signs, changing locations of existing signs, or even eliminating some signs that are currently in place. It is beyond the scope of this plan to complete a thorough analysis of all sign needs for the Angeles Crest Scenic Byway. It is recognized that opportunities exist for improvement.

Signs, Icons, and Byway Identity



The Angeles Crest Scenic Byway logo, shown to the left will be included on signs and written materials for the byway. The logo, depicting the San Gabriel Mountains behind the Los Angeles cityscape, will serve as a trademark or emblem and consistently used throughout the corridor. As part of the grant, a series of ten graphic icons highlight specific intrinsic qualities found along the byway were developed in the same style as the logo. The California State University, Chico, Department of Communication Design, developed all icons. Three are shown below.



Information, Orientation, and Interpretive Signs

Informational signs are located throughout the corridor. Informational signs are located at the Chilao and Grassy Hollow Visitor Centers, Chamber of Commerce locations, and kiosks, or information bulletin boards, found at trailheads and historic places. A complete sign inventory of the Angeles Crest Scenic Byway is located in Appendix C. Interpretive sign needs and design recommendations are described in depth in Chapter 9. Structure design recommendations are discussed in Chapter 7.

Funding and Maintenance

Signage construction, installation and maintenance responsibilities will be determined based upon site-specific conditions. California Department of Transportation (CalTrans) District 7 must review and approve all signs within the highway right of way of Route 2.

Outdoor Advertising Controls

USDA Forest Service policy states, "Signs or advertising devices erected on National Forest System lands shall have prior approval by the Forest Service as to location, design, size, color, and message. Erected signs shall be maintained or renewed as necessary to neat and presentable standards, as determined by the Forest Service. Additionally, any route designated as a State or National Scenic Byway (post 1991) is prohibited from erecting new billboards, either on Forest or private lands. The purpose of this requirement is to maintain an attractive right-of-way for the highway and avoid sign clutter. (FSH 7102-11 and 2709.11)" (The Angeles Crest Scenic Byway was designated a State Scenic Byway prior to 1991.)

Outdoor advertising along scenic highways is prohibited, according to the Los Angeles General Plan. The Los Angeles County General Plan supports aesthetic resources and scenic highways, but the County has acknowledged the challenges of this program. In addition, there has been limited progress in developing land use policies and ordinances designed to protect such resources. Despite setbacks, county planners continue to acknowledge and prepare for this scenic resource.

The Angeles Crest Scenic Byway is located within the Los Angeles County unincorporated area and zoned as unclassified (M-3). Los Angeles Planning and Zoning County Codes apply to outdoor advertising within close view of scenic highways.

22.52.840 subsection D states that outdoor advertising signs "shall not be permitted having a message face visible from and within a distance of 660 feet of the edge of right-of-way of a scenic highway, measured horizontally along a line normal or perpendicular to the centerline of such freeway or scenic highway, if designated to be viewed primarily by persons traveling thereon."

Additionally, County Code 22.56.1210 subsection H prohibits subdivision directional signs within designated scenic highways. This would apply to any development on private inholdings along the byway.

Chapter 9 – Interpretive Plan

Interpretation is a way of presenting information, which educates, excites curiosity, and stimulates the visitor to want more information. Freeman Tilden, known as the “soul” of interpretation and the author of *National Parks: What They Mean to You and Me*, described interpretation as, “...an educational activity which aims to reveal meaning and relationships through the use of original objects, by firsthand experience and illustrative media, rather than simply to communicate factual information.”

Interpretation, if done well, can support resource programs by helping to change behaviors that negatively impact a resource and provide opportunities for visitors to learn a new perspective. It can inspire visitors to care for their public lands, understand management practices, and become involved in decisions regarding these lands.

The Angeles National Forest Land and Resource Management Plan states that the overall mission of the interpretive services, visitor centers, and education program is to forge intellectual and emotional connections between people and their natural and cultural heritage. Public service communication is the focus of the Interpretive Services and Education Program and the Angeles National Forest uses a variety of media to convey recreation opportunities, stewardship responsibilities, and topics of public interest. Community outreach activities encourage stewardship of heritage and wilderness. Volunteers and partnerships are integral to the interpretation effort and environmental education programs (USDA-FS, 2005b, p. 26).

Visitor Needs

Forest visitor needs must be addressed when planning and providing effective interpretive services. The degree to which visitors’ needs are met is dependant on the individual visitor and their familiarity with the area, their expectations, length of stay, interests, and the purpose of their visit.

During the summer of 2004, a visitor contact study was conducted on two planning places on the Angeles National Forest: the Angeles High Country and the San Gabriel Canyon. The Angeles Crest Scenic Byway traverses the Angeles High Country. Visitors were asked socio-demographic characteristics and specific questions about day use recreation activities and desired attributes. The results of the study are included in the report, “Day use of national forest series: The Angeles National Forest Planning Places (Chavez et. al, 2005)”. Most of the recreationists were white or Latino, and U.S. born. The average age of respondents was 37 and respondents reported an average of 13 years of education. Most were repeat visitors, with friends and family, and planned to return to the forest.

Visitors indicated an interest in hearing informational talks given by Angeles National Forest employees, especially talks about animals and their habitat, and local mountain history. Brochures, road side signs, and bulletin boards were found to be the preferred source of on-site information. Visitors wanted more information about the best time to visit the area to avoid crowds, camping, picnic and barbeque areas, safety in the area, rare types of plants and animals, things to see and do, and hiking opportunities. These same respondents were bothered by graffiti, litter, and carvings on trees.

Respondents desired the following facilities and amenities at Forest Service sites:

- Trash cans
- Parking areas
- Water faucets

- Picnicking areas
- Trails easy to walk, and somewhat challenging trails that take 15 minutes to 1 hour to hike

The demographics of the report suggest a mixed white and Latino clientele, suggesting a need to serve both groups. The report also stated that communication plans should be developed with a mixed clientele in mind.

A separate study entitled, "Managing Outdoor Recreation in California: Visitor Contact Studies 1989-1998." determined that the kind of visitation pattern, the choice of activity, the reasons to recreate on National Forests, and the reasons to be involved in forest management decisions may all be linked to visitor profiles (Chavez, 2001). Some additional findings of this study are listed below¹ and may be useful in corridor management planning:

- Most recreation visitors are white; most others are Hispanic (Chicano, Latino, Mexican, Central American) and Asian (mostly Korean and Japanese). Very few recreation visitors were African-American.
- A significant number of visitors use Spanish as their primary language (written and oral).
- Education levels vary greatly. A large number have had no college experience, though there are particular activities in which highly educated individuals participate.

The following management implications were drawn by Chavez (2001):

- Plan for continued use by white, Hispanic, and Asian visitors. Based on projected growth patterns in the State of California, plan for increased use by Hispanic and Asian groups.
- Increase use by particular groups should stimulate consideration of service delivery to these groups. Of particular importance are communications and development preferences (such as providing tables in large group configurations; these are necessary to provide for "family" experiences where "family" may be defined differently for various ethnic groups).
- Communications need to be in multiple languages (and perhaps in international symbols). This includes brochures, signs, interpretation, environmental education, face-to-face conversations, and phone communications.
- Information sources need to be accessible to all publics served by bilingual, audio, Braille, large-print, and other ADA-accessible formats.
- Many visitors have limited free time and can be expected at sites on weekend days, particularly Sunday.

Currently, most of the interpretive information is in English. An emphasis on needs of the visitors should be integrated into all interpretive projects, especially written materials. The Chilao Visitor Center has had visitors from 120 different countries, according to their guest book.

¹ Findings were outlined in the unpublished Forest Service report *Sociodemographic Profiles for Outdoor Recreation Visitors*

The three basic visitor needs are orientation, information, and interpretation.

Orientation

Physical comfort must be met before a visitor is ready to absorb an interpretive message. The types of needs or questions that arise may include: location of restrooms, where one can purchase maps, where one can eat, or the type of vehicle recommended for the route. Although orientation is not the same as interpretation, it is an essential companion to interpretation. Basic (orientation) needs must be met in order for interpretation to be successful.

Information

After physical needs are met through appropriate orientation, visitors seek general information about the area. This includes locations of points of interest. This information serves as the base for interpretation. Visitors are receptive to becoming involved with natural and cultural resources after orientation and information questions have been answered. Brochures, maps and visitor centers provide travelers with basic information needs.

Interpretation

Interpretation is more than providing information to the visitor; it tells a complete story from a unique viewpoint and relates the message to the everyday life of the visitor. Visitors seek interpretation in their leisure and volunteer time. Some common avenues of interpretation include uniformed personnel (guides) talking with the public, exhibits, displays, wayside signs, brochures, audio tours, and guided or self-guided trails and programs.

Interpretive Objectives

The objective of interpretation along the Angeles Crest Scenic Byway is to:

- Protect and enhance resources identified along the corridor for present and future generations.
- Promote and support activities, development, renovation, and/or demolition along the highway that are consistent with natural resource and community goals.
- Provide interpretive programs and facilities that are accessible to users of various ages, cultures and backgrounds, and abilities.
- Provide interpretive and educational programming using a variety of media, emphasizing the historical, cultural, and natural features along the byway to facilitate understanding and appreciation of these resources.
- Develop a unique and recognizable logo representing the byway for interpretive, orientation, and informational signs and other materials, such as brochures. Logos are discussed in Chapter 8, Byway Signage and Icons.
- Develop a unique and consistent design standard for interpretive messages along the Angeles Crest Scenic Byway, such as text written in consistent fonts, size, material, color, and texture themes.

- Construct or improve existing wayside pullouts and facilities using natural materials that compliment the surrounding landscape (Built Environment Image Guide). Incorporate accessible design at new and existing facilities.
- Consider the diverse audience, an audience that speaks many different languages and celebrates different cultures, when developing interpretive messages and materials.

Existing Interpretive Programs

Along the Angeles Crest Scenic Byway and outlying areas, many exciting interpretive programs and facilities are available to the public. Many programs focus on the natural and heritage resources of the San Gabriels and the Angeles Crest Scenic Byway. Listed below are the primary outlets for interpretive information and programming. Visitors can also acquire additional information from websites and facilities not directly associated with the byway route.

NASA's Jet Propulsion Laboratory (www.jpl.nasa.gov/), located in La Canada Flintridge, offers educational programs, lecture series, and free tours to groups and individuals, by advanced reservation only. Call the Public Service's Staff to set up a tour: (818) 393-4641.

The Lanterman House in La Canada Flintridge offers public tours on select days during the week. For more information, call (818) 790-1421.

Haramokngna American Indian Cultural Center, located 14 miles north of La Canada Flintridge next to the intersection of the byway and Mt. Wilson Road at Red Box. Haramokngna operates under a special use permit from the Forest Service and offers cultural programs and a learning center. In the future, the center will offer a demonstration gathering camp and ethnobotanic garden, where visitors can see a replica of a camp and learn about the languages used by the five native tribes during their treks between the valley and mountains. For more information, visit www.haramokngna.org.

Mt. Wilson Observatory is located 19 miles from La Canada Flintridge. This world-renowned observatory was established in 1904. Full of a rich history and continuing scientific discovery, Mt. Wilson Observatory offers a unique opportunity to learn firsthand about astronomy. This working center of science hosts a number of telescopes including the 100 inch Hooker telescope which remained the worlds largest telescope from 1917-1948. The Observatory, visitor gallery, and Skyline Park is open every day from 10 AM to 4 PM. Between December 1 and April 1 the Observatory may be closed. Free, self-guided tour brochures are available at any time. Special tours are available by appointment. For more information, contact the Mount Wilson Institute (626) 793-3100, www.mtwilson.edu, or the Mount Wilson Observatory Association at www.mwoa.org.



Chilao Visitor Center

Chilao Visitor Center is located 27 miles north of La Canada Flintridge and is usually open Friday through Sunday from 8 AM to 4:30 PM. Admission is free. The Center offers an introduction to the forest through a variety of exhibits, trails, and activities. Inside the visitor center, guests can talk with center staff or experience numerous exhibits, including a relief map of the area. Interpretive exhibits display information on the history and people of the Angeles High Country, focusing on big trees, Gabrielinos, Forest Service policy, early European historical use of the forest, wildlife, and recreational use. Visitors can also play the game

“Who walked here?” and learn the footprints of local animals, or take a stroll on the nature trail. It is a designated Watchable Wildlife Site for Mountain Quail and listed as an international bird watching site. Guided programs focus on environmental education through sensory perception. Visitors can also see the West Fork Ranger Station, a relocated National Historic Register property. For more information, call (626) 796-5541. School groups are welcome and programs can be arranged by calling (626) 796-5541.

Grassy Hollow Visitor Center is located 6 miles west of Wrightwood and open from 10 AM to 4 PM on the weekends and most holidays. Interpretive exhibits focus on the biodiversity of the high country, including animals of the forest, habitat, weather conditions, the changing environment (earthquakes, geology), the interconnected community of life, global environmental issues, endangered species, and how human activities affect the forest and the environment. Visitors can learn about the rugged history of the area and follow animal tracks under indoor trees. The Global Forest wheel teaches visitors what they can do in their own habitat to help protect and preserve forests of the world. Written materials, other exhibits, and volunteers provide additional interpretive information. Volunteers host interpretive programs for school age groups by appointment all year, weather permitting, and weekly public programs in the summer. For more information, call (626) 821-6737 or visit www.grassyhollow.net.

Wrightwood Chamber of Commerce and the Old Firehouse Museum: Named for rancher, orchardist, and entrepreneur Sumner Wright, Wrightwood was developed in the mid 1920's. Today, Wrightwood is a small, full service mountain community that depends in part on tourism expenditures. The old firehouse houses a museum featuring photos and artifacts of historic Wrightwood. Each season offers a mix of recreational opportunities. For more information on the town of Wrightwood and Chamber events, visit www.wrightwoodchamber.org.

Several of the Forest Service campgrounds offer summer interpretive programs, leaving plenty of room to develop a more comprehensive program.

Interpretive Themes

A Bridge to Our Natural Environment captures the overall theme of the Angeles Crest Scenic Byway. The Angeles Crest Scenic Byway provides the bridge between urban places and the mountain spaces of your National Forests. Under this umbrella, five sub themes capture the essence of this environment and set a framework for developing interpretive programs; *Of Fire and Ice, Stewards of the Future, Life on the Wild Side, A Center for Science, and a Perspective of Height*. This route provides the visitor opportunities to venture out of their daily mindset and to put 21st century distractions aside to be surrounded by the mountains, forests, wilderness, and the dramatic scenery of the San Gabriels. It is a place for renewal of spirit and body. It is an opportunity to learn the rich culture and history of the area in a setting similar to what it was 100 years ago.

A Bridge to Our Natural Environment

The Angeles Crest Scenic Byway provides the bridge between urban places and the mountain spaces. Nature stars, imaginations soar, and one finds avenues to reconnect to the natural environment and oneself along every turn of the Angeles Crest Scenic Byway.

Of Fire and Ice

Witness the roles fire and ice play in the environment and community around the Angeles Crest Scenic Byway. Come and learn how these forces of nature shape our world.

Stewards of the Future

It's your backyard...display it proudly. As guardians of this land, you can do a few simple things to ensure that your grandchildren's children will have the opportunity to experience nature close to home.

Life on the Wild Side

This island oasis is home to many species of wildlife from numerous birds to the shy Nelson Bighorn Sheep. Maybe they will invite you in to be their guest for the day.

A Center for Science

A place of discovery, this area provides important and unique opportunities for scientific study. From the diminutive to the galactic come discover for yourself.

A Perspective of Height

Truly, on a clear day, one can see for miles from the Angeles Crest Scenic Byway. Views stretch far into the Pacific Ocean, down steep canyons, across deserts, or to the complex webs of neighborhoods, businesses, and night lights of the LA basin. Climb the Angeles Crest Scenic Byway and expand your perspective to new heights.

Potential Interpretive Programming

The following table is a comprehensive list of the sites and stories within the Angeles Crest Scenic Byway Corridor. This list provides a starting point for ideas and interpretive possibilities and can be adapted to include additional sites, if they fit within the themes.

Interpretive programs should be creative, site specific, and use multiple forms of communication. Audio tours, brochures, roving interpreters, signs, or exhibits; all interpretive mediums can be effective when the style compliments the site or situation.

As with any project identified as a need within this Corridor Management Plan, or future projects, proper planning is crucial. Chapters 11 and 12 include suggestions on prioritizing projects and funding.

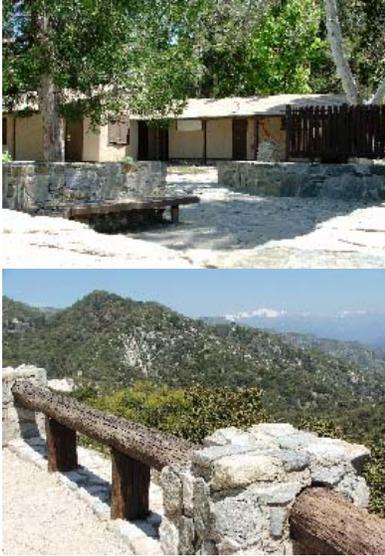
Table 4. Interpretive Inventory of the Angeles Crest Scenic Byway
Interpretive Inventory of the Angeles Crest Scenic Byway
(existing and potential sites)

| Site No. | Photo | Description and Site Highlights | Interpretive Recommendations |
|----------|--|--|---|
| 1 | Angeles National Forest Boundary, Milepost 27.00 | National Forest Boundary. | Possible entrance portal. |
| 2 | Vista Point, Milepost 27.23 | Vista point and paved parking for 20 vehicles. Paved pullout: provides a view of Pasadena and the Arroyo Seco Canyon. In 1818 Joseph Chapman (a privateer captured and made a prisoner of Antonio Maria Lugo) led a group of laborers up this and Millard (Grand) Canyons to harvest lumber for the Los Angeles Plaza Church. He was a faller and later a hero after beating off an attack on their logging activities. Both canyons were also the sites of many grizzly bear captures during the Spanish/Mexican period of Los Angeles; the bears were used in the bear/bull fights that were held on El Toro Street in Los Angeles. It is a popular nighttime overlook especially for Rose Bowl fireworks. | History of the canyons and early explorers of the area. |
| 3 | Vista Point, Milepost 27.35  | Vista point and paved parking for 15 vehicles. Popular nighttime overlook especially for Rose Bowl fireworks. | |
| 4 | Angeles Crest Station | Fire Station with a fire condition bulletin board and forest map. Parking for 11 vehicles. Trail leading to a seasonal waterfall | Potential entrance portal. |

| Interpretive Inventory of the Angeles Crest Scenic Byway (existing and potential sites) | | | |
|--|---|--|--|
| Site No. | Photo | Description and Site Highlights | Interpretive Recommendations |
| 5 | <p>George's Gap</p>  | <p>View of Los Angeles, Pasadena and of spring seeps and different vegetation north across the canyon caused by the San Gabriel Fault.</p> <p>Vista point and paved parking lot with 16 lined parking spots. Bulletin board, marked trail, and two commemorative plaques (one by the Angeles National Forest and the other by the State of California).</p> <p>Subject to land slides in parking area.</p> | <p>Information on the surrounding vegetation.</p> <p>Information on the San Gabriel Fault.</p> <p>Safety information on land slides.</p> |
| 6 | <p>Clear Creek Information Station</p>  | <p>Information station with paved parking lot for 8 vehicles. Bulletin board, forest recreation map and a fire hazard meter. Accessible SST(sweet smelling toilets) but no paved ramp. Maps, books and Adventure Passes are sold here.</p> <p>Nature's Canteen Trailhead. Trail leads to Switzer's Picnic Area. Provides access to Flowering Forest Trail near Clear Creek and Pines Picnic Area.</p> | <p>Potential entrance portal.</p> <p>History of the byway.</p> |
| 7 | <p>Switzer's Picnic Area</p>  | <p>Named after Perry Switzer, a carpenter from Pasadena who built a resort here in 1885. It was damaged by fire in 1905 and rebuilt in 1911. This section of Hwy 2 was built in 1934. The resort was ruined by flood in 1938 and in the 1980's the Forest Service demolished what was left.</p> <p>Three paved parking lots, double bear proof trash bins, one gated parking lot, 25 picnic tables, restrooms facilities, running water, and Switzer's Falls. Picnic area is accessed by a narrow paved road.</p> <p>Trail access: Gabrielino National Recreation Trail, and Nature's Canteen Trail.</p> | <p>Information on site development and history</p> |

| Interpretive Inventory of the Angeles Crest Scenic Byway (existing and potential sites) | | | |
|--|---|--|---|
| Site No. | Photo | Description and Site Highlights | Interpretive Recommendations |
| 8 | Pullout, Milepost 34.29  | <p>View across Colby Canyon of the plantation pine.</p> <p>Vista point and paved parking for 8 vehicles. Emergency phone, double bear proof bin.</p> | Plantation pine information. |
| 9 | Colby Canyon Trailhead | <p>Trail to Colby ranch homesteaded by Delos and Lilly Colby while he was mining in 1890.</p> <p>Unofficial trail to Strawberry Peak, named in 1886 by patrons from Switzer's resort who said it looked like a strawberry.</p> | <p>Colby Canyon history.</p> <p>Story of Strawberry Peak.</p> |
| 10 | Ladybug Helispot, Milepost 35.50  | <p>Paved pullout large enough to accommodate 20 vehicles.</p> <p>Emergency phone, bear proof trash bin.</p> | |

**Interpretive Inventory of the Angeles Crest Scenic Byway
(existing and potential sites)**

| Site No. | Photo | Description and Site Highlights | Interpretive Recommendations |
|----------|--|--|--|
| 11 | <p>Red Box Junction</p>  | <p>Named for the large red box that contained Forest Service fire tools as early as 1908.</p> <p>Distant view of Mt. Disappointment, San Gabriel Peak, and Mt. Wilson observatory and radio towers. Information station, corrals, phone, double SST accessible restroom, picnic area. Interpretive sign with topics of watershed and ecology.</p> <p>Provides access to Camp Hi-Hill (Long Beach School Districts Environmental Education Camp), Valley Forge and West Fork Campgrounds.</p> <p>Trail access: Gabrielino and Strawberry Peak trails.</p> | <p>Story of Mt. Disappointment and early surveying</p> |

**Interpretive Inventory of the Angeles Crest Scenic Byway
(existing and potential sites)**

| Site No. | Photo | Description and Site Highlights | Interpretive Recommendations |
|----------|---|---|---|
| 12 | <p>The Haramoknga American Indian Cultural Center</p> | <p>Located in the Angeles National Forest at Red Box Junction. Haramokngna means "The Place Where People Gather" in the Tongva language. The Center is a cooperative effort between the Angeles National Forest and Ne'ayuh, a non-profit native organization (Friends, in Tongva), formed to provide programs and events at the Center.</p> <p>Haramokngna welcomes all visitors who share this yearning for a connection to the mountains, and a thirst for knowledge and understanding of Native ways. For more information call (626) 449-8975 or (310) 455-1588 (http://www.colapublib.org/native/)</p> | <p>Native American Interpretive Trail, planned.</p> |
| 13 | <p>Mt. Wilson</p>  | <p>First telescopes were used in 1889-1890 and is still an important site for astronomy and discovery. One of the largest electronic sites on National Forest lands. The Carnegie Institute acquired the property in 1904 and built the George Ellery Hale 60" telescope in 1908; the 160' tall solar tower in 1912, and the 100" hooker telescope in 1917, which was the largest in the world until 1948. Georgia Tech's Vast Array Telescope was completed in 2001. Most of the Southern California radio and television stations are have been broadcasting from the current location since 1948.</p> <p>Amazing story of astronomy and scientific discovery. Visitor center and museum on site. The Observatory is open from April 1- November 30 weather permitting. Hours of operations are 10 am- 4pm daily. Walk-in tours available every weekend and holiday at 1 pm. Restroom facility (flush toilets), Pavilion, large paved parking lot enough for more than 40 vehicles.</p> <p>Trail access: Valley Forge, Kenyon DeVore (Rattlesnake), Mt. Wilson Trail (Little Santa Anita), and Sturtevant Trail</p> | <p>History of Mt. Wilson</p> <p>Story of early recreation and camps on Mt. Wilson</p> <p>Mt. Wilson Toll Road</p> <p>Story of early construction of the byway</p> |

| Interpretive Inventory of the Angeles Crest Scenic Byway (existing and potential sites) | | | |
|--|---|--|-------------------------------------|
| Site No. | Photo | Description and Site Highlights | Interpretive Recommendations |
| 14 | West Fork Divide | Located on divide of major watershed. Interpretive sign is outdated and needs clarification. | Update interpretive sign. |
| 15 | Pullout, Milepost 40.00  | Views of Mt. Baldy, Valley Forge Canyon, and Mt. Wilson. Partly paved pullout. | History of the area. |
| 16 | Short Cut Saddle  | Story of Sir Baden-Powell, founder of the Boy Scouts of America. Interpretive sign is outdated and has a graphic of Boy Scouts on a trail in a pine forest. Boy Scouts hike the Silver Moccasin Trail and earn the Silver Moccasin Award. Trail access: Silver Moccasin Trail and Mt. Baden-Powell (53 miles from origin at Clear Creek). | Update interpretive sign. |

**Interpretive Inventory of the Angeles Crest Scenic Byway
(existing and potential sites)**

| Site No. | Photo | Description and Site Highlights | Interpretive Recommendations |
|----------|---|---|---|
| 17 | <p>Windy Gap Pullout, Milepost 46.00</p>  | <p>Views of Mt. Baldy, views overlooking the San Gabriel Wilderness and old roadbed heading northwest to Charlton Flats. Large paved parking lot for 30 – 50 vehicles. Informal trails.</p> | |
| 18 | <p>Charlton Flat</p> | <p>Also known as Pine Flats Ranger Station. Outdated interpretive sign. Picnic area. Site of many TV and movie shots, including Dolly Parton's Tennessee Mountain Christmas, Dynasty with Joan Collins, The Incredible Hulk, Star Trek IV, and many more.</p> | <p>Update interpretive sign. Film history of the area.</p> |
| 19 | <p>Pullout, Milepost 48.00</p> | <p>View of Vetter Mt and lookout, Roundtop, and Mt. Pacifico. Old interpretive sign about the Charlton Burn of the 1950's is long since gone.</p> | <p>New sign about Mt. Vetter and the lookout.</p> |
| 20 | <p>Vetter Lookout</p>  | <p>Access via a trail starting in Charlton Flat. Fire lookout tower built in 1935 by the Civilian Conservation Corps (CCC). Named after Victor Vetter, a District Ranger who died 11-7-32. Ramona Merwin was the last lookout in the tower and had been there over 20 years when the tower was finally closed in 1982-1983. The tower is listed as a historical landmark and extensive rehab work was done in the late 1980's and early 1990's to preserve it.</p> <p>Jack Lane was Ramona's son and served as fire management officer on the Valyermo Ranger District During the 1970's and 1980's until he retired in 1991.</p> | <p>Story of fire. Story of the CCC. Story of fire detection</p> |

**Interpretive Inventory of the Angeles Crest Scenic Byway
(existing and potential sites)**

| Site No. | Photo | Description and Site Highlights | Interpretive Recommendations |
|----------|---|--|---|
| 21 | <p>Chilao Visitor Center</p>  | <p>The visitor center opened in 1982. Picnic area, fire station, school, FS administrative housing, amphitheater, campground, pay phones, paved road, 42 parking spots, drinking fountain, information kiosk, bulletin board, double bear proof trash bins, accessible parking and ramp to visitor center, interpretive wheelchair accessible trail, benches, restrooms, Penny Pines plantation, bird watching area, and interpretive signs.</p> <p>Trail access: Creekside, Tryout, and Gabrielino National Recreation Trail</p>  | <p>Opportunity for extensive environmental education programs.</p> <p>Bird watching</p> |
| 22 | <p>Charlton-Chilao Developed Recreation Area</p> | <p>Historic area. Campground and picnic area.</p> | <p>Develop interpretive plan</p> |
| 23 | <p>Newcomb's Ranch Inn</p>  | <p>Established in 1939. Louie Newcomb was an early homesteader of the area who lived in a cabin frequented by William Sturtevant, another historic character of the area. Last stop to buy provisions on the byway. Private business (restaurant and bar). Site has been used in many TV and motion pictures.</p> | |

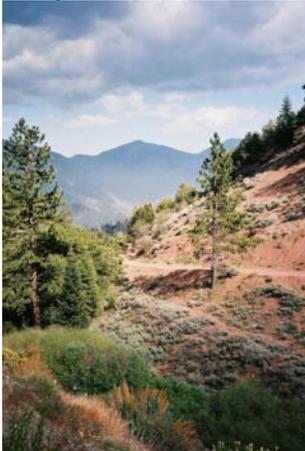
**Interpretive Inventory of the Angeles Crest Scenic Byway
(existing and potential sites)**

| Site No. | Photo | Description and Site Highlights | Interpretive Recommendations |
|----------|---|--|---|
| 24 | <p>Devil's Canyon Overlook</p>  | <p>View of Twin Peaks, Mt. Waterman, and Twin Peaks Saddle where the Twin Peaks trail from Three Points ends.</p> <p>Four young hunters left Pine Flats on a hunting trip into the canyon and became confusingly lost. Two made it back to Pine Flats two days later without food and weapons the other two arrived at another hunter's camp in Bear Canyon several days later without food, guns, and clothing.</p> <p>Partly Paved pullout enough for 8-10 vehicles and one bench.</p> | <p>Story of Devil's Canyon.</p> <p>Story of Mt. Waterman.</p> |
| 25 | <p>Pacific Crest Trail Crossing</p>  | <p>The 2665-mile Pacific Crest National Scenic Trail is a continuous trail from Mexico to Canada, proposed in 1932.</p> <p>Parking area.</p> | <p>Information on the Pacific Crest Trail.</p> |
| 26 | <p>Cloudburst Summit</p> | <p>View of Winston Peak, named after L.C. Winston who died during a November blizzard in 1893.</p> <p>Trail access: Pacific Crest Trail</p> | |
| 27 | <p>Shovel Gap</p> | <p>Outdated interpretive sign that describes logging that occurred in the 1950's-60's. Sign not seen during inventory.</p> | <p>Update or replace interpretive sign.</p> |

| Interpretive Inventory of the Angeles Crest Scenic Byway (existing and potential sites) | | | |
|--|---|---|--|
| Site No. | Photo | Description and Site Highlights | Interpretive Recommendations |
| 28 | Buckhorn Station Trailhead | Perry Switzer, Bob and Elizabeth Waterman climbed Mt. Waterman peak in 1889 with Elizabeth being the first woman to do so. They named the peak "Lady Elizabeth Waterman Mountain" which the USGS later shortened. | History of winter recreation in the area. Mt. Waterman story. |
| 29 | Buckhorn Ranger Station Site | Access road built in 1940's provides access to Mt. Waterman. Buckhorn Campground is located adjacent to this site. Buckhorn Campground entrance dirt road ended here in 1928 when the pavement reached in 1941, named for a large rack of buckhorns that were nailed to a tree. | History of Ranger Station |
| 30 | Kratka Ridge Ski Area  | The byway ended here in 1941. The original ski area was below the road. The rope tow was run off of a car axle. Kratka was named for three Pasadena brothers that frequented the area. The site was burned in December of 2001, and may not be rebuilt. | History of winter recreation in the area. |
| 31 | Tunnels | Tunnels were blasted and built in 1953. View of Bear Canyon. One of the better spots off the byway to possibly view Nelson Bighorn Sheep. | History of work camps and the people that constructed the byway and tunnels. |

**Interpretive Inventory of the Angeles Crest Scenic Byway
(existing and potential sites)**

| Site No. | Photo | Description and Site Highlights | Interpretive Recommendations |
|----------|--|--|---|
| 32 | <p>Jarvi Memorial Vista</p>  | <p>Named after Simeri (“Sim”) Jarvi, Forest Supervisor of the Angeles National Forest, who died of a heart attack while hiking on the trail to Mt. Waterman in 1958. Vista with parking lot, pit toilets, Wildlife Watchable Platform, fence, benches, flagstone and memorial. Remnants of missing interpretive signs.</p> <p>Trail access: Sierra Alta Natural Trail.</p> | <p>Update interpretive signs.</p>  |
| 33 | <p>Islip Saddle</p>  | <p>Islip Saddle and Islip Peak are named for George Islip who ran Orchard’s Camp from 1850’s to 1879. Historic trade route. Intersection of Hwy 2 and Hwy 39.</p> | <p>History of trade. Story of George Islip.</p> |
| 34 | <p>Dawson Saddle</p> | <p>Highest elevation on the highway. 7986’ Like Mt. Dawson, this was named for R.W. Dawson who was an early miner from San Gabriel Canyon, who later operated Sycamore Camp in 1876, now called Coldbrook Camp.</p> | <p>Byway information</p> |

| Interpretive Inventory of the Angeles Crest Scenic Byway (existing and potential sites) | | | |
|--|---|---|--|
| Site No. | Photo | Description and Site Highlights | Interpretive Recommendations |
| 35 | Vincent Gap  | <p>Named after Charles “Tom” Vincent. A local character, Vincent was known as a recluse, prospector, and hunter. Stories of his slaying a grizzly bear are still told. He founded several mines including Native Son, Blue Cat, and Big Horn.</p> <p>This site is located on the eastern side of the highway and is a popular staging spot for winter recreation.</p> | <p>Story of mining in the area</p> <p>Story of Vincent</p> |
| 36 | Miner Vincent Cabin | Located one mile from the byway. | |
| 37 | Pacific Crest Trail Crossing, Milepost 74.80  | <p>Paved parking lot at Vincent Gap surrounded by cedar rail fence. Other accommodations include benches, SST, trashcans, bulletin board.</p> <p>Trail access: Silver Moccasin Trail, High Desert Trail, Vincent Gulch Trail,</p> | History of the Pacific Crest Trail |

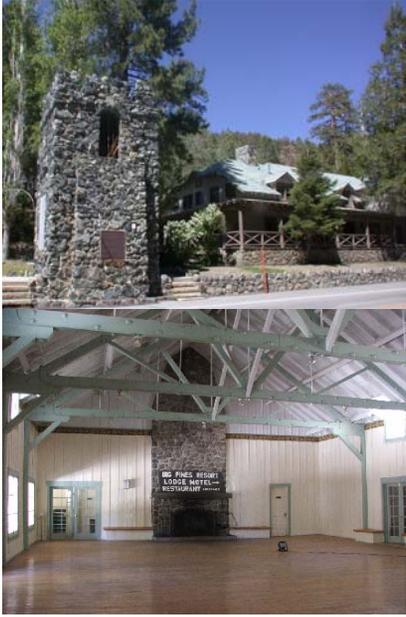
**Interpretive Inventory of the Angeles Crest Scenic Byway
(existing and potential sites)**

| Site No. | Photo | Description and Site Highlights | Interpretive Recommendations |
|----------|---|---|--|
| 38 | <p data-bbox="310 380 680 412">Grassy Hollow Visitor Center</p>    | <p data-bbox="751 380 1493 623">Visitor Center with interpretive displays, exhibits, bird watching area, gift shop, accessible restrooms, classroom, area information, and large paved parking lot for 22 vehicles and bulletin board with ANF map. Various educational programs offered by the Volunteers of the Angeles National Forest such as “Hug a Tree and Survive,” a program which teaches kids basic survival skills. All weekday programs are by appointment only.</p> <p data-bbox="751 656 1346 688">Picnic area across from visitor center has a bench.</p>  | <p data-bbox="1514 380 1944 477">Popular spot with the opportunity to present to many people your interpretive message.</p> <p data-bbox="1514 509 1944 591">Develop a strong environmental education program for the desert region of the Angeles.</p>   |

**Interpretive Inventory of the Angeles Crest Scenic Byway
(existing and potential sites)**

| Site No. | Photo | Description and Site Highlights | Interpretive Recommendations |
|----------|--|--|---|
| 39 | <p>Inspiration Point</p>  | <p>Views of Sheep Mountain Wilderness, Mt. San Antonio (Mt. Baldy), Pine Mt., Mt Baden-Powell, and East Fork of the San Gabriel River. Vista with two paved parking areas. Two benches, interpretative sign that identifies each mountain peak, bear proof trash bin, bulletin board, wood rail, and accessible parking with ramp to vista platform. The second parking area is across the street with similar features and a horse corral.</p> <p>Trail access: Pacific Crest, Lighting Ridge Natural Trail, East Blue Ridge Road to Blue Ridge, Guffy, Lupine, Cabin Flat (walk-in) campgrounds.</p>  | <p>Facility renovation planned in the next couple of years.</p> |

**Interpretive Inventory of the Angeles Crest Scenic Byway
(existing and potential sites)**

| Site No. | Photo | Description and Site Highlights | Interpretive Recommendations |
|----------|---|---|--|
| 40 | <p>Pullout 79.40</p>  | <p>Great view of the Mojave Desert and Devil's Punchbowl County Park. Paved pullout for 6-7 vehicles.</p> | <p>Geology of the area</p> |
| 41 | <p>Big Pines Ranger Station</p>  | <p>Forest Service information station and administrative offices. Area first settled by brothers Nathan and Truman Swarthout who ranched and farmed this area in the 1850's. Once housed a Post Office, General Store, and small jail. The ranger station sits on the San Andreas Fault and the tower marks the highest point on the fault. Currently being renovated.</p> <p>Bench at visitor's center and faint pedestrian crossing lines. Across the road there are benches, a bulletin board, drinking fountain, three bear proof trash bins, tables, and restrooms.</p> <p>Self Guided Trail, connects with Big Pines Highway, and Blue Ridge Trail. The town of Wrightwood is near by.</p>   | <p>Facility renovation planned.</p>  |

| Interpretive Inventory of the Angeles Crest Scenic Byway (existing and potential sites) | | | |
|--|---|--|-------------------------------------|
| Site No. | Photo | Description and Site Highlights | Interpretive Recommendations |
| 42 | Big Pines Junction | Intersection of Big Pines Highway and Hwy 2. Los Angeles County built this road in 1918 and put forth a lot of effort to establish a recreation wonderland. The County purchased 760 acres from the Forest Service in the 1920's to build an administrative building, recreation hall, lodge, employee housing, campgrounds, picnic areas, and trails. Known as the Big Pines Recreation Area. | Story of early winter recreation |
| 43 | Mountain High Ski Area  | Local ski area. | |
| 44 | Wrightwood, California  | Wrightwood lies east of the byway, along the portion of the byway eligible for designation. Initially a Trading Post, Restaurant, and Post Office, Wrightwood has grown since the 1920's. It lies on the San Andreas fault-line. The road through town was paved in 1956 upon completion of the Angeles Crest Highway. | |

Chapter 10 – Marketing and Tourism Plan

Introduction

The ideas contained in this chapter on marketing are designed to complement existing county, regional and state tourism marketing plans as well as the USDA Forest Service Pacific Southwest Region Recreation Strategy. The chapter incorporates relevant data from a wide variety of sources and identifies places where more data are needed. Target markets, including core and niche segments are described. Based on the history and heritage of the route and westerners' affinity for auto travel, additional tactics for important niche markets are included. Opportunities for tour operators and international visitation are mentioned briefly as specified by the FHWA Guidelines for Corridor Management Plans.

A variety of marketing tactics, each consistent with the vision and values of the Planning Group and byway adjacent communities, emerged from a review of relevant research and the marketing workshops. These marketing goals, supporting objectives and tactics provide opportunities for destination marketing organizations, resource agencies and private sector business to enhance the quality of the visitors' experiences and the economic value of byway travelers to the area. Undertaken in a cooperative and concerted manner, these tactics will help to position the Angeles Crest Scenic Byway as a destination excursion rather than a driving route, preserve the scenic beauty and local heritage of the area, and showcase opportunities for outdoor recreation and environmental education along the route and in the gateway communities.

The Angeles Crest Scenic Byway

Western Context for the Angeles Crest Scenic Byway

Since the late 1960s, various state and federal agencies (e.g., state departments of transportation, USDI National Park Service, USDA Forest Service, USDI Bureau of Land Management, the Federal Highways Administration) have recognized outstanding scenic and historical routes. California, an early leader in the scenic highway program, has 62 designated state or national scenic routes, including the Angeles Crest Scenic Highway, a national forest scenic byway (Source: Scenic Byways Center, <http://www.byways.org>).

The Federal Highways Administration (FHWA) started a national scenic byway program in 1991. This program has evolved into its current two-tier system of nationally designated routes under the name "America's Byways." Nationally there are 27 All American Roads and 99 National Scenic Byways in the FHWA program (America's Byways Vistas newsletter, November/December 2005).

With the advent of the FHWA national scenic byway program advocates for several of the western states' premier routes have sought and achieved All American Road (AAR) or National Scenic Byway (NSB) recognition from FHWA. Currently, California has three (3) All American Roads and four (4) National Scenic Byways in the FHWA Scenic Byways program. Oregon has ten (10) FHWA scenic byways (four All American Roads and six National Scenic Byways) and Nevada has one All American Road and two National Scenic Byways (Source: Scenic Byways Center, <http://www.byways.org>).

The designation of the Arroyo Seco Historic Parkway (Route 110) as a National Scenic Byway in the Los Angeles basin as well as the recent extension of the Volcanic Legacy All American Road from Oregon into northern California has increased the visibility of scenic driving opportunities in California.

These routes join several national park routes (e.g., Yosemite and Death Valley) and a segment of Coastal Highway 1 (Big Sur area) that were designated in the first years of the FHWA program. In addition, the marketing efforts of FHWA and the National Scenic Byway Clearinghouse (<http://www.byways.org>) are beginning to yield benefits throughout the United States. California Tourism, the state destination marketing organization, has promoted designated scenic routes for years, especially to less well-known and/or rural destinations. Most of their personal vehicle based travel products (e.g., maps, themed brochures) feature the network of “poppy” (e.g., state designated) and federally designated scenic routes. California Tourism, in partnership with its publication partner, plans to print and distribute 1,000,000 copies of the California Roads in 2006 (CTTC Newsletter, January/February 2006).

Regional Context for the Angeles Crest Scenic Byway

The America’s Byways website describes the Angeles Crest Highway as offering:

“... a scenic, secluded getaway, the entrance to which is only minutes from the city of Los Angeles. The other end of the highway is less than 10 miles from Interstate 15, offering a scenic alternative for navigating to the big city. The highway, as it winds along the San Gabriel Mountains, offers spectacular panoramas of nearby mountains and valleys. Several vista points along the road offer the traveler expansive views of the Mojave Desert, the San Gabriel Mountains, and the San Gabriel and Pomona Valleys.

This highway climbs from around 1,500 feet at one end in La Canada to 7,901 feet at its highest point at Dawson Saddle. Many travelers consider the drive the most scenic in Southern California. Mt. Wilson and the Mt. Wilson Observatory are accessible from the byway, offering fantastic views of the Los Angeles Basin on those rare, clear days. The byway also provides access to many trails and camping areas in the forest. For the traveler who has yet to experience many of the natural wonders around Los Angeles, the Angeles Crest Scenic Highway offers rewarding proof that wilderness and natural beauty are only minutes from the Los Angeles metropolis.”

This well-surfaced road is also a national forest scenic byway and traverses the Angeles National Forest in an east-west manner. The road is open for much of the year but seasonal closures due to snow and safety closures do limit passage on occasion.

There are other national forest scenic byways in the greater Los Angeles area including the Jacinto Reyes Scenic Byway (Los Padres National Forest), the Palms to Pines Scenic Byway (Cleveland National Forest) and the Rim of the World Scenic Byway (San Bernardino National Forest). The eastern terminus of the Angeles Crest Scenic Byway and the western boundary of the Rim of the World Scenic Byway are mere miles apart and connected via existing roadways. The Arroyo Seco Historic Parkway and the Death Valley Scenic Byway are two FHWA designated National Scenic Byways in southern California. In addition, there are several state designated routes in southern California including: the Ramona Expressway, the San Diego-Coronado Bridge and the Riverside Freeway.

Unlike other scenic routes in southern California, the Angeles Crest Highway is mere minutes from metropolitan Los Angeles. In addition to easy access to outdoor recreation on the Angeles National Forest, the Angeles Crest Highway also provides a bridge to a wide range of cultural and historic features associated with human presence and urban development of Los Angeles.

Intrinsic Features of the Angeles Crest Scenic Byway

The Angeles Crest Scenic Byway is a 55-mile segment of California Highway 2 between Wrightwood and La Canada Flintridge in the Los Angeles metropolitan area. Designated as a California State

Scenic route in 1971, it hugs the San Gabriel mountains and provides travelers with stunning vistas of Los Angeles and well as convenient access to a wide array of outdoor recreation opportunities on the Angeles National Forest. The route also connects suburban enclaves with metro Los Angeles.

The Federal Highways Administration defines an intrinsic feature as something that is representative, unique, irreplaceable or distinctly characteristic of the area. The Angeles Crest Scenic Byway provides many opportunities for visitors and residents to explore and experience all six intrinsic feature categories (e.g., archaeological, cultural, recreational, natural, scenic and historic). It truly links urban places to mountain spaces and urban Los Angeles to a wealth of natural and cultural resources and opportunities.

The intrinsic features are more fully described in other portions of the Corridor Management Plan. Several key intrinsic features from each category are listed as bullet points below.

Scenic Environment

- Biologically diverse and beautiful landscapes
- Rugged, snow crowned mountains
- Places of “wonderment” and spiritual adventure
- San Gabriel Mountains
- San Andreas Rift Zone
- Mojave Desert
- Scenic vista points and turnouts

Natural Environment

- Diverse vegetation
- Wildflowers
- Wildlife
- Water Features
- Three designated Wilderness Areas
- Two designated Special Interest Areas

Historical and Archaeological Resources

- Native American
- Mission Era and Gold Rush influences
- Settlers and Ranchers
- Mt. Wilson and Mt. Wilson Observatory

- Historic Communities and Upland Recreation Areas
- Winter Recreation sites

Cultural Expressions

- Urban Los Angeles
- Hollywood and Media
- Quiet Respite from Urban LA
- Native American
- Visitor Center network

Recreational Resources

- Winter Recreation
- Day Use and Picnicking
- Camping
- Trails and Trailheads

Ten of the intrinsic features were selected to serve as the basis of a graphic identity system for the Angeles Crest Scenic Byway. In addition to the Angeles Crest Scenic Byway identity, the following attractions are part of the identity system:

Site or Place-based Attractions

- Chilao Visitor Center
- Big Pines
- Mt. Wilson Observatory
- Pacific Crest Trail
- Vetter Mountain

Non Site-based Attractions

- Angeles National Forest
- Film Heritage
- Night Sky
- Snow Play
- Nelson Bighorn Sheep

The artwork can be found in Chapter 8.

Vision Statement and Interpretive Themes

The intrinsic features and community values serve as a basis for the vision and interpretative themes for the Angeles Crest Scenic Byway. A vision for the route and an overall interpretive theme with supporting sub-themes are described in greater detail in other portions of this Corridor Management Plan. These elements are summarized here because they should also influence and guide marketing actions and product development for the Angeles Crest Scenic Byway.

Vision

The Angeles Crest Scenic Byway is managed to protect its intrinsic qualities, those that highlight the historic, recreation, scenic, and natural features along the route. Facilities along the route are updated, clean, and provide a pleasant experience for visitors. The neighboring communities desire more family-friendly opportunities along the corridor. The highway maintains its character as a forested highway and visitation growth is dispersed throughout the week and season to minimize weekend crowding. The financial benefits of tourism are felt more readily on the eastern edge of the Byway. Visitors have an appreciation of their natural environment and act as good stewards of the land.

Interpretive Themes and Sub-themes

A Bridge to Our Natural Environment - The Angeles Crest Scenic Byway provides the bridge between urban places and the mountain spaces of your National Forests. Nature stars, imaginations soar, and one finds avenues to reconnect to the natural environment and oneself along every turn of the Angeles Crest Scenic Byway.

This interpretive theme captures the essence of the desired visitor experience along the Angeles Crest Scenic Byway. This route links urban and natural environments and provides the visitor opportunities to venture out of their daily mindset and to put 21st century distractions aside to be surrounded by the mountains, forests, wilderness, and the dramatic scenery of the San Gabriel Mountains. It is a place for renewal of spirit and body. It is an opportunity to learn the rich culture and history of the area in a setting similar to what it was 100 years ago.

The route links attractions and opportunities along the San Gabriel Mountains. It also links Los Angeles residents and visitors to the natural and cultural resources of the Angeles National Forest and its partners.

Five interpretive sub-themes set the framework for developing interpretive programs and messages. The sub-themes include:

- *Of Fire and Ice* - Witness the roles fire and ice play in the environment and community around the Angeles Crest Scenic Byway. Come and learn how these forces of nature shape our world.
- *Stewards of the Future* - It's your backyard...display it proudly. As guardians of this land, you can do a few simple things to ensure that your grandchildren's children will have the opportunity to experience nature close to home.
- *Life on the Wild Side* - This island oasis is home to many species of wildlife from numerous birds and porcupines to the shy Nelson Bighorn Sheep. Maybe they will invite you in to be their guest for the day.

- *A Center for Science* - A place of discovery, this area provides important and unique opportunities for scientific study. From the diminutive to the galactic come discover for yourself.
- *A Perspective of Height* - Truly, on a clear day, one can see for miles when positioned on the Angeles Crest Scenic Byway. Views stretch far into the Pacific Ocean, down steep canyons, across deserts, or to the complex webs of neighborhoods, businesses, and night lights of the LA basin. Climb the Angeles Crest Scenic Byway and expand your perspective to new heights.

Visitor Services & Local Tourism Support Services

La Canada and Wrightwood provide accommodations and food and beverage for visitors. Forest Service campgrounds and cabins exist along the entire route. Other retail services (e.g., fuel, shopping and some professional services) are available in the gateway communities of Wrightwood and La Canada. Private businesses along the route also provide services for travelers. A network of staffed visitor centers in gateway communities and along the route provides visitor information on-site and via mail and internet. Additional visitor services can be found in metro Los Angeles. Chapter 3 in the Corridor Management Plan provides a summary of the hospitality infrastructure along the route.

Target Markets

Overview

This section summarizes research findings about several travel markets. Niche and core markets for the Angeles Crest Scenic Byway are developed based on existing research and input from the planning team and the marketing workshops. In the absence of data specific to the route, findings from other tourism studies are utilized to help understand the opportunities inherent in the scenic route.

Scenic Drivers

The September 2000 issue of *Vistas*, the National Scenic Byway Resource Center newsletter, summarized several research efforts that had been commissioned to support the National Scenic Byway program. Highlights from the various studies appear as bullet points below:

- Research in Colorado and Minnesota documented that the most common scenic byway travel profile in those two states was an adult couple over the age of 45 traveling without children.
- In another study, psychographic profiles were developed from two types of byway data. As with the Colorado and Minnesota research, both profiles represented couples. Couple Profile 1 was crafted from people who requested a national scenic byways map via the Web site. Profile 1 consisted of a couple, aged 45 – 64, with a household income of \$60,000-\$70,000. Couple 1 enjoyed individual sports like golf and skiing, was fitness oriented and traveled extensively. They spent time on-line and enjoyed working around the house and yard, listened to news, talk, classical and contemporary radio stations, bought performance cars and shopped at stores like Nordstrom and Eddie Bauer. The second profile was created from data on people who visited the National Road Welcome Center in Indiana. Couple Profile 2 owned a powerboat and camper/RV, liked to hunt or fish, drove a GM car or Ford truck, listened to country/religious/gospel radio, watched TNN, CNN, “soaps” and the Today show and shopped at Wal-Mart. The two very different profiles illustrate the wide appeal of scenic driving as a recreational activity.

- In the final study discussed in the newsletter, a national telephone survey was conducted to benchmark awareness of the byways program. That research project yielded the following results:
 - About a quarter (25.9%) of the respondents had heard of National Scenic Byways or All American Roads,
 - Respondents reported taking an average of 5-6 overnight trips each year,
 - More than three-quarters (76%) indicated that they took the most interesting route when they traveled,
 - Respondents indicated that they are “very likely” (57%) or “somewhat likely” (35%) to take a scenic or historic drive at their destination.
 - The top three sources of travel information included AAA or other travel club (46%), calling a toll-free number (46%) or using the internet (39%)

The August 2000 issue of *Vistas* profiled the economic impact of three scenic byways in New Mexico. Although this was primarily an economic impact study, the average per party expenditures for the three routes ranged from \$323 - \$576. (Federal Highways Administration, 2000, p. 4).

The June 2000 issue of *Vistas* revisited a 1995 study of Iowa’s scenic byways. Of particular note from this study was the finding that during a typical four-hour visit more than 50% of the travelers: looked at scenery (77%), saw small towns (66%), shopped (59%), ate (55%) and visited historic sites (54%). (Federal Highways Administration, 2000).

Closer to home, a 1999 study of California tourists concluded that auto/bus touring was the top recreational activity for California residents (41.6 million person trips) and non-resident, domestic visitors (15.3 million person trips) to California (California Tourism, 2001). This is fortunate since the scenic driving market segment is a desirable one in terms of disposable income. As incomes increase, “so do the percentages of pleasure drivers.... 49% of those with household incomes over \$50,000 are pleasure drivers (American Recreation Coalition, 1995, p. 8).” Figures are similarly and positively correlated with education levels, a desire for family togetherness and involvement in outdoor recreation.

National Forest Visitors

In January 2000, the USDA Forest Service began a visitor use project to develop statistically valid and reliable estimates of forest recreation by surveying visitors at 25% of the nation’s forests each year. The Angeles Crest Scenic Byway is primarily on national forest system land so findings from the National Visitor Use Monitoring (NVUM) program may help planners to understand the forest recreation component of the tourism market. A look at the three year (2000 – 2003) national snapshot provides these highlights:

- Nationally there are an estimated 204.8 million visits to national forests each year plus an additional 174.5 million “occasions” of people viewing National Forest scenery (called “viewing corridor occasions”). This suggests that large numbers of folks “driving through” national forests as well as “driving to” national forests.
- In Region 5, location of the Angeles National Forest, an estimated 30.7 million national forest visits occurred with an additional 27.0 million “viewing corridor” occasions. Together these figures suggest that nearly 58 million people recreate on California’s national forests or engage in “viewing corridor” occasions.

- Nationally, more than 70% of national forest visitors are male. Almost 50% of all forest visitors are between the ages of 30 and 49. Nearly 20% are less than 18 years of age. Another 14.2% are between the ages of 50-59 and 11.2% are over the age of 60. Nearly 93% of all visitors are white with ethnic/racial representation as follows: Hispanic (3.6%), Asian (1.4%), Native American (.7%), Asian American (1.4%), Pacific Islander (.6%). Note. These data may not reflect visitation on the Angeles due to the greater ethnic diversity of metropolitan Los Angeles and high percentage of Hispanic residents.
- Sixty percent of the visitors stayed six or fewer hours and 17% stayed 36 hours or longer. The average length of stay for non-locals was 30.3 hours.
- Nationally the five most popular activities were: viewing natural features (53.5% of all national forest visits), general relaxing (40.3%), hiking/walking (39.6%), viewing wildlife (27.9%), and driving for pleasure (23.7%).
- Visitors to national forests report generally high satisfaction with their visits and good agreement between the importance that they attach to a particular facility or service attribute (e.g., scenery, available parking, etc.) and their satisfaction with that attribute. Scenery quality and condition of the natural environment were the two most important service attributes for national forest visitors.
- Visitors from outside the local area and staying overnight off the forest spent the most money (\$90.83 per visit). Day visitors spend relatively little (\$15 - \$22) per visit. (Source: National Forest Visitor Use Monitoring Program—National Project Results – January 2000 through September 2003).

Angeles National Forest Visitors

Selected findings from the 2001 Angeles National Forest National Visitor Use Monitoring (NVUM) study are summarized on page 69-70 under The Angeles Crest “Upland” Area. Data from the 2005 survey are not yet available.

California's Tourists

California has an enormous tourism industry. In 2004 direct travel spending in California was more than \$82 billion. Some key findings from the 2005 Fast Facts, a publication of California Tourism, illustrate the size and scope of the industry. These bullet points are direct quotes or nearly verbatim excerpts from the report.

- Californians are the primary “tourists” in California. About 85% of the travel volume in the state comes from people traveling within the state.
- California’s 4.2 million overseas visitors are important far beyond their volume, comprising more than 15% of all travel spending in the state.
- Los Angeles County has the largest share of California’s tourism industry with more than 50 million person trips in 2004.
- Dining, shopping and entertainment are the most popular expenditure-based activities with California travelers. Sightseeing, theme/amusement parks and beach/waterfront activities are the most popular recreational pursuits (California Fast Facts 2005: Statewide and Regional Tourism Facts and Figures).

- Each \$92,400 in visitor spending supports one job.
- An estimated \$6.30 in local or state revenue is derived from each \$100 in travel spending.

California’s International Visitors to Rural Areas

At a recent California Rural Tourism Conference, representatives of the state destination marketing organization shared data about international visitation to rural areas/regions. Table 5 summarizes the activities of 1998-1999 international travelers from four countries when they visited rural regions of California. Although the Los Angeles region is not considered a rural tourism region, the Angeles Crest Scenic Byway is more similar to the tourism product of rural regions than it is to the tourism product of urban regions. In general, the data in Table 5 suggests that the opportunities along the Angeles Crest Scenic Byway are better aligned with the patterns and preferences of international visitors from the United Kingdom, Germany and South America.

Table 5. Popular Leisure Activities of Overseas Visitors (1998-1999).

| | Japan | U.K. | Germany | S. America |
|-------------------------|--------------|-------------|----------------|-------------------|
| Visit Historical Places | 12.4% | 43.7% | 52.7% | 49.0% |
| Visit Small Towns | 32.4% | 40.1% | 47.5% | 46.5% |
| Visit National Parks | 18.5% | 36.2% | 58.7% | 27.2% |
| Touring Countryside | 13.7% | 45.8% | 61.8% | 22.0% |
| Cultural Heritage | 8.1% | 31.2% | 43.8% | 23.2% |

California’s Heritage Travelers

In 2000, California Tourism released the California Heritage Tourism Report. D.K. Shifflet and Associates used 1999 data to prepare a profile of heritage tourism in California. Since the cultural heritage of the Angeles Crest Scenic Byway is a key element of the interpretation plan applicable findings from the California Heritage Tourism Report appear as bullet points. These bullet points are direct quotes or nearly verbatim excerpts from the report’s Executive Summary (California Tourism, 1999).

- A traveler was considered to be a “heritage traveler” if he/she participated in at least one of the following activities: visited a national/state park, visited a historic site, attended a festival/craft fair or engaged in a cultural activity such as a museum, play, or concert.
- California’s heritage travelers were primarily California residents, representing 81.4% of the 1999 total.
- Attending a museum, play or concert was the most popular form of heritage travel, followed by visiting a state or national park, visiting historic sites and attending festivals/craft fairs.
- The typical California heritage traveler was 42.7 years old, had a household income of \$61,200 and was a white-collar professional (57%).
- Resident heritage travelers were traveling for “getaways, special events and other personal reasons. Non-resident, domestic heritage travelers were more likely to be traveling as part of a general vacation and to visit friends and relatives.

The Los Angeles Region of California

California Tourism, the destination marketing organization for the state of California, presents California's 58 counties in twelve regions. Three counties, including Los Angeles County, are presented as single county destination regions. (Orange County and San Diego County are also presented as single county destination regions.) The remaining 55 counties are included in one of nine remaining regions.

California Tourism describes the Los Angeles County as a place where "movie making and the glamour of the Silver Screen fascinate the world, but Los Angeles is much more. The region encompasses high desert, chaparral covered hillsides, sparkling beaches, snowy peaks and a sprawling metropolis, all in one county (California Fast Facts, 2005)."

In 2004, the county had 53.59 million person trips, including 2.3 million overseas visitors. Sixty-four percent (64%) of all visitations were classified as leisure travel. Los Angeles County's share of the state's total travel expenditures was \$17.9 billion, about 21.6% of all California tourism expenditures (California Fast Facts, 2005). The report also cited D.K. Shifflet's profile of leisure travelers to Los Angeles County (1999 – 2001 aggregate profile) and reported:

- an average travel party size was 3.1 persons,
- average trip-related expenditures per person, per day for leisure travel was \$91 (non-resident) and \$92 (Californians)
- that 53% of all travel parties were day-trippers,
- that 25% of the travel parties included children,
- an average trip length of 1.5 nights (this figure includes day-trippers),
- an average trip length for those staying overnight was 3.3 nights, and
- a mean household income for travelers of \$61,300.

Finally, California Fast Facts noted that average occupancy for Los Angeles County lodging for 2004 was 71.6%, an increase of 6.2% over the previous year. The average room rate was up 6.3% and averaged \$96.05 per night (Smith Travel Research cited by California Fast Facts 2005).

The top theme/amusement parks in Los Angeles County had a combined 2004 attendance of 7.7 million people. By contrast the two most visited National Park units had a combined visitation of slightly more than 1.1 million in FY 2003/2004. (California Fast Facts, 2005). According to National Visitor Use Monitoring data (NVUM) detailed in the next section, visitation to the Angeles National Forest in 2001, the most recent available data, exceeded 3.5 million. It is important to note that the NVUM data does not indicate if the visitors were from more than 50 miles away from the Angeles National Forest, the basic definition of a "visitor" used in most California Tourism publications.

The Angeles Crest "Upland" Area

Although there is no visitor data specifically associated with the Angeles Crest Scenic Byway, general data about visitor patterns to the area can be drawn from several sources. In the following paragraphs, data from state and federal agencies and organizations help to illustrate the current situation.

In 2000, the USDA Forest Service began a project to collect data about the recreational use of national forests. The National Visitor Use Monitoring Project (NVUM) was designed to collect data from each of the national forests on a four-year rotation. Data were collected from visitors to the Angeles National Forest in 2001. While the data are accurate and applicable forest-wide, they are not applicable at the district or site level. Despite this limitation, some data may be useful to the planning group since NVUM is one of only a few statistically valid data sources on recreation use in the area. Some highlights appear as bullet points. (USDA Forest Service, 2001).

- About 3.5 million visitors came to the Angeles National Forest in 2001. Recreation was the primary purpose for 79% of all visitors. Most (87%) went to only one site.
- 82% of the Angeles National Forest (ANF) visitors were male (18% female) and 54.5% of the visitors were between the ages of 21 and 50.
- 79.2% of the ANF visitors were white. 10.8% of the visitors were Hispanic, Spanish or Latino. Asian (4.5%), Native Hawaiian/Other Pacific Islander (1.9%), Black/African-American (1.1%) and American Indian/Alaska Native (1.1%) were the only other ethnic or racial groups comprising more than 1% of the visitors.
- The five most frequent activities undertaken by ANF visitors were hiking, walking, sightseeing (e.g., viewing scenery/nature), general relaxation and hunting. When asked about the primary purpose of the visit, the most frequent primary purposes were general relaxation, downhill skiing/boardering, viewing nature, hiking/walking, and picnicking.
- Three percent of the ANF visitors reported “driving for pleasure” as an activity. Two percent (2%) reported that driving for pleasure was the primary purpose of their visit. In a sub-sample, five percent indicated they used the “scenic byway” specially designated area.

Target Markets at a Glance

There is currently no tourism research specific to the Angeles Crest Scenic Byway. Neither the Angeles National Forest nor the area destination marketing organizations have route-specific data. Despite the lack of published research, the Angeles Crest Scenic Byway planning group and the national forest recreation staff were able to describe current visitation to the area. Current and potential markets for the Angeles Crest Scenic Byway are discussed briefly in the following section. While the planning group was able to describe these existing and potential niche markets, they were not able to reliably estimate their numbers and regional concentration. It will be important to conduct route specific marketing research to further refine and develop the market profile for the Angeles Crest Scenic Byway.

The core market for the Angeles Crest Scenic Byway can be found within a 60 to 90 minute radius of either of the gateways to the scenic route. Geographically, the target market lives in the Los Angeles basin, the San Fernando Valley, and the large counties east of Los Angeles from which many of LA’s workers commute. In terms of lifestyle, the target market for the Angeles Crest Scenic Byway enjoys an active outdoor recreation oriented lifestyle or seeks out Angeles Crest environs for general relaxation and social recreation. Compared to residents in other parts of the United States, western residents are more likely to engage in walking, hiking, camping, fishing, and sightseeing. In terms of race and ethnicity, the Los Angeles area is significantly more ethnically and racial diverse. There is also a very wide range of outdoor recreation experience and expertise.

Niche Markets for the Angeles Crest Scenic Byway

Geographic Niche. The Angeles Crest Scenic Byway is accessible to the entire Los Angeles Basin and the business, leisure and international visitors who come to LA. Visitation to the Angeles National Forest, however, is not representative of the entire Los Angeles Basin. Most visitors are male, non-Hispanic White and between the ages of 21 and 50. Of the 21 most frequently reported zip codes in the NVUM research, none were reported by more than 1.4% of the respondents. Nineteen of the 21 zip codes began with 91 and twelve of the most frequently reported zip codes began with 913 or 917.

Outdoor Recreation/Sports Niche. Hiking and walking (29%), sightseeing (e.g., viewing scenery/nature), relaxing and snow skiing/boarding (35%) are the most frequently reported outdoor recreation/sports activities on the Angeles National Forest. When visitors are asked about their primary purpose in visiting the Angeles, they identified relaxing, snow skiing/boarding (35%) viewing nature, hiking/walking (22%) and picnicking. Taken together, the outdoor recreation sports niche includes trail-related recreation (e.g., hiking and walking, horseback riding, biking, ORV), snow skiing/boarding, and hunting. Other frequently mentioned outdoor recreation/sport activities mentioned by at least 10% of the visitors to the Angeles National Forest include wildlife viewing (31%) and fishing (12%).

Nearby Nature Niche. The Angeles Crest Scenic Byway and the Angeles National Forest represent “nearby nature” to millions of metropolitan Los Angeles residents and visitors. Data from the USDA Southern Research Station documents that Midwestern and western metropolitan residents are most likely to participate in picnicking (64%), viewing/photographing wildlife (41%), go day-hiking (41%) or swim in lakes or streams (39%) at least once a year as their preferred forms of outdoor recreation (Cordell, et al., 2005). The Angeles Crest Scenic Byway can be a readily accessible transportation corridor for metropolitan residents seeking their outdoor recreation opportunities on the Angeles National Forest.

Ambiance Niche. Rest and relaxation in a beautiful place other than “home” is the goal of many visitors to the Angeles. In fact, sightseeing and general relaxation were two of the top five reasons visitors citing for coming to the Angeles National Forest. The Angeles Crest Scenic Byway has extensive day-use facilities adjacent to the byway or a short distance off the route.

Senior Adult Niche. The number of senior adults is projected to increase two or three fold throughout California before 2020. Senior adults (65 and older) are more likely to participate in walking, family gatherings, gardening, viewing/photographing scenery, visiting nature centers, driving for pleasure, sightseeing and picnicking (Cordell and Betz, 2006). Senior adults are the most frequent leisure travelers and are more likely to undertake a cultural heritage excursion or activity than any other age group. Many opportunities aligned with these preferences can be found along the Angeles Crest Scenic Byway. Senior adults represent a particularly good niche since they often travel midweek and during the shoulder season.

Multicultural Recreationist Niche. Los Angeles is one of the most ethnically diverse cities in the United States. The NVUM data from the Angeles National Forest does not provide comparative data about the various racial and ethnic groups visiting the national forest. Data collected annually by the Southern Research Station of the USDA Forest Service for the National Survey of Recreation and the Environment has been analyzed by selected racial or ethnic classifications. Hispanics of Mexican origin are more likely to participate in family gathering (68%), walking for pleasure (62%), day hiking (49%), picnicking (49%), visiting nature centers (49%) and viewing or photographing scenery (42%) as their preferred forms of outdoor recreation. Hispanic recreationists are less likely to go sightseeing, photograph wildlife or wildflowers, visit historic sites or drive for pleasure. Asian Americans, Native Hawaiians and Pacific Islanders are more likely to walk for pleasure (85%), participate in family gatherings (77%), gardening (65%), picnicking (57%), and driving for pleasure (44%) at least once a year as preferred forms of outdoor recreation. Asian Americans are less likely to visit wilderness areas and hunt. Data have not yet been released for African Americans. (Cordell, et al., 2005).

“Threshold Experience” Niche. Many metropolitan residents have limited experience with outdoor recreation. The Angeles Crest Scenic Byway and the Angeles National Forest provide a way for inexperienced outdoor enthusiasts to have a safe, high quality, outdoor recreation experience. The outdoor recreation opportunities on the Angeles National Forest are often accessible and varied, providing a great “sampler” experience for the mixed age, mixed skill group looking for an outdoor recreation destination. Trailheads and campgrounds are located on or adjacent to the route. Also, there are many groups that can help ensure a positive outdoor recreation experience and help relatively inexperienced outdoor recreationists to build confidence and skills as well as an affinity for nature.

Natural/Cultural Heritage Niche. The interpretation themes and artwork features for the Angeles Crest Scenic Byway highlight the natural and cultural heritage opportunities of the area. On or adjacent to the route lie evidence of nature's power to shape the earth (fire and ice), abundant wildlife, opportunities for resource stewardship, and places to learn about our place in the grander scheme of things. Southern California's film heritage continues today along the Angeles and the legendary Pacific Crest Trail traverses the route.

Affinity Travel Niches. Other niche markets, based on affinity group travel, should be evaluated for market development. The Angeles Crest corridor has opportunities for niche development of small group affinity tours (e.g., heritage, outdoor recreation), senior tours, social recreation groups, faith-based organizations, community groups, youth-serving organizations, and car/motorcycle clubs.

Independent International Travelers. The most promising international niche is the independent international traveler. Los Angeles is an international gateway so sufficient numbers of international visitors are coming to the Los Angeles area for business and pleasure. Great Britain, Germany, New Zealand and Australia are four international segments with outdoor recreation preferences well aligned with Angeles National Forest assets. The international stature of the Mt. Wilson Observatory and the Pacific Crest Trail provide additional attractions for international visitors.

Benefits to Consumers

Despite the wide variety in outdoor recreation activities and audiences, people's motivations for outdoor recreation are remarkably similar. More than 70% of the respondents to a 1998 survey commissioned by the America Recreation Coalition (Outdoor Recreation in America, 1998) identified these items as "very important" factors influencing their outdoor recreation enjoyment:

- being outdoors.
- relaxing.
- the beauty or quality of the natural setting.
- getting a change from their daily routine.
- being with family and friends.

In a more recent public attitudes and opinions survey commissioned by California State Parks (2002), more than 50% of all respondents reported these benefits from their outdoor recreation experiences:

- being able to relax.
- feeling safe and secure.
- being outdoors.
- the beauty of the area.
- getting away from crowded situations.
- releasing or reducing tensions.
- the quality of the natural setting.
- being with family/friends.
- doing something the kids enjoy.
- a change from the daily routine.
- keeping fit and healthy (California Public Attitudes and Opinions, 2002).

These factors and benefits are similar to those reported in the tourism and scenic driving research. Addition benefits from the tourism and/or scenic driving research include new experiences and opportunities to learn new things.

Travel and Tourism Trends

In this section several broad trends and their implications for travel and tourism are described. These trends influence the preferences of the scenic driving target markets as well as their consumption and spending patterns. Data are drawn from a wide variety of sources, including tourism marketing organizations, state and federal sources and consumer research studies. A brief summary of travel indicators concludes this section.

Demographic Trends. California is most diverse state in the U.S. California's varied terrain, biological diversity (e.g., plant and animal) and human diversity (e.g., ethnic, racial, age, lifestyle) are unrivaled in the United States. Within these expansive parameters, several aspects of southern California, the primary geographic market for the Angeles Crest Scenic Byway, bear special mention. Between 1990 and 2000 the percentage of Hispanic Californians increased from 26% to 32% statewide and the percentage was even higher in southern California. According to the Census Bureau, in 2000, California with 12% of the U.S. population, had slightly more than 31% of the U.S. Hispanic/Latino population and more than 36% of the U.S. Asian population (Census Bureau, 2000).

California's population, about 34 million in 2000, is projected to exceed 49 million by 2050. The sheer magnitude of California's increase in population and the state's high percentage (82-84%) of in-state (e.g., residential) visitation will increase tourism throughout the state. Of particular importance to the Angeles Crest Scenic Byway will be the increase in population in these four southern California counties: Los Angeles, Orange, San Bernardino and San Diego. Travel distance for "getaway" weekends will continue to decrease but the population steadily moves eastward away from the coastal areas. Much more information is needed about the travel preferences of Hispanic/Latino, Asian/Asian-American and African American outdoor recreation and travel patterns to ensure that these important and emerging travel markets are aware of the scenic driving opportunity presented by the Angeles Crest Scenic Byway.

Economic Trends. California's economic recovery is well underway. Consumer confidence, a key gauge of willingness to travel, is still shaky but increasing. Disposable income in key feeder markets is starting to increase. California's long-haul (e.g., airline accessed) feeders are rebounding although fuel costs are driving the cost of transportation up.

Leisure travel is being redefined rather than eliminated. Rising energy costs may dampen long-distance travel while increasing visitation to nearby areas like the Angeles National Forest. People are taking more automobile/SUV-based trips closer to home. Vacationers find themselves drawn to moderately priced, high value excursions. Scenic byways represent an "auto-centric" tourism product and should flourish in the emerging tourism marketplace that values close, preplanned excursions to allow people to reconnect with nature and loved ones.

Social Trends. California is a vast state with countless social trends. Long viewed as a bellwether state, two social trends will exert a particularly strong influence. First, the out-migration from California's urban areas will continue to fuel the growth of second-home and retirement home development throughout California. Small, quaint cabins that have been in families for several generations are giving way to larger homes in landscaped and amenity rich sub-divisions or gated golf-course communities. The residential patterns will change all social service, retail and government functions in the area. A second trend that will exert an influence on all of California is also a migration trend, but on a global scale. California is one of the nation's top states for immigration. Significant increases in the number of immigrants from around the world, especially from Mexico, central/south America and the Pacific Rim, are rapidly changing the socio-cultural milieu of California. Outdoor recreation patterns and preferences vary greatly and natural resource managers are struggling to provide adequate facilities and infrastructure to meet demand. The Angeles Crest corridor will be influenced in very different ways by these two migration-related social trends.

Environmental Trends. The urban, coastal portions of California, Oregon and Washington have been in the forefront of the environmental movement. Certainly the biodiversity of California along with its large number of threatened and endangered species has elevated awareness and interest in environmental issues and impacts. At the same time, there is renewed emphasis within the Forest Service on fuels reduction and watershed health. One consequence of the interaction of these forces has been the development of regional or ecosystem level forest plans. These large scale planning frameworks set the tone for forest priorities and planning and exert an influence on the expansion and/or enhancement of outdoor recreation and heritage opportunities.

Recreation/Leisure Trends. Several changes in recreation and leisure time activities may have an influence on the travel and tourism market in California. For the past 10 – 15 years there has been an upswing in adventure recreation that has been joined more recently by an increased interest in cultural heritage. More mechanized and motorized forms of recreational transportation (e.g., snowmobiles, ATVs, scooters) and more technologically advanced forms of conveyance (e.g., mountain bikes and all forms of “boards”), shape the outdoor recreation market and lifestyle. Californians, in particular, are techno-savvy with high in-home access to the Internet and a tendency to buy and use “techno-toys” (e.g., GPS units, electronic fish-finders and other specialized gear) during leisure and outdoor recreation.

Psychographic Trends. The primary change in the psychographic profile (e.g., attitudes, intentions, beliefs) of the contemporary consumer is one of choice and entitlement. Consumers are seeking, and expecting, more choices, more value and more amenities for their leisure dollars. At the same time, travel motivations have broadened to include ever more extreme variations on the long-time standards of relaxation and adventure. The western lifestyle, active and outdoor oriented, lends itself to national trend setting in areas of lifestyle, recreation activities and outdoor equipment.

At the same time, more people indicate that “doing nothing” and “escaping” are among the prime motivators of travel. In the wake of economic uncertainty and the violence of September 2001, folks are looking for travel opportunities closer to home and accessible by automobile. Destination marketing organizations in California and Nevada have increased their attention on the instate market and are promoting rural destinations to urban residents. Regardless of the travel motivation, the Angeles Crest Scenic Byway with its route-adjacent recreation opportunities and slower pace has much to offer stressed and world-weary families looking to reconnect with nature and each other.

Indicators. Of the myriad economic and social indicators, several will have a more marked impact on the amount of interest in and visitation to the Angeles Crest Scenic Byway. Indicators to monitor include:

- *Fuel cost.* Since the Angeles Crest corridor is a nearby “drive to” destination from urban LA as fuel prices fluctuate so will visitation. If fuel costs rise, visitation is likely to go up as travelers select familiar and closer excursion destinations.
- *Consumer Sentiment.* When consumer confidence is high, visitation increases as people “boldly go” to experience the outdoor recreation lifestyle. When confidence is shaky, folks stay closer to home or visit familiar destinations.
- *Media Interest I.* Feature stories and travel recommendations in major newspapers and lifestyle publications will increase interest in and visitation to lesser known and emerging destinations.
- *Media Interest II.* Headlines and investigative stories on the ecological health, wildland fires, mudslides, road closures, record snowfalls, foul winter weather, environmental unrest/protest and natural resource management will decrease visitation.

- *Media Interest III.* The Angeles National Forest is a frequent site for commercial and movie film shoots. Location filming is intensely interesting to local communities as well as international visitors. Media coverage of film shoots and identifiable Angeles National Forest features will increase visitation.
- *War.* Conflict decreases long-haul leisure travel and increase auto-centric, close-to-home travel. Familiar areas and destinations that are perceived to be safe will be more attractive.
- *Health Risks.* Diseases transmitted by outdoor pests will make visitors cautious about outdoor recreation. This may become a major limiting factor for novice users as stories of West Nile fever, Lyme disease and other insect borne diseases circulate.

Present Marketing and Tourism Efforts

The Angeles National Forest has promoted the Angeles Crest Scenic Byway in a limited manner since its designation. The route does appear on the official Angeles National Forest map and it is also highlighted in the Angeles National Forest Business Plan (www.fs.fed.us/r5/business-plans/angeles/introduction/overview.html). A keyword search of the Angeles National Forest website and a review of the recreation section of the website does not reveal much information about the route. Nor does the route feature in the promotional efforts of the gateway communities aligned with the route.

Most of the visibility for the Angeles Crest Scenic Byway has come through printed guidebooks, newspaper travel articles and articles and lifestyle magazines. Referrals from friends and family, however, are the most common way for people to find out about the route.

The widespread availability of the internet has created new ways for interested parties to promote the route. The website for America's Byways has a section on the Angeles Crest Scenic Byway. A Google search using the phrase "Angeles Crest Scenic Byway" yielded 287 results on March 26, 2006. A sample of the websites that are currently promoting the route include:

| <u>Website</u> | <u>Main URL</u> |
|---|--|
| America's Byways | www.byways.org/ |
| All Get Aways | www.allgetaways.com/ |
| California Scenic Drives and Byways | www.milebymile.com |
| Wildernet | areas.wildernet.com |
| Public Lands Information Center | www.publiclands.org |
| California Department of Transportation | www.dot.ca.gov/hq/LandArch/scenic_highways |
| Truck Trend: Angeles National Forest | www.trucktrend.com |
| Road Notes | www.roadnotes.com/scenicdrives |
| ATV Articles California | www.racewayatv.com/atv-articles/2005/11/california-angeles-national-forest- |

atv.html

Visit California (Japanese translation)

www.visitcalifornia.jp/region/lac/walk.html

Ready Set Drive

www.readysetdrive.com/road/california-scenic-drive.html

Marketing elements that accompany the development of the Corridor Management plan include the development of a system of byway marks highlighting key features and/or attractions along the route. Postcards and a poster featuring the marks will help to increase the visibility of the route.

Several byway-adjacent businesses or attractions are well known or publicized and might be enlisted to provide additional visibility to the Angeles Crest Scenic Byway. Two examples are Mountain High, a ski resort just west of Wrightwood and the Mt. Wilson Observatory on the west side of the route.

Positioning the Angeles Crest Scenic Byway

“Positioning” a destination consists of the actions and tactics undertaken to distinguish the destination from other possible choices. Positioning a destination requires an understanding of its relative strengths and weaknesses compared to other competitors. Three promising positioning strategies for Angeles Crest Scenic Byway are:

- A nearby family-friendly place to relax,
- A nearby place for outdoor recreation, and
- A nearby place to learn more about nature and the environment.

The Angeles Crest Scenic Byway can also distinguish itself from other Scenic Byways in the Los Angeles Area by emphasizing its five interpretive themes:

- Of Fire and Ice
- Stewards of the Future
- Life on the Wild Side
- A Center for Science
- A Perspective of Height

Finally, the Angeles Crest Scenic Byway can also be positioned using an “est” (e.g., biggest, tallest, oldest, deepest, rarest) strategy featuring its most superlative features.

Future Marketing and Tourism Efforts

Recognizing that the population of southern California, already huge, will continue to grow, workshop participants on the corridor management planning process were supportive of marketing and promotion efforts that 1) increased environmental awareness, 2) distributed demand, and 3) increased the economic vitality of tourism on the east-side. A single marketing goal for the Angeles Crest Scenic Byway emerges from these ideas.

Marketing Goal for the Angeles Crest Scenic Byway.

The marketing goal for the Angeles Crest Scenic Byway is to position the route as a family friendly driving and outdoor

recreation excursion to learn more about nature and conservation.

This goal, consistent with all the components of the Corridor Management Plan, is also consistent with the vision statement developed for the Angeles Crest Scenic Byway. The vision statement is repeated here because it should guide all marketing and promotion efforts for the route.

Vision Statement:

The Angeles Crest Scenic Byway is managed to protect its intrinsic qualities, those that highlight the historic, recreation, scenic, and natural features along the route. Facilities along the route are updated, clean, and provide a pleasant experience for visitors. The neighboring communities desire more family-friendly opportunities along the corridor. The highway maintains its character as a forested highway and visitation growth is dispersed throughout the week and season to minimize weekend crowding. The financial benefits of tourism are felt more readily on the eastern edge of the byway. Visitors have an appreciation of their natural environment and act as good stewards of the land.

Several marketing objectives and sub-objectives support the marketing goal for the Angeles Crest Scenic Byway and provide a framework for the marketing tactics and ideas. More specific and detailed tactics are briefly described in the section following the marketing objectives.

Marketing Objective 1: Strengthen internal support for the Angeles Crest Scenic Byway visitor experience with key Angeles National Forest internal stakeholders and partners.

Marketing Objective 2: Create informational material about the Angeles Crest Scenic Byway.

Marketing Objective 3: Increase the visibility of the Angeles Crest Scenic Byway through partnerships and partners' distribution systems.

Marketing Objective 4: Position the Angeles Crest Scenic Byway as a family-friendly gateway to the vast outdoor recreation opportunities and natural and cultural heritage resources of the Angeles National Forest.

Marketing Objective 5: Create a more integrated scenic driving experience for visitors with stronger outdoor recreation, environmental education, and conservation stewardship interpretive themes and opportunities.

Marketing Objective 6: Utilize the Angeles Crest Scenic Byway as an outreach strategy to encourage visitation from a more diverse cross-section of Los Angeles residents and visitors to LA.

Marketing Objective 7: Encourage visitation growth throughout the week and across the seasons to minimize weekend crowding and to increase profitability Angeles Crest Scenic Byway adjacent businesses.

Marketing Objective 8: Revisit the idea of nominating the route for National Scenic Byway or All American Road designation at five-year intervals as organizational capacity increases.

Marketing Tools and Tactics

Marketing tactics, tools and techniques are outlined in this section. Each tactic supports one or more marketing objectives for the Angeles Crest Scenic Byway (ACSB). Tactics are grouped by timeframe and level of resources needed to implement the tactic. Three categories are used: Ongoing, Short Term/Internal or Modest Resources Needed, Long Term/Requires External Funding or Resources.

More precise timelines, budgets and assessment plans for each tactic should be prepared prior to implementation and/or as funding sources are identified.

Marketing Objective 1: Strengthen internal support for the Angeles Crest Scenic Byway visitor experience with key Angeles National Forest internal stakeholders and partners.

Several tactical elements to help achieve this marketing objective include:

| Ongoing | Short Term/Internal Resources Required | Long Term/External Funding or Resources Required |
|--|---|---|
| <ul style="list-style-type: none"> Designate ANF liaison to initiate an ACSB advisory committee within the ANF that includes line and staff officers. | <ul style="list-style-type: none"> Define an on-going plan to coordinate development and management of the ACSB. | <ul style="list-style-type: none"> Retain a grant-writer to secure external funding to increase capacity of ACSB Advisory Committee. |
| <ul style="list-style-type: none"> Form an Advisory Committee for ACSB that includes representation from the national forest, the Volunteers of the ANF, the gateway communities' tourism professionals, the corridor management planning group and key stakeholders. | <ul style="list-style-type: none"> Connect with national forest access action plans to identify and secure funding for improvements along the ACSB corridor. | <ul style="list-style-type: none"> Connect with national forest access action plans to identify and secure funding for improvements along the ACSB corridor. |
| | | <ul style="list-style-type: none"> Include ACSB material and displays in ANF visitor centers. |

Marketing Objective 2: Create informational material about the Angeles Crest Scenic Byway.

Several tactical elements to help achieve this marketing objective include:

| Ongoing | Short Term/Internal Resources Required | Long Term/External Funding or Resources Required |
|---|--|---|
| <ul style="list-style-type: none"> Increase the visibility of the route in forest maps, ROGs (Recreation Opportunity Guides) and literature. | <ul style="list-style-type: none"> Add ACSB information to the ANF website. | <ul style="list-style-type: none"> Create an ACSB website that provides seamless access to public and private sector information for visitors and corridor planners. |
| <ul style="list-style-type: none"> Compile media list from various sources (e.g., businesses, tourism marketing organizations) along the route and develop a media plan for the route. | <ul style="list-style-type: none"> Distribute posters and postcards through ANF network of visitor centers, campgrounds, trailheads and vistas during the summer 2007 season. | <ul style="list-style-type: none"> Design and implement one or more media/tourism FAMs trip for the route. |
| <ul style="list-style-type: none"> Complete artwork for attractions and intrinsic features along the ACSB. | <ul style="list-style-type: none"> Create a USDA Forest Service ROG - recreation opportunity guide - about the route. | |
| | <ul style="list-style-type: none"> Create a "rack card" (4 x 9 information piece printed | |

| Ongoing | Short Term/Internal Resources Required | Long Term/External Funding or Resources Required |
|---------|---|--|
| | on cardstock) for distribution at selected special events and through destination marketing and potential user groups. | |
| | <ul style="list-style-type: none"> • Create a media/writer's kit on the ACSB that includes background notes, story ideas, photographs and camera-ready maps of the area and route. | |
| | <ul style="list-style-type: none"> • Prepare editorial and photographs on ACSB for inclusion in existing "series-based" scenic driving book. | |
| | <ul style="list-style-type: none"> • Create a brochure for route. | |
| | <ul style="list-style-type: none"> • Develop maps of the ACSB to share with partners. | |

Marketing Objective 3: Increase the visibility of the Angeles Crest Scenic Byway through partnerships and partners' distribution systems.

Several tactical elements to help achieve this marketing objective include:

| Ongoing | Short Term/Internal Resources Required | Long Term/External Funding or Resources Required |
|---|---|---|
| <ul style="list-style-type: none"> • Establish a place and process for distribution of the digital files and graphic design standards for the ten (10) Angeles Crest Scenic Byway attractions. | <ul style="list-style-type: none"> • Distribute the marketing elements (e.g., artwork, postcards, posters) for the Angeles Crest Scenic Byway authorized in the Corridor Management Plan grant through partners' networks. | <ul style="list-style-type: none"> • Coordinate efforts with California Tourism and the California Travel and Tourism Commission (CTTC) to increase visibility of the ACSB in the California Driving Guide and the official California Visitors Guide. |
| <ul style="list-style-type: none"> • Coordinate with area destination-marketing organizations (DMOs) to add an ACSB emphasis or initiative to their existing marketing plans. | <ul style="list-style-type: none"> • Distribute posters and postcards to Byway partners for further distribution through their networks | <ul style="list-style-type: none"> • Coordinate efforts with California Tourism and the California Travel and Tourism Commission (CTTC) to announce new improvements to the ACSB experience in "What's New in California." |
| <ul style="list-style-type: none"> • Connect with local campuses to discuss ACSB related opportunities. | <ul style="list-style-type: none"> • Expand the ACSB portion of the America's Byways website. | <ul style="list-style-type: none"> • Coordinate with designed California regional and CTTC representatives to fully benefit from cooperative marketing opportunities for the ACSB. |

| Ongoing | Short Term/Internal Resources Required | Long Term/External Funding or Resources Required |
|---|---|--|
| <ul style="list-style-type: none"> Work with area realtors and accommodations operators (e.g., B&B, motels, inns) to include ACSB information in their publications or in-room guides. | <ul style="list-style-type: none"> Coordinate with southern California destination-marketing organizations (DMOs) to add ACSB information (or a link to ACSB information on the ANF website) to their websites and/or destination marketing materials. | <ul style="list-style-type: none"> Invite private sector travel and lifestyle publishers to write feature stories about ACSB. |
| <ul style="list-style-type: none"> Promote ACSB website by linking to appropriate websites. | <ul style="list-style-type: none"> Suggest ACSB story ideas to destination marketing organizations for their respective media/press release programs. | <ul style="list-style-type: none"> Retain a publicist to promote route. |
| | <ul style="list-style-type: none"> Determine feasibility of establishing a revolving fund to support development of ACSB merchandise. | |
| | <ul style="list-style-type: none"> Promote the ACSB through USDA Forest Service "Special Places" newsletter to travel professionals. | |

Marketing Objective 4: Position the Angeles Crest Scenic Byway as a family-friendly gateway to the vast outdoor recreation opportunities and natural and cultural heritage resources of the Angeles National Forest.

Several tactical elements to help achieve this marketing objective include:

| Ongoing | Short Term/Internal Resources Required | Long Term/External Funding or Resources Required |
|---------|---|---|
| | <ul style="list-style-type: none"> Promote snow play opportunities aligned with the ACSB and ski/board resorts adjacent to the route. | <ul style="list-style-type: none"> Improve facilities along the route (e.g., vistas, campgrounds, day-use areas, trailheads). |
| | <ul style="list-style-type: none"> Add portal signs and interpretative signage along the ACSB. | <ul style="list-style-type: none"> Partner with LA area nature centers and natural history museums to promote the ACSB as a family-friendly, nearby nature "get-away." |
| | <ul style="list-style-type: none"> Contact ANF association camps and other group special use permit holders to explore common interests. | |
| | <ul style="list-style-type: none"> Develop and distribute family-oriented itineraries for the ACSB. | |

Marketing Objective 5: Create a more integrated scenic driving experience for visitors with stronger outdoor recreation and environmental education/conservation stewardship interpretive themes and opportunities.

Several tactical elements to help achieve this marketing objective include:

| Ongoing | Short Term/Internal Resources Required | Long Term/External Funding or Resources Required |
|--|--|---|
| <ul style="list-style-type: none"> Develop volunteer opportunities aligned with the ACSB. | <ul style="list-style-type: none"> Implement ACSB interpretation plan. | <ul style="list-style-type: none"> Implement ACSB interpretation plan. |
| <ul style="list-style-type: none"> Develop conservation stewardship projects and events to share with ACSB travelers. | <ul style="list-style-type: none"> Devise a strategy to connect the ACSB to the Rim of the World Scenic Byway.. | <ul style="list-style-type: none"> Develop connections with senior trip planners/community recreation trips planners/private small group tours.. |
| | <ul style="list-style-type: none"> Develop a brochure that includes short hikes, interpretive trails, nature centers and trailheads that are on or near the ACSB. | <ul style="list-style-type: none"> Develop strategy for car clubs in the feeder counties suggesting ACSB as a rally/destination drive. |
| | <ul style="list-style-type: none"> Create auto tours (CD/cassette/podcast) with interpretation messages. | |
| | <ul style="list-style-type: none"> Adapt the content of the ANF “10 Things” newsletter for use in tandem with the ACSB. | |

Marketing Objective 6: Utilize the Angeles Crest Scenic Byway as an outreach strategy to encourage visitation from a more diverse cross-section of Los Angeles residents and visitors to LA.

Several tactical elements to help achieve this marketing objective include:

| Ongoing | Short Term/Internal Resources Required | Long Term/External Funding or Resources Required |
|---|---|---|
| <ul style="list-style-type: none"> Use ACSB to promote safe, fun and byway proximate outdoor recreation opportunities to new users of public lands | <ul style="list-style-type: none"> Provide bi-lingual information (e.g., English and Spanish) | <ul style="list-style-type: none"> Provide translated materials for thematic features of the route. |
| | <ul style="list-style-type: none"> Promote snow play opportunities at ACSB adjacent facilities. | <ul style="list-style-type: none"> Coordinate with exiting community or faith-based groups to encourage use of the ACSB recreation facilities for group outings. |
| | <ul style="list-style-type: none"> Explore feasibility of multi-lingual podcasts and/or audio materials. | |

Marketing Objective 7: Encourage visitation growth throughout the week and across the seasons to minimize weekend crowding and to increase profitability for Angeles Crest Scenic Byway adjacent businesses.

Several tactical elements to help achieve this marketing objective include:

| Ongoing | Short Term/Internal Resources Required | Long Term/External Funding or Resources Required |
|--|--|--|
| <ul style="list-style-type: none"> Connect the ACSB driving opportunity to accommodations in the gateway communities. | <ul style="list-style-type: none"> Work with gateway community realtors and accommodations operators (e.g., B&B, motels, inns) to include ACSB information in their publications or in-room guides. | <ul style="list-style-type: none"> Develop strategy to promote weekday use of ACSB. |

Marketing Objective 8: Revisit the idea of nominating the route for National Scenic Byway or All American Road designation at five-year intervals as organizational capacity increases.

Marketing Timelines and Budgets

Local interests and available resources will determine timing for the implementation of the various marketing tactics. Since many of the tactics require substantial financial and human resources, outside resources (e.g., grants and agency appropriations) will be necessary for implementation. The application process for grants and competitively awarded agency funds will include detailed budgets, timelines and assessment plans.

Many of the marketing tactics can be implemented without large, additional investments of money. Many can be completed as \$25,000 – \$50,000 projects. Others will require significant infusions of time and funding. The proposed implementation plan for the Angeles Crest Scenic Byway can be found in Chapter 11 of this Corridor Management Plan.

Assessment/Updating Marketing Activities

Prior to implementation, each component of the marketing plan will be assessed for its ability to further the marketing goal and vision for the Angeles Crest Scenic Byway. An assessment strategy should be developed prior to implementation of any marketing initiative or tactic. At the minimum it should include a mechanism for evaluating mission fit, market effectiveness, and the ROI (return on investment) of any marketing initiative or tactic.

Information for each marketing initiative or tactic will be developed prior to implementation. Questions to be answered include the following:

- Briefly describe the purpose or proposed outcome of this tactic or initiative.
- How does this tactic or initiative support the marketing goal for the ACSB?
- Which marketing objective(s) does this tactic or initiative support?
- What is the estimated budget for this tactic or initiative?
- What is the timeline for tactic or initiative?
- Who is the lead or responsible party for this tactic or initiative?
- How does this tactic or initiative fit with local, regional, state or agency tourism plans?
- What is the distribution plan for the products of this tactic/initiative?

- How will the effectiveness of this tactic/initiative be assessed?
- How will market effectiveness and ROI (return on investment) be determined?

As planning goes forward on the Angeles Crest Scenic Byway other marketing ideas and tactics will emerge. The CMP should be reviewed and/or updated in five (5) years. Updates to the Marketing Plan will be timed to coincide with the CMP timeline.

Chapter 11 – Implementation Strategy

Implementation Activities and Responsibilities

The Angeles Crest Scenic Byway has been recognized and managed as a unique scenic resource by the State of California since 1971, and the Forest Service since 1990. The Angeles Crest Scenic Highway has not been nominated nor designated by the Federal Highway Administration (FHWA) as a National Scenic Byway. Developing a Corridor Management Plan is a prerequisite for submission of national designation. National recognition increases opportunities for funding and would assist local communities and agencies in managing this spectacular corridor and implementing this plan.

One of the goals of developing a Corridor Management Plan is to produce a list of project ideas that would improve the byway if implemented. These projects could include planning, printed materials, presentations, exhibits, construction, or any improvements the community and agencies think is important. An additional part of this process is to evaluate the current resources available to implement these projects.

Communities and agency personnel can use this list of criteria to set priorities in accomplishing tasks.

1. Health and Safety
2. Interpretive Theme Consistent
3. Addresses Accessibility
4. Site Specific NEPA Completed
5. Potential for Partners and Volunteers
6. Funding Available

Table 6: Potential Future Projects Along the Angeles Crest Scenic Byway

| Priorities High Medium Low | Project or Activity | Criteria | | | | | | | |
|---|---|-------------------|----------------------------|--------------------------|--------------------------------|-------------------------------|--------------------------------|----------------------------|---------------------------------|
| | | Health and Safety | Quality Visitor Experience | Accessibility Addressed? | Interpretive Themes Consistent | Environmental Analysis Needed | Partner or Volunteer Potential | Funding or Staff Available | Long Term Maintenance Addressed |
| ENHANCE HEALTH AND SAFETY | | | | | | | | | |
| | Improve safety of the vista platform at Inspiration Point as part of the planned facility renovation. (Interpretive site #39) | X | X | X | X | X | | | |
| | Develop additional parking along the byway and eliminate roadside parking and illegal parking on private property in the Wrightwood area. | X | X | | | | | | |
| | Continue to make improvements, such as guardrails, and monitor traffic speed to reduce accidents. | X | X | | | | | | |
| | Improve motorcycle safety through working with motorcycle clubs, signage, etc. | X | X | | | | | | |
| | Develop additional restroom facilities at trailheads that are lacking restrooms. | X | X | | | X | | | |
| | Remove hazardous trees at the Chilao and Charlton Flat Picnic Areas. The USDA Forest Service Charlton-Chilao Vegetation Treatment Project is in process and may encompass this safety issue. (Interpretive sites #18 and #22) | X | X | | | | | | |

| Priorities High Medium Low | Project or Activity | Criteria | | | | | | | |
|---|--|-------------------|----------------------------|--------------------------|--------------------------------|-------------------------------|--------------------------------|----------------------------|---------------------------------|
| | | Health and Safety | Quality Visitor Experience | Accessibility Addressed? | Interpretive Themes Consistent | Environmental Analysis Needed | Partner or Volunteer Potential | Funding or Staff Available | Long Term Maintenance Addressed |
| ENHANCE VISITOR EXPERIENCE | | | | | | | | | |
| | Develop scenic byway entry portal at Clear Creek Information Station and Big Pines or Wrightwood. Disseminate orientation materials from portal. (Interpretive site #5 and #41 | | X | | X | | X | | X |
| | Enlist private recreation providers to supply scenic byway information to visitors. | | X | | X | | X | | |
| | Develop incentive program that encourages private landowners to retain or add to the scenic integrity of the corridor. | | X | | | | X | | |
| | Improve vista point located at milepost 27.35. Clean graffiti and repair broken reflectors. (Interpretive site #3). *Continual problem. | | X | | | | X | | X |
| | Develop additional scenic vistas. | | X | X | X | X | X | | |
| | Extend the official Scenic Byway designation to the intersection of State Route 138. Currently this portion is eligible for designation. | | X | | | | X | | |
| | Develop website to house the "Angeles Crest Scenic Byway Story." Seek partners to research and develop the whole story. Include recreation opportunities, both private and public. | | X | X | X | | X | | |

| Priorities | Project or Activity | Criteria | | | | | | | |
|-------------------------------|---|-------------------|----------------------------|--------------------------|--------------------------------|-------------------------------|--------------------------------|----------------------------|---------------------------------|
| | | Health and Safety | Quality Visitor Experience | Accessibility Addressed? | Interpretive Themes Consistent | Environmental Analysis Needed | Partner or Volunteer Potential | Funding or Staff Available | Long Term Maintenance Addressed |
| High Medium Low | | | | | | | | | |
| ENHANCE ACCESSIBILITY | | | | | | | | | |
| | Incorporate accessible restroom facilities (SST) at Inspiration Point as part of the planned facility renovation. (Interpretive site #39) | X | X | X | | | | | X |
| | Renovate Clear Creek Information Station restroom facilities to be more accessible by constructing a paved ramp to the accessible restroom and discouraging parking in front of the facility. (Interpretive site #5) Scheduled for 2006-2007. | X | X | X | | | | | X |
| ENHANCE INTERPRETATION | | | | | | | | | |
| | Develop an interpretive auto tour brochure in multiple languages, including Spanish. | | X | | X | | X | | |
| | Develop an interpretive audio tour of the corridor in multiple languages, including Spanish. | | X | | | | X | | |
| | Develop an image and icon system for the corridor. | | X | | X | | X | | |
| | Extend the hours of the Chilao and Grassy Hollow Visitor Centers along the byway. (Interpretive sites #21 and #38) | | X | | | | X | | |
| | Develop a scenic byway map to be disbursed at the visitor centers, entrance portals, and points of interest. | | X | | X | | X | | |

| Priorities | Project or Activity | Criteria | | | | | | | |
|-----------------------|--|-------------------|----------------------------|--------------------------|--------------------------------|-------------------------------|--------------------------------|----------------------------|---------------------------------|
| | | Health and Safety | Quality Visitor Experience | Accessibility Addressed? | Interpretive Themes Consistent | Environmental Analysis Needed | Partner or Volunteer Potential | Funding or Staff Available | Long Term Maintenance Addressed |
| High Medium Low | | | X | | X | | X | | |
| | Update outdated and damaged interpretive signs throughout the corridor as outlined in the Interpretive Inventory. | | X | | X | | X | | |
| | Add interpretive display and trash container at the Vista Point located at Milepost 27.23. (Interpretive site #2) | X | X | | X | | X | | X |
| | Add interpretive display at the vista point located at Milepost 48.00. This area overlooks Mt. Vetter, Mt. Vetter lookout, Mt. Pacifico, and Rountop. (Interpretive site #19) | | X | | X | | X | | X |
| | Develop signs advertising the byway on I-15 and Interstate 210. | | X | | X | | X | | X |
| | Develop road signs in Spanish and Armenian. | | X | | | | X | | |
| | Develop interpretive displays at the Big Pines Information Station (currently in renovation) (Interpretive site #41). | | X | | X | | X | | |
| | Develop the Chilao Visitor Center into a full-service educational site that visitors may use while exploring the Angeles National Forest. Encourage strong docent/volunteer program (Interpretive site #21). | | X | | | | X | | |
| | Develop a interpretive plan for the Charlton-Chilao Developed Recreation Area (Interpretive site #22) | | X | | X | | X | | |

| Priorities High Medium Low | Project or Activity | Criteria | | | | | | | | |
|---|--|-------------------|----------------------------|--------------------------|--------------------------------|-------------------------------|--------------------------------|----------------------------|---------------------------------|--|
| | | Health and Safety | Quality Visitor Experience | Accessibility Addressed? | Interpretive Themes Consistent | Environmental Analysis Needed | Partner or Volunteer Potential | Funding or Staff Available | Long Term Maintenance Addressed | |
| | Develop the Grassy Hollow Visitor Center into a strong environmental education facility for the desert region of the Angeles (Interpretive site # 38) | | X | | X | | X | | | |
| | Develop or translate existing interpretive information at visitor centers into Spanish and other languages commonly spoken by visitors and local residents. (Interpretive sites #21 and #37) | | X | | X | | X | | | |

Chapter 12 – Funding and Financing

Groups or individuals working to improve Scenic Byways can apply for special funding to help finance byway projects. Three main sources of funding opportunities exist for scenic highways – Federal Government, state government, and private sources. The majority of funding is available at the Federal and state levels through government grants, trusts, and assistance programs.

Each source of funding has specific application requirements and stipulations on how the monies are used. Some require National Scenic Byway designation as a prerequisite. The Angeles Crest Scenic Byway has not been designated a National Scenic Byway, but interested groups could seek national designation using this corridor management plan.

When drafting a proposal or filling out an application, it is important to get the most up to date information prior to submittal and work with state byway coordinators. The following tables list several funding opportunities and contact information. Information was gathered from the following web sites: Catalog of Federal Domestic Assistance (CFDA) www.cfda.gov/, www.nacho.org, www.capitalresearch.org/, and Foundation Center Source www.grantsca.com.

Federal Funding Opportunities

| GRANT MANAGING ORGANIZATION (CFDA number) | TYPE OF PROPOSAL | APPLICANT ELIGIBILITY | CONTACT / ADDRESS | TYPICAL FUNDING RANGE |
|---|--|---|---|--|
| AmeriCorps Corporation for National and Community Service (94.005) | Environmental and public service programs, such as trail building and restoration work | For state or Federal agencies, and nonprofit organizations | Corporation for National and Community Service (202) 606-5000, ext 474 | Project grants. Matching funds for operating and volunteer living expenses |
| Institute of Museum and Library Services, National Foundation on the Arts and the Humanities (45.303) | Efforts to conserve the Nation's historic, scientific, and cultural heritage resources | Public or nonprofit organization responsible for operating a museum (exhibiting for at least 2 years) | (202) 653-4707 | |
| Forest Highway Funds | For access to and within the National Forests | For state agencies and USDA Forest Service | www.wfl.fha.dot.gov <u>v</u> | |
| DOT Federal Highways Administration Highway Planning and Construction (20.205) | Construction of facilities of scenic and historic highway improvements | State transportation departments. In some instances Federal, state, or local agencies and private community-based organizations | 202-366-4853 or www.fhwa.dot.gov | |

| GRANT MANAGING ORGANIZATION (CFDA number) | TYPE OF PROPOSAL | APPLICANT ELIGIBILITY | CONTACT / ADDRESS | TYPICAL FUNDING RANGE |
|--|---|---|---|-------------------------|
| USDA Forest Service National Forest, Dependent Rural Communities (10.670) | Develop strategic action plans to diversify their economic base and to improve the economic, social, and environmental well-being of rural areas. | Local government or tribe represented by a nonprofit corporation or institution under Federal or State law to promote economic development in rural areas. Specifically, rural communities economically dependent upon forest resources | www.fs.fed.us/spf/index | \$1000-\$30,000 |
| USDA Forest Service HTFB Allocations | National Forest Scenic Byways transportation planning. | Funding is being held for special national projects by National Liaison Position in ABRC and oversight of USU- DOT byways webmaster for additional FS byways work and a ENG/RHWR | Follow instruction as shown in FFIS online procedures under Functions, for job code structure groupings (3 rd character Project Identifier), Project Codes under Highway Trust Funds – 2.11. | |
| USDI National Park Service National Register of Historic Places (15.914) | Kiosk and interpretive funds for historic places | Private and public owners of a historic property listed in the National Register of Historic Places | www.cr.nps.gov/nr | \$236,679 - \$1,433,000 |
| USDI National Park Service Rivers, Trails, and Conservation (15.921) | Develop new trails and greenways: access and views, conserve open space | Private nonprofit organizations and Federal, State and local government agencies. | www.ncrc.nps.gov/trca | |
| USDI National Park Service Technical Preservation Services (15.915) | Technical information and provision of specialized services. | Federal agencies, state and local governments, and individuals | www.cr.nps.gov | |
| National Scenic Byways Program | Interpretive Information | National byway sponsors | www.byways.org | |
| Public Lands Highway Funding | For any public road accessing federal lands. | State Departments of Transportation | www.dot.ca.gov | |
| DOT Federal Highways Administration Recreation Trails Program (20.219) | Maintenance & restoration of existing trails; development & rehabilitation of trailhead facilities and trail linkages | State agency designated by the Governor. Agency can accept proposals from private organizations, or government entities. | www.fhwa.dot.gov/environment/recreation/index.htm | |

| GRANT MANAGING ORGANIZATION (CFDA number) | TYPE OF PROPOSAL | APPLICANT ELIGIBILITY | CONTACT / ADDRESS | TYPICAL FUNDING RANGE |
|--|---|---|--|---|
| USDA Forest Service Rural Development, Forestry, & Communities (10.672) | Technical assistance, training, and education | Tribal nations, State and Federal agencies, local governments, State Foresters, non-profit | www.fs.fed.us/spf/coop/eap.htm | \$1000 - \$50,000 |
| DOT Federal Transit Administration Transit Planning and Research (20.514) | Assessing and improving local transportation conditions. Bus routes | Public bodies, nonprofit institutions, State and local agencies, universities, and legally constituted public agencies and operators of public transportation services, and private for-profit organizations. | www.fta.dot.gov/research | |
| USDA Forest Service Challenge Cost-Share Program | Recreation, fisheries, wildlife, conservation education | Public-private partnerships | Recreation, Heritage, Wilderness Resources (202) 205-1035 | 50% match-volunteer and in-kind services eligible for match |
| USDI, USDA Fee Demonstration Project | Enforcement & maintenance of Byways | Congress is reviewing authority | | Collection on site, amount varies. |
| USDA Water and Waste Disposal Systems (10.760) | Installation, repair, improvements of rural water facility | USDA Rural Development offices | www.rurdev.usda.gov | \$3,423 - \$9,900,000 |

State Funding

| ORGANIZATION | TYPE OF PROPOSAL | APPLICANT ELIGIBILITY | CONTACT / ADDRESS | TYPICAL FUNDING RANGE |
|---|---|---|--|------------------------------|
| California Coastal Commission – Whale Tail Grants | Environmental education grants for projects that enhance or protect inland watersheds | Non-profit organizations or government entities | (800)-262-7848 | Up to \$50,000 |
| California Department of Transportation | Transportation enhancement projects and recreational trail projects | 20% non-federal match Local Groups, through RTPA | www.dot.ca.gov/hq/TransEnhAct | Specific project allocations |

| ORGANIZATION | TYPE OF PROPOSAL | APPLICANT ELIGIBILITY | CONTACT / ADDRESS | TYPICAL FUNDING RANGE |
|--|--|--|--|---|
| Dept of Parks and Recreation Environmental Enhancement & Mitigation Program | Design, construction, or expansion of new transportation facilities/trails | Local Groups, through RTPA | www.dot.ca.gov/hq/LandArch/ | |
| Proposed Bill AB 2625 | Projects which would establish Heritage Corridors in California | Heritage Corridors | www.caculturalheritage.org | |
| State Transportation Improvement Program (STIP) | Projects on or off the State highway system | Project must be identified as a priority to the region in the county's regional plan, RTPA | | State Transportation Improvement Program (STIP) |

Corporate, Local and Private Funding

| ORGANIZATION | TYPE OF PROPOSAL | APPLICANT ELIGIBILITY | CONTACT / ADDRESS | TYPICAL \$ RANGE |
|---|--|---|---|------------------|
| Edwin W. and Catherine M. Davis Foundation. | Addressing environmental problems. | Regional | St. Paul, MN. 55101 (651) 228-0935 | varies |
| Flintridge Foundation | Nourishing the natural environment towards sustainability. Conservation. | Regional | 1040 Lincoln Avenue, Suite 100 Pasadena, CA 91103 (626) 449-0839 www.flintridgefoundation.org | |
| Downing Family Foundation | Environmental research and preservation | Geared for community partnerships in So. California | www.jcdowning.org | |
| John Jewett and Helen Chandler Garland Foundation | Cultural and historical programs, education | | P.O. Box 550 Pasadena, CA, 91102-0550 | |
| Ludwick Family Foundation | Often tangible items such as equipment, vehicles, modernization and improvements to facilities, educational materials. | Non-profit organizations | Glendora, CA 91740 www.ludwick.org/ | \$5000-50,000 |

| ORGANIZATION | TYPE OF PROPOSAL | APPLICANT ELIGIBILITY | CONTACT / ADDRESS | TYPICAL \$ RANGE |
|--|--|-------------------------------|---|---|
| PowerBar Inc. Corporate Giving Program | Nonprofit organization involved with natural resources conservation and protection and recreation. | Nationwide | 2150 Shattuck Ave. Berkeley, CA 94704 (510) 665-2580 http://www.powerbar.com/ Apply online | |
| Resources for Community Collaboration | Land use planning; preservation of natural landscapes; outreach and development workshops | Community-based organizations | www.rccproject.org | \$10,000 |
| Robert V. Sanford and Laraine M. Sanford Charitable Foundation | Wildlife, preservation and protection, recreation | California | 5476 Quail Meadows Dr. Carmel, CA. 93923 | |
| The Mazda Foundation (USA), Inc. | Environment, natural resources, education | Nationwide | Washington, DC. http://www.mazdafoundation.org/ | Sponsorship of Student Conservation Assoc. (SCA) employees, also cash awards. |
| The Raintree Foundation | Children's education, Environment beautification | California | 6054 La Goleta Road Goleta, CA 93117 | \$500-5000 low- \$150 high \$500,000 |
| The Shapiro Family Charitable Foundation | Environment and conservation. | CA, ID | 9401 Wilshire Blvd., Suite 1201 Beverly Hills, CA 90212 (310) 550-0960 | |
| The William C. Bannerman Foundation | Wildlife and the environment. | Los Angeles, CA area only. | 9255 Sunset Blvd., Suite 400 West Hollywood, CA 90069 (310) 273-9933 | |
| The Windfall Foundation | Environment and natural resources, historic preservation, recreation | CA, NY | 11355 West Olympic Blvd. Los Angeles, CA. 90064 (212) 246-7203 | |
| Wilkinson Foundation | Wildlife, preservation, environment, natural resources, education | National | 2920 Sacramento Street San Francisco, CA. 94115 | |
| Will J. Reid Foundation | Environment and supporting organizations. | | 2801 East Ocean Blvd. Long Beach, CA. 90803 | |

Chapter 13 – References

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Appendices

Appendix A – Maps

Appendix B – Recreation Resource Inventory

Appendix C – Sign Inventory

Appendix A – Map

Appendix B – Recreation Resource Inventory

Inventory and Condition of Sites Along the Angeles Crest Scenic Byway, May 2005

| Facility, Road, or Trail | Condition |
|--|--|
| Gould Mesa cut-off gate dirt road trail, Milepost 26.47 | Gated dirt road to Gould Mesa campground |
| Vista Point, Milepost 27.23 | Paved turnout. Parking capacity is 20 cars. Graffiti on emergency phone, and asphalt. Protective rail, wooden post with reflectors. Overall the vista is clean. Popular nighttime lookout, especially Rose Bowl fireworks. |
| Vista Point, Milepost 27.35 | Paved turnout, parking capacity for 15 cars or less. Wooden posts with reflectors (some reflectors are missing). Graffiti visible on asphalt, rocks and wooden posts. There is a double bear proof trash bin. There is a large yellow speed sign next to protective rail by the road. Popular nighttime lookout, especially Rose Bowl fireworks. |
| Angeles Crest Station, Milepost 27.65 | Fire station. 11 parking spaces: 5 lined parking spots in front of main office and 6 line spots next to the road. Only one handicap accessible parking spot. Emergency telephone across the road. Fire condition bulletin board and ANF map. |
| Burton Trail, Milepost 28.36 | Administrative trail not for public use |
| Red's Cutoff Trail, Milepost 28.86 | This is an administrative trail. It is not for public use according to the Angeles Crest Fire Station. The entrance is on the right side of the road with a small-unpaved turnout enough to fit two vehicles. This trail has been mentioned in a few trail books. |
| CCC Ridge, Road (2N75), Milepost 30.48  | Small almost hidden dirt pullout enough for two vehicles. View of Hwy 2 and Grizzly Flat Plantation. |

| Facility, Road, or Trail | Condition |
|--|--|
| <p>Grizzly Flat Road, Road 2N79, Milepost 30.60</p>  | <p>Large dirt parking lot with marked trail for 15 or more vehicles. Dirt road with interpretive signs. Hiking, biking and equestrian allowed in this road.</p> |
| <p>George's Gap Trailhead, Milepost 32.82, Trail number 12W03</p>  | <p>From Georges Gap to Clear Creek Station.</p> |
| <p>Nature's Canteen Trail, Milepost 33.80, Trail Number 12W03A Flowering Forest Trail</p>  | <p>Trail from Clear Creek Information Station to Switzer's Picnic Area road.</p> <p>Best place to park is in Switzer's Picnic Area parking lot since there is no time restriction. Clear Creek Information Station has only 15 minute parking.</p> |

| Facility, Road, or Trail | Condition |
|--|---|
| <p>Clear Creek Information Station, Milepost 33.80</p>  | <p>Information station with paved parking lot. There are 4 lined spots and one handicap parking spot (ramp is off to the side with no visible blue lines to show the way). Additional parking along the curb is enough to fit about 7 cars. There is a bulletin board, ANF recreation map and a fire hazard meter. Accessible SST(sweet smelling toilets) but no paved ramp. Staff have had to assist visitors in wheelchairs up this three inch paved platform to get in the restroom. One bear proof bin, drinking fountain.</p> <p>Accessible ramp and curb is planned for FY2006 (Oct. 2006-Sept. 2007)</p> |
| <p>George's Gap</p> | <p>Vista point is subject to slides in parking area. Paved parking lot with 16 lined parking spots. Left turning arrow and directional arrows in parking lot with a stop sign. One bear proof trash bin. Bulletin board and marked trail. Two commemorative plaques. Minimal graffiti, overall vista point in good condition.</p> |
| <p>The Pines Picnic Area</p>  | <p>The Pines Picnic area is located off of the Angeles Forest Highway. There are two ways to reach the picnic area; one is through a gated dirt road with no parking lot or by an unmarked trail hidden in overgrown bushes (Name of trail is Pines Parking Trail). The trail starts at a large unpaved uneven parking lot less than a ¼ mile from the picnic area. No water available. The parking lot can accommodate 20 or more vehicles. There is one bulletin board, three large trash dumpsters and one small trashcan.</p> <p>Picnic Area Site is outdated. Five grills in one location (cement platform) away from picnic tables. One table has been damaged. There are several marked trails with no names. Large restroom facility locked, one doorknob has been removed therefore unable to open door. Restroom has boarded windows. Several piles of chopped wood covered with plastic near tables. Picnic area has small lid trashcans, which allow animals to empty it on the ground.</p> |

| Facility, Road, or Trail | Condition |
|---|--|
| Switzer's Picnic Area, Milepost 34.14 | <p>Three paved parking lots in three different levels. The first lot is off the byway and has 20 parking spots, directional arrows to guide visitors and a double bear proof trash bin. The second lot is located just before reaching the picnic area along the small paved road and has 10 parking spots. The third lot is located at the picnic area with 42 parking spots (total of 3 handicap spots, one located next to paved road, the other 2 are located at the far end of the last parking lot at a roundabout). Gated parking lot, 25 picnic tables, 4 double vault toilet restrooms facilities, running water. Several double bear proof trash bins around the picnic area.</p> <p>Over all, the picnic area is clean, very minimal graffiti, and site is up to date. Two small bridges to cross the small stream that runs through picnic area.</p> <p>There are old stoves from the resort, cement steps that now lead to an empty flat spot where cabins use to be. Old retaining walls along the stream. Remains of old paved narrow road.</p> |
| Milepost 34.29 | Overflow parking for Switzer's Picnic area. Paved pullout, parking for 7-8 vehicles. |
| Colby Canyon Trailhead, Trailhead 12W23.2, Milepost 34.50  | Dirt parking lot for 5-6 vehicles, double bear proof trash bins. Non-motorized recreation only. |
| Ladybug Helispot, Milepost 35.50 | Paved pullout large enough to accommodate 10-20 vehicles. Emergency phone, bear proof trash bin. |
| Ladybug Curve, Road 2N55, Milepost 36.17 | Gated dirt road, closed during inventory, connects to the Gabrielino National Recreation Trail. Unpaved pullout for 2 –3 vehicles |

| Facility, Road, or Trail | Condition |
|--|--|
| Red Box Junction, Milepost 38.38 | Haramonkgna, corrals (4 horses), one public phone, double SST accessible restroom, Red Box picnic area with 6 tables and grills. Provides access to Camp Hi-Hill (Long Beach School Districts Environmental Education Camp), Valley Forge and West Fork Campgrounds. |
| <p data-bbox="197 404 443 428">Red Box Picnic Area</p>  | <p data-bbox="957 404 1766 428">Red Box Picnic Area is divided into two sections by Mt. Wilson Road.</p> <p data-bbox="957 464 1619 488">Both sections have three tables each next to Highway 2.</p> |
| <p data-bbox="197 717 621 742">Gabrielino National Recreation Trail</p>  | <p data-bbox="957 717 1167 742">Red Box Junction</p> <p data-bbox="957 747 1885 833">This portion of the Gabrielino National Recreation trail goes to: West Fork Trail Camp (5.3 miles), Valley Forge Trail Camp (2.4 miles) and Switzer's Picnic Area.</p> |
| <p data-bbox="197 997 890 1053">Silver Moccasin National Recreation Trail (Shortcut Saddle Trailhead), Milepost 43.30, Trail 11W06</p>  | <p data-bbox="957 997 1885 1053">View of Mt. Wilson and Vetter Lookout. Trail for hikers, and equestrian. There is a paved parking lot for 10-12 vehicles.</p> <p data-bbox="957 1089 1272 1114">Outdated interpretive sign.</p> |

| Facility, Road, or Trail | Condition |
|--|---|
| Charlton Flat Picnic Area, Milepost 47.45-47.54 | <p>Picnic area closed until hazardous dead trees are removed. Gated picnic area with paved road leading to tables. Parking lot at the entrance has 6 lined parking spots, payphone and a stop sign.</p> <p>Seasonal picnic area and dump station across the road closed during inventory.</p> |
| Devil's Canyon Trailhead, Milepost 50.10, Trail 11W07  | <p>Partly paved parking lot for 15-20 vehicles, double bear proof trash bin and single SST, bulletin board.</p> |
| Chilao Visitor Center, Milepost 50.60 | <p>Opened in 1982. Picnic area, amphitheater, information kiosk, bulletin board, double bear proof trash bins, paved road, 42 parking spots including 2 accessible spots and ramp to visitor center, interpretive wheelchair accessible trail starting from visitor center, benches, Penny Pines plantation, interpretive signs, emergency vehicle parking, and a loading zone area. Restroom facility out of order, but is planned to be repaired 2006-2007.</p> |
| Chilao Picnic Area, Milepost 50.60  | <p>20 picnic tables, several unmarked trails from picnic area. Three double vault toilets restroom facilities and bear proof trash bins. Paved parking. One accessible picnic table, next to handicap parking spot. Three fire rings with benches. Seasonal stream.</p> |

| Facility, Road, or Trail | Condition |
|--|--|
| <p data-bbox="197 282 890 310">Little Pines Campground, Charlton-Chilao Recreation Area</p>  | <p data-bbox="959 282 1892 428">Overall campgrounds are clean and updated. Gated paved road to campground, 51 sites with tables and grills, three of which are double wide sites for RV parking, 4 double vault toilets restroom facilities and dumpsters next to vault toilets. Bulletin boards with fee box and payphone booth.</p> |
| <p data-bbox="197 596 890 623">Manzanita Campground, Charlton-Chilao Recreation Area</p>  | <p data-bbox="959 596 1885 683">41 sites with tables and grills, 21 of these sites are wide spots for RV, 4 double vault toilets restroom facilities, and large dumpsters. Paved road. Overall campgrounds are clean and updated.</p> |
| <p data-bbox="197 909 926 969">Coulter Group Campground, Charlton-Chilao Recreation Area Pacific Crest Trail , Three Points Trailhead, Milepost 52.85</p>  | <p data-bbox="959 909 1881 1032">Overall campgrounds are clean and updated. Pullout with paved road leading to a paved lined parking lot for 17-20 vehicles. Double bear proof trash bins, double vault toilets. There is a handicap parking spot but it is not accessible to restroom.</p> <p data-bbox="959 1062 1346 1154">Santa Clara Divide Road (3N17). Trails: Silver Moccasin, PCT, Mt. Waterman Trail (10W04)</p> |

| Facility, Road, or Trail | Condition |
|---|---|
| Pacific Crest Trail Crossing, Milepost 54.04  | Large paved parking lot (20 + vehicles) One SST, double bear proof trash bin. Small stream nearby. |
| Shovel Gap, Milepost 54.35 | Interpretive sign not seen during inventory. |
| Pacific Crest Trail Crossing, Milepost: 55.95 | |
| Mt. Waterman Trailhead, Milepost 58.00, Trail 10W05 | Parking Lot |
| Buckhorn Station Trailhead, Milepost 58.10  | One SST, double bear proof trash bin. |
| Buckhorn Campground, Milepost 58.25 | Seasonal campground, open April 1-Nov 15. Campground looks outdated. Gates closed due to snow during inventory. |
| Vista Picnic Area, Milepost 60.54 | Picnic Area covered in snow and only one table is visible. This is a seasonal picnic area, open from April 1 through November 15. There is evidence of snow play in winter. |

| Facility, Road, or Trail | Condition |
|--|---|
| <p>Eagle's Roost Picnic Area, Milepost 61.65</p>  | <p>8 tables with no grills (fire restriction), 3 benches, one restroom facility with double vault toilets, double bear proof trash bins, paved parking lot for 20-30 vehicles. This picnic area is very outdated. There is a fire restriction sign. A few tables have been used for firewood. One table was completely destroyed. There is no visible marker from the highway announcing the picnic area.</p> |
| <p>Pacific Crest Crossing at Williamson Rock, Milepost 62.36</p>  | <p>Paved parking for 7-8 vehicles. CLOSED</p> <p>Trailhead is close to the twin tunnels.</p> |
| <p>Jarvi Memorial Vista/overlook, Milepost 63.50</p> | <p>Parking lot, vault toilets, remnants of missing interpretive signs. Vault toilets and parking lot, Wildlife Watchable Platform with fence, benches, flagstone and memorial.</p> |
| <p>Sierra Alta Nature Trail, Milepost: 63.50</p>  | <p>This is a self-guided interpretive trail, which introduces visitors to topography, local plants, and view of Big Horn sheep, deer and other wildlife in their natural habitat. Trail is located at Jarvi Memorial Vista</p> |

| Facility, Road, or Trail | Condition |
|---|---|
| <p>Islip Saddle Trailhead, PCT Crossing and South Fork Trail 9W02, Milepost 64.05</p>  | <p>Paved parking lot for 34 vehicles, double bear proof trash bins, double vault toilets, marked PCT trail, and two horse hitching rails.</p> |
| <p>Dawson Saddle Trail, Milepost: 69.59</p> | <p>Unable to inventory due to road closure on byway.</p> |
| <p>Vincent Gap, Pacific Crest Trail Crossing, Silver Moccasin Trail, High Desert Trail, Vincent Gulch Trail, Milepost 74.80</p> | <p>Unable to inventory due to road closure on byway.</p> <p>Paved parking lot surrounded by cedar rail fence. Other accommodations include benches, SST, trashcans, bulletin board.</p> |
| <p>Grassy Hollow Visitor Center, Milepost 77.35</p> | <p>Interpretive displays, exhibits, bird watching area, gift shop, accessible restrooms (flush toilets), large paved parking lot for 22 vehicles (3 handicap spots), area information, bulletin board with ANF map in parking lot, classroom, and recreation opportunities.</p> |
| <p>Blue Ridge Trail, Milepost 80.00</p> | <p>Paved parking adjacent to Big Pines restrooms.</p> |

| Facility, Road, or Trail | Condition |
|--|---|
| <p>Grassy Hollow Picnic Area, Milepost 77.35</p>  | <p>20 tables with grills, one single SST at the picnic area is accessible, but no ramp or paved path to restroom, several single bear proof trash bins, one large trash dumpster. The whole picnic area is in good condition. During the inventory, several dead trees were being removed and piles of wood were all over the picnic area.</p> <p>A paved road that leads to Jackson Flat Group Campground divides the picnic area into two sections. The first section is located across from the Grassy Hollow Visitor Center and the other section is located in front of the visitor center. The picnic area across from the visitor center has a small dirt road that runs through the picnic area; small wooden posts protect each table from vehicles passing by. Access to the PCT trail from this picnic area.</p> |
| <p>Inspiration Point, Milepost 77.95-78.10</p> | <p>Two large paved parking lots for more than 30 vehicles each on both sides of Hwy 2. At the vista point there are two benches, interpretative sign that identifies each mountain peak, one bear proof trash bin, one bulletin board, wood rail and accessible parking with ramp to vista platform. Second parking lot includes two handicap parking spots to a non-accessible SST facility, one bear proof trash bin, bulletin board and horse coral. Vista platform's wood rail has been damaged, the platform looks outdated.</p> |
| <p>Lightening Ridge Nature Trail, Milepost 78.11</p> | <p>Paved parking. Self-guided interpretive loop.</p> |
| <p>Arch Picnic Area</p>  | <p>Picnic Area is off Big Pines Highway. There is no access to the picnic area from the byway. 13 tables, one double vault toilets, bear proof trash bins. Dirt parking lot enough for 4-5 vehicles, narrow dirt road leading to picnic area and then back to Big Pines Highway. Seasonal stream is covered by dead branches from fallen trees. No grills. Picnic area is outdated. Several dead trees are around the picnic area (trees splitting in half) and area hazard to the public. Three tables damaged. Overall the picnic area is in bad condition. This picnic area is scheduled to be removed in the 10 year recreation plan.</p> |

| Facility, Road, or Trail | Condition |
|---|---|
| <p data-bbox="197 282 684 310">Big Pines Ranger Station, Milepost 79.90</p>  | <p data-bbox="957 282 1894 493">Forest Service visitor center and administrative offices. Currently being renovated. One bench at visitor's center. Hardly visible pedestrian crossing lines. Across the road there are four new plastic benches to be replaced, one bulletin board, drinking fountain, three bear proof trash bins three accessible tables, accessible restroom facility with several flush toilets, bench, two hot air hand dryers. There are 5 lined parking spots; two handicap parking spots, and a paved parking lot. Overall the facility looks clean and up to date.</p> <p data-bbox="957 526 1831 583">Renovations completed in 2006 includes accessible restrooms in the main building an exterior painting of outbuilding.</p> <p data-bbox="957 615 1894 826">Photos were taken from inside the jail tower. Immediately upon entering the jail tower there is a small dark room with one door. The door has one small window that allowed officials to look through the widow to see the prisoners. To the immediate right of the jail cell call there are several concrete steps that lead to a small platform (The roof of the small cell is the platform). From the platform you can see the road through the widows at the very top of the jail tower which are visible from outside. The tower is used to store old wood and other materials.</p> |
| <p data-bbox="197 1062 890 1089">Natural Trail, Big Pines Information Station, Milepost 79.90</p>  | <p data-bbox="957 1062 1860 1151">The Natural Trail is a self-guided interpretive trail into open woodland of chaparral plants and trees, provides historical information about past uses of some native plants species by various Native American groups.</p> |

Appendix C – Sign Inventory

Traveling east on the Angeles Crest Scenic Byway

| LA County Milepost | Sign Type | Description | Condition |
|---------------------------|----------------------|---|--|
| 25.50 | advisory | La Canada Arch Bridge | |
| 25.80 | warning/regulatory | Large Arrow sign to indicate left curve in the road- 30 MPH | |
| 26.00 | informative | Next gas 55 miles | |
| 26.10 | informative | Mt. Wilson, Palmdale, Big Pine | |
| 26.20 | warning/regulatory | Large Arrow sign indicating right curve in the road-30mph | |
| 26.40 | informative | Special Driving Zone, Falling Rocks | |
| 26.40 | regulatory | Speed Limit 45, Do not pass | |
| 26.50 | advisory/ regulatory | Litter Control, Turn on Headlights next 7 miles | |
| 26.60 | advisory | Open to Angeles Highway | |
| 26.60 | advisory | Winding Road sign - next 55 miles | |
| 26.60 | advisory | Passing lane 1 mile ahead | |
| 26.70 | advisory | "On the Crest Safety is Best" CALTRANS closure gate | Gate used for seasonal storm road closures |
| 26.70 | advisory | Large Arrow sign to the left indicating change in the road | |
| 26.70 | advisory | slower traffic use turnouts | |
| 26.80 | advisory | Large Arrow sign to the right indicating change in the road | |
| 26.80 | advisory | Elevation 200 | |
| 27.00 | advisory | Angeles National Forest - Entry sign, Forest Boundary | |
| 27.00 | directional | Road to Palmdale | |
| 27.23 | advisory | Call Box 20272, Turnout- Paved pull out - view of Pasadena | |
| 27.40 | directional | passing lane ahead | |
| 27.50 | advisory | Scenic Byway Sign | |

| LA County Milepost | Sign Type | Description | Condition |
|---------------------------|----------------------|--|-------------------|
| 27.60 | advisory | Campfire permit required | |
| 27.70 | regulatory | Do not pass | |
| 27.70 | advisory | Angeles National Forest Fire Hazard | |
| 24.60 | advisory | Call Box 2-276 | |
| 24.60 | advisory/Informative | Parked vehicles must display Forest Adventure Pass | |
| 24.60 | advisory/Informative | Map Info, Passing Lane 1/2 mile | |
| 27.90 | advisory/regulatory | Slower Traffic -Keep Right | |
| 28.00 | regulatory | Do not pass | |
| 28.40 | advisory | Turnout | |
| 28.60 | informative | Slide Line Blvd | |
| 28.90 | advisory/regulatory | Slow - 45 MPH | |
| 29.00 | informative | Double Fine Zone | |
| 24.60 | advisory | Passing Lane | |
| 29.10 | Informative | Side Hill Viaduct | |
| 29.50 | advisory | left arrow - 30 MPH | |
| 29.60 | informative | Woodwardia Canyon | |
| 29.60 | advisory/regulatory | Curve in the road Arrow, 30 MPH | |
| 29.90 | advisory/regulatory | left arrow - 30 MPH | |
| 30.40 | advisory/regulatory | Curve in the road Arrow, 30 MPH | |
| 30.70 | informative | Elevation 3000 Ft | |
| 31.10 | advisory/Informative | Passing Lane Ahead | |
| 31.10 | advisory/regulatory | Slower traffic Keep Right | |
| 31.20 | advisory/regulatory | Do not pass | |
| 31.30 | advisory/regulatory | left arrow - 30 MPH | |
| 31.50 | advisory/Informative | Turnout | |
| 31.50 | advisory/regulatory | Chains required Ahead | |
| 31.80 | advisory/Informative | Turnout | |
| 31.90 | advisory/regulatory | Slow 45 MPH | |
| 32.00 | advisory/regulatory | Double Fine Zone | Sign has graffiti |

| LA County Milepost | Sign Type | Description | Condition |
|--------------------|---------------------------------|--|---|
| 32.30 | advisory/regulatory informative | Turnout Chains -Required sign is turned around | Vista Point not signed |
| 32.50 | informative | Vista Point Ahead | |
| 32.50 | informative | Mt Wilson | |
| 32.80 | informative/ regulatory | Parked Vehicles Must Display Adventure Pass | |
| 32.80 | advisory | ICY | |
| 32.80 | informative | Angeles National Forest VISTA Trailhead Parking left arrow | |
| 33.50 | informative/directional | Mt. Wilson 9 miles, Charlton Flat 14 miles, Big Pine 46 miles | |
| 33.60 | informative/directional | Angeles Crest Highway -Wrightwood (arrow up) and Angeles Highway - Palmdale arrow left, Clear Creek Junction North turn to the Pines Picnic area, LA City School Camp |  |
| 33.60 | GATE | | |
| 33.70 | informational | Ski Areas - Switzers / Vetter | |
| 33.70 | advisory | End Daylight Test Section | |
| 33.70 | regulatory | slower traffic use turnouts | |
| 33.90 | Route marker/ advisory | East 2 | |
| 33.90 | informative | Fire Hazard; Clear Creek Information Station; Intersection; Restroom; Natures Canteen trail; parking lot and bulletin board | |
| 34.00 | | CalTrans GATE | |
| 34.00 | advisory | Watch for snow removal; No Parking | |
| 34.00 | advisory | check headlights; no parking | |
| 34.00 | advisory | Special Driving Zone, Double Fire Lane | |

| LA County Milepost | Sign Type | Description | Condition |
|---------------------------|----------------------------------|--|---|
| 34.00 | advisory/regulatory | No Parking Anytime | |
| 34.10 | advisory/regulatory | Speed Limit 45 | |
| 34.10 | informational/advisory | Open to Ski Lift Areas; No Parking Anytime | |
| 34.20 | informational/advisory | Falling Rock next 48 miles | |
| 34.20 | informational/advisory | slower traffic use turnouts | |
| 24.60 | informational/advisory | series of No Parking signs | |
| 34.30 | informative | Angeles National Forest Picnic Area - Switzers | |
| 24.60 | informational/advisory | Watch for snow removal; No Parking; Turnaround | |
| 34.30 | informational/advisory | Curvy arrow: Next 46 miles | |
| 34.40 | informational/advisory | Call Box 2-344 - In Turnout | |
| 34.60 | informative | Hiker's Sign - Picture sign Parking | |
| 35.10 | informative/advisory | Permit Required for campfire and stoves | |
| 35.16 | directional/information/advisory | Ski Areas - Mt. Waterman 22, Snowcrest 25, Chain Control sign - turnout | |
| 35.36 | informational | Double Fine Zone | |
| 35.46 | regulatory | Slow to 45 mph | |
| 35.76 | informational/advisory | Slippery road - picture sign of car skidding | |
| 35.86 | informational/advisory | ICY, no parking 3 miles | |
| 35.96 | directional/information/advisory | left arrow - 325 MPH, series of no parking signs | |
| 36.86 | informational/advisory | ICY - yellow | |
| 37.36 | informative/emergency | Call Box 2 376 | unsigned, large Paved turnout- lady bug Heli-spot |
| 37.96 | informational/advisory | Picture sign: Phone 1/2 mile | |
| 38.16 | directional | Charlitan Flats 10, Big Pines 42, Mt. Wilson 5 | Forest Service planted junipers |
| 38.26 | Informative/services | Red Box Station / Angeles National Forest; Bathrooms, phones and picnic area | FS Fire Station, Corrals, Gabriello and Strawberry Peak trailhead |

| LA County Milepost | Sign Type | Description | Condition |
|---------------------------|-----------------------------------|---|---|
| 38.26 | Route marker directional/advisory | Highway 2, East Ski Areas ahead with upward arrow | |
| 38.36 | advisory/regulatory | slow to 55 MPH | |
| 38.46 | CalTrans GATE | | view of original roadbed to Barley Flat (1920) following old trail between Mt. Wilson & Pine Flats (1898) |
| 38.46 | informative/regulatory | Special driving zone - Double Fines | |
| 39.56 | emergency | call box 2 396, garbage can | |
| 39.96 | large, unsigned turnout | Vista Point | Mt. Baldy view |
| 40.16 | | Vista Point | large, unsigned turnout with view of towers, Mt. Baldy, Valley Forge Canyon, Mt. Wilson |
| 40.36 | unsigned | Vista Point | picnic table |
| 40.66 | informative | Litter removal sign at Vista Point | unsigned turnout with power poles |
| 41.06 | informative | Vetter - trail head and road to Vetter Mountain and Valley Forge Canyon | |
| 41.46 | informative/emergency | call box 2 414 | |
| 41.66 | | turnout | |
| 42.26 | regulatory/advisory | Do not pass | |
| 42.46 | informative | intersection - Barley Flats Road | |
| 42.66 | advisory | ICY - yellow | |
| 42.66 | Route marker | East 2 - Scenic Byway | |
| 24.26 | informative | Rockslide picture at intersection | |
| 43.16 | informative/advisory | picture curvy arrow - next 37 miles | |
| 43.26 | regulatory | chains required | |
| 43.26 | informative | Trailhead: Shortcut Saddle, Silver Moccasin, Rincon Shortcut; Picture sign of Hiker | |
| 44.06 | informative | Elevation 5000 feet | |
| 45.26 | informative/emergency | Call Box 2 454 | |

| LA County Milepost | Sign Type | Description | Condition |
|---------------------------|--------------------------|---|---|
| 45.46 | informative/regulatory | Adventure Pass Required "Parked vehicle must display pass" | |
| 46.06 | informative/emergency | Call Box 2 462 | |
| 47.06 | informative/directional | Angeles National Forest Sign Charlton - 5 miles, 54 x 48 prevention sign | |
| 47.26 | informative/regulatory | left arrow - 30 MPH | |
| 47.46 | informative/directional | Chilao - arrow up, Charlton Flat - left arrow Vetter - left arrow, Chain Control sign, Dump Station | |
| 48.56 | informational | ICY - yellow | |
| 49.50 | directional | Left arrow | |
| 49.66 | warning/informative | Trucks Entering Highway. Slow | |
| 49.66 | informative/directional | Chilao Road 2 miles, Caltrans Maintenance Station | |
| 49.60 | Route marker informative | Scenic Byway Hwy 2 Campground | |
| 50.40 | informative/directional | Devils Canyon Trail, Toilets on left | Trailhead & parking lot, trail register & wilderness boundary |
| 50.40 | informative/directional | Chilao Visitors Center Picture Signs | |
| 50.50 | regulatory/advisory | Forest Adventure Pass Required on National Forest Land | |
| 50.60 | informative | East 2 - Scenic Byway | sign is bent |
| 50.70 | regulatory | chain control | |
| 50.70 | informative | Food picture | |
| 50.90 | informative | Buckhorn, Big Pines Wrightwood | |
| 51.20 | regulatory | slow to 55 MPH | |
| 51.30 | informative/regulatory | Double Fine Zone | |
| 51.70 | advisory/regulatory | Chain Control | Winter closure GATE |
| 51.90 | | empty Forest Service info sign | 54 x 48 Fire Prevention sign |
| 52.10 | advisory/regulatory | Do not pass | |

| LA County Milepost | Sign Type | Description | Condition |
|--------------------|-----------------------|--|--|
| 52.40 | | Turnout | |
| 52.70 | informative | Santa Clara Divide Road - Organizational Camps- left turn | |
| | | ICY | |
| 52.70 | informative | Pacific Crest Trailhead parking Sulfur Springs - Santa Clara Divide Road- left turn 3N17 | |
| 53.20 | | turnout | |
| 53.40 | informative | Ski Areas: Mt. Waterman 4 Snow Crest 7 | |
| 54.00 | informative/advisory | ICY Pacific Crest Trail Parking GATE/ Chain Control | bathrooms |
| 54.10 | advisory | 6000 feet elevation | |
| 54.01 | informative/emergency | call box 2 552 | |
| 56.60 | regulatory | left curve arrow: 25 mph | |
| 57.00 | regulatory | \$1000 Fine for Littering | |
| 57.20 | regulatory | Curvy arrow 30 mph | |
| 57.60 | informative | Cloud Burst Summit Elevation 7018 |  |
| 24.60 | | picture sign of hiker walking | Pacific Crest Trail crossing |
| 57.80 | | Ski Areas: Mt Waterman 1/4 mile Snowcrest 3 miles | |
| 58.00 | informative | Mt. Waterman Lift | |
| 24.60 | regulatory | No Parking - Tow away | |
| 58.50 | informative | Scenic Byway Sign | Faded |
| 58.80 | informative | Angeles National Forest Campground | Buckhorn campground entrance; Burkart Trailhead parking lot |
| 58.90 | informative | ICY | |

| LA County Milepost | Sign Type | Description | Condition |
|---------------------------|------------------------|--|--|
| 55.10 | informative/regulatory | left arrow curve 25 mph | |
| 59.60 | informative | right "T" sign | |
| 60.00 | informative | ICY | |
| 60.30 | informative | Phone 1/4 mile | |
| 60.70 | informative | Snowcrest Ski Area, Kratka | |
| 60.90 | | CalTrans GATE | |
| 61.20 | informative/advisory | Danger- Steep Icy Slopes, use extreme caution | Vista, picnic area, toilets, trails, 10 tables |
| 61.20 | informative | Angeles NF Picnic Ground - Kratka | |
| 62.10 | | GATE | |
| 61.65 | informative | Angeles National Forest Picnic Area - Eagles Roost | Trailer - 1 toilet, 10 tables, snow play |
| 61.75 | informative | structure | PC Trail crossing, CalTrans sand shed |
| 62.75 | informative | Bighorn Sheep Area - Binocular picture sign | |
| 62.85 | informative | Tunnel - arrow up 13.6' clearance | |
| 63.18 | informative/emergency | Call Box 2 632 | |
| 63.45 | informative/regulatory | National Forest Adventure Pass Required | |
| 63.45 | informative | Jarvi Memorial Vista | Sierra Alta Nature Trail, missing interpretive map |
| 63.85 | informative | Road Closed Ahead 1000 ft. | |
| 64.05 | informative | Intersection with closed road, CalTrans gate | |
| 64.15 | informative | locked gate | winter closure |
| 64.17 | advisory/regulatory | CalTrans GATE; Falling rock next 18 miles | |
| | regulatory | speed limit 55 mph | |
| 64.37 | advisory | paddle marker | |
| | advisory | curvy arrow up, next 15 miles | |
| 64.80 | advisory | paddle marker | |

| LA County Milepost | Sign Type | Description | Condition |
|--------------------|-----------------------|--|---|
| 65.00 | advisory | paddle marker | |
| | informative/emergency | call box 2 652 | |
| 65.50 | advisory | Turnout - unmarked | |
| | no sign | Avalanche area | |
| 66.28 | no sign | Turnout | |
| 66.43 | no sign | White Fir Spring at turnout (AA 10) | |
| 67.65 | advisory/emergency | Call box 2 676 | |
| 69.81 | advisory/emergency | Call box 2 698 | |
| 71.00 | no sign | paved pullout | |
| 73.27 | advisory/emergency | Call box 2734 | |
| 73.30 | regulatory/seasonal | Turned sign | |
| 74.60 | advisory | PCT Trail/hiker |  |
| 74.70 | advisory | PCT parking/trailhead, Silver Moccasin Trail, High Desert and Vincent Gulch Trails | |
| 74.80 | advisory | Elevation 6565 feet, Forest Service road 3 N05A | |
| 75.75 | no sign | Unmarked turnout | |
| 76.85 | no sign | series of unmarked turnouts | |
| 77.25 | no sign | CalTrans Gate | |
| 77.35 | advisory | Grassy Hollow Visitor Center 2 1/2 miles- Picnic tables, Ranger/restroom | |
| 78.35 | advisory/emergency | Call box 2 776 | |
| 78.40 | regulatory | 45 mile per hour zone | |
| 78.50 | advisory | Inspiration Point- hiker crossing, PCT trailhead and parking (arrow left) | |

| LA County Milepost | Sign Type | Description | Condition |
|--------------------|---------------------|--|-----------|
| | advisory | Blue Ridge CG 3 OPEN Guffy CG 6 OPEN Lupine CG 9 Cabin Flat CG 12 | |
| | advisory | Pacific Crest Trail marker | |
| 78.80 | no sign | unmarked paved turnout | |
| 79.50 | advisory/regulatory | No Parking | |
| 79.60 | advisory/emergency | Call box 2 776, National Forest Info 1/2 mile | |
| 79.62 | advisory/regulatory | GATE - Towaway, No Parking Anytime | |
| 79.70 | informative | Directional sign/intersection 138 right arrow 13 miles green sign, La Canada/Flintridge- lf. Arrow, Palmdale/Jackson Lake right arrow | |
| 79.90 | advisory | Litter remove/ Adopt A Hwy | |
| 80.00 | Forest Service | Forest Adventure Pass | |
| 80.00 | advisory | ICY | |
| 80.10 | regulatory | speed limit 45 mph - radar enforced | |
| 80.20 | regulatory | no parking signs approximately 75 ft apart | |
| 80.30 | regulatory | Do not pass | |
| 80.60 | advisory | Mt High Ski Resort | |
| 80.60 | regulatory | No parking | |
| 80.70 | advisory | ICY | |
| 81.20 | informative | call box | |
| 82.27 | informative | Los Angeles/San Bernardino County Line | |
| | informative | Wrightwood pop 3300 Elevation 5,960 | |
| | informative | Adopt A Highway | |
| | regulatory | Safety belt law enforced | |
| | advisory | ICY | |

Traveling west on the Angeles Crest Scenic Byway

| LA County Milepost | Sign Type | Description | Condition |
|--------------------|-------------------------|---|--|
| 82.27 | advisory | Los Angeles/San Bernardino County line | |
| | regulatory | chains required | sign is rotated during inclement weather |
| 82.17 | advisory | Icy | |
| 81.50 | advisory | litter removal/control | |
| 81.40 | advisory | Cal Trans Hwy Improvement | |
| 80.80 | advisory | Rock slide next 55 miles | |
| 80.80 | advisory | Turnout chain control | |
| 80.30 | regulatory | no parking/ tow away | |
| 80.20 | regulatory | Tow away/ no parking | |
| 80.10 | Forest Service | National Forest information | |
| 80.00 | advisory/ regulatory | Icy, no parking | |
| 79.90 | regulatory | no parking every 100 feet | |
| 79.90 | advisory/regulatory | pedestrian crossing | |
| 79.90 | advisory | litter removal | |
| 79.90 | Forest Service | Angeles National Forest Information station | |
| 79.90 | informative | Table Mt. Campground/ no parking | |
| 79.88 | informative | Directional sign/intersection 138 right arrow -13 miles green sign La Canada/Flintridge-left arrow Palmdale/Jackson Lake right arrow | |
| 79.80 | Route marker/ advisory | West 2 Scenic Byway No parking | |
| | Forest Service advisory | Grassy hollow Visitor Center 2 1/2 miles | |
| | advisory | ICY - yellow | |

| LA County Milepost | Sign Type | Description | Condition |
|--------------------|--|--|---|
| 79.70 | informative  | Directional sign Chilao 31 miles, Mt. Wilson 45 miles, La Canada 55 miles | |
| | regulatory | 45 mph speed limit | |
| | advisory | Falling Rock next 55 miles |  |
| | advisory | Closure sign, if closed. Chains required (seasonal). | |
| 79.60 | advisory | parked vehicles must display pass | |
| 82.27 | advisory | Los Angeles County line | |
| | regulatory | chains required | sign is rotated during inclement weather |
| 82.17 | advisory | Icy end construction | |
| 82.07 | advisory | Traffic fines double in work zones | |
| 81.50 | advisory | liter removal/control | |
| 81.40 | advisory | Cal Trans Hwy Improvement | |
| 80.80 | advisory | Rock slide next 55 miles | |
| 79.50 | advisory/regulatory | 1) Cal-Trans Seasonal gate 2) turned sign: Chains required- auto with snow tires OK- carry chains; 3) Parked vehicles must display Forest Adventure Pass | |
| | advisory/regulatory | No Parking Anytime, left arrow - 30mph Elevation 7000 feet | |

| LA County Milepost | Sign Type | Description | Condition |
|--------------------|------------------------|--|--|
| 79.30 | advisory/regulatory | Sign turned: Carry Chains | |
| 78.60 | advisory/emergency | Call box 2 787 | |
| 78.50 | advisory | Grassy Hollow Visitor Center 1 mile | picture |
| 78.11 | | Pacific Crest Trail Packing left arrow East Blue Prairie Fork | picture |
| 78.50 | informative/regulatory | Inspiration Point Vista Angeles National Forest Blue Ridge Elevation 7381 Speed Limited 55 /radar enforced | |
| 77.12 | informative | Grassy Hollow Visitor Center Jackson Flat Group Camp Angeles National Forest | |
| 77.02 | informative | GATE, Elevation 7000 feet | |
| 77.62 | informative/emergency | Call Box 7 767 | |
| 74.87 | informative/regulatory | PCT parking left arrow, hikers crossing | |
| 74.87 | informative | left arrow Big Rock Camp 3 mi., PCT trail Pinyon Ridge 6 mi, Big Pine Hwy 6 mi, Parked vehicles must display Forest Pass | picture at Vincent Gulch Divide |
| 74.77 | informative | GATE open: Vincent Gap, ICY: sign turned around for season | |
| 74.57 | informative/emergency | Call Box 2 747 | |
| 74.00 | informative/regulatory | Do Not Pass, unpaved Vista Turnout Call Box 2 725 | Possible wayside improvement area |
| 72.21 | informative | ICY : sign turned around for season | |
| 72.10 | regulatory | Do Not Pass | |
| 71.36 | informative/emergency | Call Box 2 713 | possible interp sign displaying geology |
| 70.86 | informative | marked turnout | |
| 70.36 | informative/emergency | Call Box 2 705 | |
| 69.96 | informative/regulatory | \$1000 Fine for Littering | |
| 69.86 | informative | paved pullout, ICY: signed turned for season | |
| 69.48 | no sign | paved turnout | |
| 69.48 | informative | Dawson Saddle, CalTrans shed Elevation 7901 | |

| LA County Milepost | Sign Type | Description | Condition |
|---------------------------|------------------------|--|--|
| 69.28 | informative | paved pullout, ICY: signed turned for season | |
| 68.57 | informative/emergency | paved pullout, Call Box 2 687 | |
| 64.00 | informative/regulatory | Adventure Pass Required | |
| 64.20 | informative/regulatory | GATE, Speed check, Chain control | |
| 64.20 | informative | "On the Crest Safety is Best" CALTRANS closure gate | |
| 63.70 | informative | ICY | |
| 63.40 | informative/regulatory | slow to 55 MPH | |
| 63.10 | informative | curvy arrow next 37 miles | |
| 63.00 | advisory | Tunnel - arrow up 13.6' clearance | |
| 62.90 | advisory | Tunnel 2 - arrow up 13.6' clearance | |
| 62.45 | advisory | Williamson Rock - parking area | |
| 61.90 | informative | Call Box 2 619 | |
| 61.30 | informative | Pacific Crest Trailhead parking left arrow | trail to Williamson Rock climbing area |
| 60.80 | | GATE | |
| 60.60 | informative | ICY | |
| 60.10 | | Call Box 2 607 | |
| 59.50 | informative/emergency | Phone 1/4 mile | |
| 59.30 | | GATE | |
| 59.00 | informative/regulatory | chain control | |
| 58.90 | informative | leaving Snowcrest | |
| 58.40 | informative | ICY | |
| 58.10 | informative | right curved arrow 30 mph, Buckhorn entrance, left facing "T", upright "T" | |
| 57.70 | | turnout | |
| 57.60 | informative | Phone 1/4 mile | |
| 57.50 | informative | ICY | |
| 57.20 | informative | Waterman Lift | |
| 56.90 | informative/regulatory | chain control | |
| 56.80 | informative/advisory | falling rock sign with picture | |

| LA County Milepost | Sign Type | Description | Condition |
|--------------------|------------------------|---|---|
| 56.49 | informative/advisory | ICY | |
| 56.39 | advisory/regulatory | curvy arrow: 25 mph | |
| 56.29 | advisory/regulatory | curvy arrow to the left:25 mph | |
| 56.09 | advisory/emergency | Call Box 2 563 | |
| 55.80 | advisory | ICY | |
| 54.10 | advisory/emergency | Call Box 2 543 | |
| 53.80 | advisory | Elevation 6000 feet | |
| | | GATE | |
| 53.60 | advisory/regulatory | Double Fine Zone | |
| 53.30 | advisory | ICY | |
| 52.85 | | Turnout/garbage | |
| 52.85 | informative | Santa Clara Divide Road - Organizational Camps-right turn | |
| | informative | ICY | graffiti |
| 52.60 | informative | Sulfur springs road- right turn arrow | |
| | informative | Pacific Crest Trail - right turn arrow | |
| | regulatory | Do not pass | |
| 52.10 | informative/emergency | Call Box 2 523 | |
| 51.71 | | GATE | |
| 51.61 | informative/regulatory | Adventure Pass Required | |
| 51.20 | advisory | Phone 1/4 mile | |
| 51.00 | advisory | Next gas 27 miles | Newcomb Ranch Inn on right |
| 50.90 | informative | left T indicating road | |
| 50.90 | informative | Binoculars- Wildlife viewing area | |
| 50.77 | informative | Chilao Visitors Center |  |
| 50.67 | regulatory | Do not pass | |
| 50.80 | no sign | | pit toilet on right |

| LA County Milepost | Sign Type | Description | Condition |
|---------------------------|--|--|------------------|
| 49.99 | informative/emergency | Call Box 2 4999 | |
| 49.70 | informative | sideways T indicating turnoff | |
| | informative-Caltrans | Chilao Road | |
| | informative-Forest Service | Chilao Road | |
| | informative- Forest Service sign at intersection | Overnight campground -Chilao | |
| | directory/informative | Up arrow: Charltn Flat-2, La Canada-26 | |
| 49.50 | Route marker informative | West 2 Scenic Byway | |
| 49.30 | informative | right arrow | |
| 49.10 | informative | ICY | |
| 48.30 | informative | turnout | |
| 47.90 | informative/advisory | Watch for snow, slippery | |
| 47.60 | informative | Phone 1/4 mile | |
| 47.50 | informative/directional | Charltn Flat Picnic area Vetter - right turn arrow | |
| 47.30 | directional | Intersection: West 2, right arrow 30 mph chain control | |
| 46.20 | advisory | Forest Service Sign: Smoke Help Prevent Forest Fires | Faded |
| 46.00 | informative/emergency | Call Box 2 465 | |
| | informative | ICY | |
| 44.60 | unsigned | large, paved turnout | |
| 43.30 | informative | Trailhead: Silver Moccasin, Rincon Shortcut; Picture sign of Hiker | |
| 42.80 | informative | Upper Big Tujunga Rd | |
| 42.70 | informative/regulatory | Special driving zone - Double Fines | |
| 42.60 | informative/regulatory | slow to 55 MPH | |
| | | Do not pass | |
| 42.50 | informative | picture sign: Falling rock Next 16 miles | |
| | directional | curvy arrow next 16 miles | |
| 38.50 | informative | Phone 1/4 mile | |

| LA County Milepost | Sign Type | Description | Condition |
|--------------------|------------------------|---|-----------|
| | regulatory | 45 mph speed limit | |
| 38.40 | directional | right arrow (road?) | |
| 38.30 | directional | up arrow: Glendale 20, left arrow: Mt Wilson 5 | |
| 38.20 | informative | West 2 Scenic Byway | |
| | informative | ICY | |
| 38.10 | regulatory | Slow to 45 mph | |
| 38.00 | regulatory | Special driving zone - Double Fines | |
| | | jagged arrow - 25 mph | |
| 37.00 | advisory | ICY | |
| 36.80 | directional | 4 arrows pointing left | |
| 36.30 | advisory | ICY, SLIPPERY | |
| | directional/regulatory | Curvy arrow pointing right 25 mph | |
| 36.28 | informative/regulatory | Elevation 4000 feet (begin series of No Parking signs) | |
| 36.08 | regulatory | Slow to 45 mph | |
| 34.90 | informative | Smokey Picture - Forest Service sign- Help Prevent Forest Fires | on left |
| 34.70 | informative | Hiker's Sign - Picture sign Parking | |
| | informative | Passing lane 2 miles | |
| | regulatory | No Parking Anytime | |
| 34.14 | informative | Switzers Picnic Area | |
| | regulatory | No Parking | |
| 34.00 | directional | Arrow up - Angeles Crest Highway - La Canada /Flintridge | |
| | | Arrow right - Angeles Forest Highway - Palmdale Clearcreek Junction ahead | |
| 33.90 | regulatory | Slow to 45 mph | |
| | directional | arrow up - West 2 Scenic Byway Intersection with gates | |
| 33.80 | directional | West 2 Scenic Byway | |
| 33.70 | regulatory | Daylight headlight section | |

| LA County Milepost | Sign Type | Description | Condition |
|--------------------|-------------------------|--|-----------|
| | directional | arrow up - La Canada, Flintridge, Glendale | |
| | advisory | ICY | |
| | regulatory | Slow to 45 mph | |
| 33.60 | advisory | curvy arrow: Next 8 miles | |
| | regulatory | Turn headlights on next 7 miles | |
| | | GATE | |
| 33.50 | advisory | picture sign of rocks fallen on car - next 7 miles | |
| 33.20 | regulatory | Special driving zone - Double Fines | |
| 32.90 | Informative | Trailhead Parking - Clear Creek Vista | |
| 32.70 | directional/regulatory | curvy arrow 30 mph | |
| | informative/directional | Passing Lane Ahead, right turn arrow | |
| 32.60 | informative | Slower traffic Keep Right | |
| 32.40 | regulatory | Do not pass | |
| 32.00 | informative | Turnout 1/4 mile | |
| 31.90 | regulatory | Slow to 45 mph | |
| | regulatory | Double Fine Zone | |
| 31.80 | directional | 2 left arrows | |
| 31.30 | informative/regulatory | curvy arrow up 25 mph | |
| 31.10 | informative | arrow to left | |
| 30.90 | informative | turnout 1/4 mile | |
| | directional/regulatory | curvy arrow up 30 mph | |
| 30.70 | directional | left arrow | |
| 30.60 | informative | 2N79 Trail - turnout, left arrow | |
| 30.00 | directional | right turn arrow - 30 mph | |
| 29.70 | directional/regulatory | curvy arrow up - 25 mph | |
| 29.60 | informative | 4 arrows pointing left | |
| 29.50 | informative/regulatory | curvy arrow left - 30 mph | |
| 29.13 | informative/emergency | Call Box 2 293 | |
| 28.80 | informative/regulatory | Double Fine Zone slow to 45 mph | |
| 28.58 | informative | Slide Canyon Bridge | |

| LA County Milepost | Sign Type | Description | Condition |
|---------------------------|-------------------------|---|------------------|
| 27.80 | directional | Fire Station 300 feet ahead | |
| 27.70 | informative | Angeles National Forest Fire Station | |
| 27.50 | informative | right turn arrow on left side of road | |
| 27.30 | informative | left turn arrow on left side of road | |
| | informative | right turn arrow on left side of road | |
| 27.00 | informative/directional | Leaving Angeles National Forest- arrow on left side of road | |
| | directional | left arrow | |
| 26.70 | | Gate | |
| | directional/regulatory | Slow to 45 mph, side T indicating road on right | |
| 26.60 | informative | La Canada / Flintridge City Limits | |
| | regulatory | slow to 45 mph | |
| 26.47 | informative | End of Daylight Test | |
| | informative | Adopt A Highway | |
| | informative/regulatory | Special Driving Zone ends here | |
| | advisory | Check headlights | |
| 26.25 | informative/regulatory | curvy arrow to right- 30 mph | |
| | directional | sideways T indicating turnoff to the left | |
| | directional | sideways T indicating turnoff to the right | |
| 26.00 | directional/regulatory | curvy arrow up - 35 mph | |
| 25.80 | directional | 4 way cross indicating road crossings | |
| | regulatory | Trucks slow to 25 mph | |
| 25.40 | regulatory | 45 mph speed limit | |
| | regulatory | 45 mph speed limit | |
| 25.20 | directional | 4 way cross indicating road crossings | |
| | regulatory | Trucks slow to 25 mph | |
| 24.90 | directional | 210 Freeway Right Lanes 25 mph | |