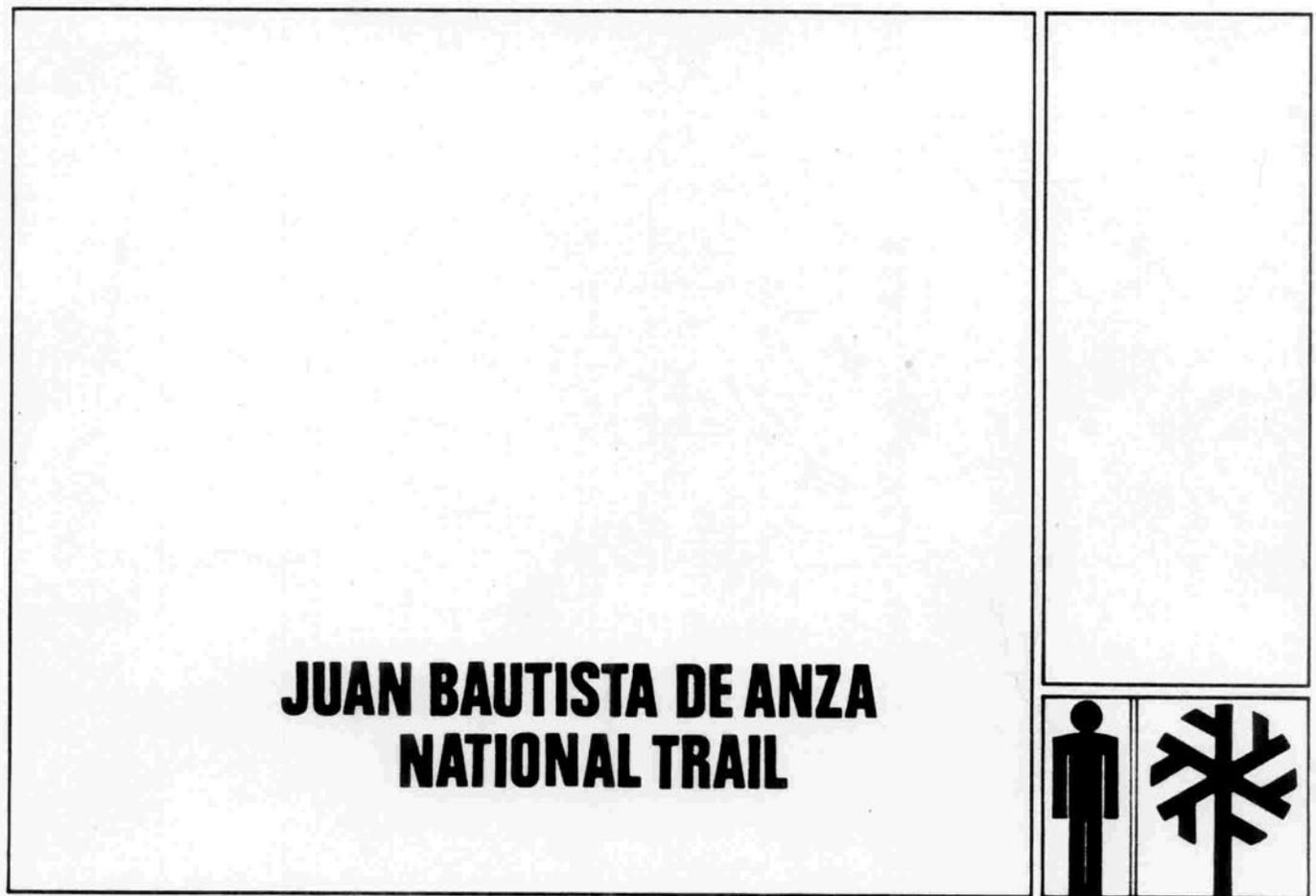
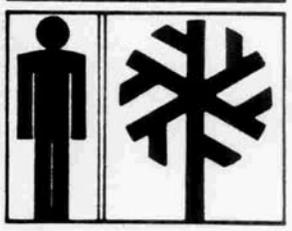


Alternatives Study

March 1985



**JUAN BAUTISTA DE ANZA
NATIONAL TRAIL**



California- Arizona

**JUAN BAUTISTA DE ANZA
NATIONAL TRAIL STUDY**

STUDY OF ALTERNATIVES

**Western Regional Office
National Park Service
U.S. Department of the Interior
January, 1985**

TABLE OF CONTENTS

	<u>Page</u>
Introduction	1
Authorizing Legislation	1
Purpose of this Document	1
The Anza Expeditions	1
The Bicentennial Re-enactment	6
The Study Area	7
Identified Trail Potentials	11
Arizona	11
California	13
National Trail Designation Criteria	21
Scenic Trail Criteria	21
Historic Trail Criteria	22
Alternative Plans	25
Continue Existing Programs	25
A Volunteer Project	25
Designation of A Juan Bautista De Anza National Heritage Trail	27
Designation of a Juan Bautista De Anza National Historic Trail	28
Combination Plans	28

Following Page:

Maps- General Route Map	1
Route Map Sections	29

INTRODUCTION

Authorizing Legislation

The Juan Bautista De Anza National Trail Study was authorized by Public Law 98-11 (March, 1983). The study is intended to evaluate the feasibility of the establishment of the route as a component of the National Trails System.

The route will be evaluated for potential designation as either a National Scenic or National Historic Trail. National Scenic Trails are extended continuous trails intended for non-motorized trail uses and providing for maximum outdoor recreation potential. National Historic Trails are intended to commemorate historically significant trails or routes and must have potential for public recreation use or historic interest based on historic interpretation and appreciation.

Study findings and recommendations will be formally transmitted to Congress for consideration and action. Congressional authorization is required for the establishment of any National Scenic or National Historic Trail.

Purpose of This Document

This document includes discussions of the general characteristics of the study area, an analysis of potential interpretive sites and recreational trail segments along the historic route, evaluation of the extent to which the route meets established criteria for designation as either a National Scenic or National Historic Trail, and description of several alternative plans for developing recreational and interpretive features along the route.

The purpose of the document is to provide the public and government agencies with an opportunity to present their views on the alternative plans. Comments will assist the Park Service in developing a recommended plan for transmittal to Congress. Completion of the study is anticipated in the fall of 1985.

Comments on the document should be submitted by April 30 to:

Regional Director
Western Region
National Park Service
ATTN: Park Planning
P.O. Box 36063
San Francisco, Ca. 94102

Public meetings will be held at several locations in Arizona and California to obtain oral comment on the alternatives. A schedule of the meetings is included in the transmittal letter.

The Anza Expeditions

The Anza expedition of 1775-76 was one of those historic events which took place because of a unique combination of religious, political, economic, and military circumstances.

In the mid-eighteenth century, the rulers of the Spanish empire in the New World, which had long been consolidated around Mexico and Central America, began to consider seriously the

exploration and settlement of Alta (Upper) California. The principal influence behind this new look to the north was the need for strategically placed harbors and outposts to provide protection for the treasure ships from the Phillipines as they approached the North American coast. By the 1760's, the Russians had established outposts in Alaska, and Russian ships were reported as far south as Oregon, searching for seal and otter pelts. English and French freebooters were becoming more of a problem in the Pacific, threatening the slow-sailing treasure galleons. Both the French and English crowns were supporting voyages of discovery, particularly in the search for the elusive Northwest Passage, the discovery of which would provide Spain's enemies with a quick and easy passage between the Atlantic and Pacific Oceans. Finally, the mines of Mexico and Central America were beginning to play out, making the Phillipine riches critical to the health of the Spanish empire.

In the meantime, other political factors were changing the course of events in Spanish America. In 1767, Charles III of Spain, reacting to the growing power, wealth, and influence of the Society of Jesus throughout his empire, expelled the Jesuits from all his realms, and turned over the established Jesuit missions in the New World to the Franciscan order. The Franciscans, long desiring a foothold in the New World, were eager to seize the opportunity to expand the mission frontier in Upper California.

In 1768, Jose de Galvez was appointed to the post of Visitor-General of New Spain, with both the mission and the desire to return the empire to the old days of wealth and glory. Both Galvez and the Franciscans cast their eyes northward and began to lay plans for a major expedition from Lower California to the north.

In 1769 the first expedition set out, a combination of exploration and settlement, both by land and by sea. With the expedition was Fray Junipero Serra, the fervent and energetic Franciscan who was to become the father of the California mission chain. In July of 1769 the expedition reached San Diego Bay, which was claimed for the king, and Father Serra established the first California mission, San Diego de Alcalá.

The expedition subsequently pushed as far north as Monterey by October, and in November a scouting party stumbled upon San Francisco Bay, which had eluded sea-borne explorers for more than a century. A Presidio was established at Monterey in 1770, as was the second California mission, San Carlos Borromeo de Carmelo. Three additional missions were established during the following years: San Antonio de Padua in 1771, San Gabriel Arcangel in 1771, and San Luis Obispo de Tolosa in 1772. By 1773 Upper California was guarded by these five missions and two presidios, manned by a small force of 61 soldiers and 11 Franciscan Friars. The new born California settlements, however, were utterly dependent upon outside supplies for survival during their early years and were small, weak, and constantly threatened with starvation.

Due to prevailing winds and currents along the California coast, provision of the struggling settlements by sea was hazardous. Supply ships attempting to beat their way northward

JUAN BAUTISTA DE ANZA NATIONAL HISTORICAL TRAIL STUDY

 Approximate Route of Anza's 1775-76 March



from Baja to Monterey often took five times as long to reach their destination as those sailing south, and often were blown out to sea to disappear forever, or were driven to destruction along the rocky coastline. Overland travel from Baja California was also long and arduous, and the barren lands of Baja had little food to spare for export.

The feeble settlements and outposts-necessary for the protection of the empire's treasure line and for the Franciscans as they pursued the salvation of souls-could only be strengthened and supplied if a dependable and safe overland route could be opened between Upper California and the Mexican province of Sonora. Such a route could lure more settlers to California, and would allow food to reach the new settlements from the farms of northern Mexico.

Two men from northern Sonora (now Arizona) had also thought of the same possibility. Fray Francisco Garces, the wandering Franciscan missionary, had already explored the deserts of Arizona and California to the foot of the San Jacinto Mountains. Captain Juan Bautista de Anza, commander of the small presidio of Tubac, knew of Garces' travels. Anza became intrigued when he heard tales of desert Indians who could draw outlines of Spanish ships, for this indicated to him that the Indians knew of an overland route. He became convinced that a way could be found across the deserts and mountains dividing Sonora and Alta California.

Anza, a second-generation frontier soldier, has best been described as a "desert-toughened frontiersman who had spent a lifetime battling the Indians of northern Sonora". His request for permission to lead an overland expedition to California was quickly granted, no doubt helped by Father Serra's presence in Mexico City when the petition was being discussed. Serra, naturally, enthusiastically supported the attempt to open an overland route.

On January 8, 1774, Anza left Tubac with a small band of twenty soldiers, servants, and a herd of cattle and pack animals. Father Garces accompanied the expedition to lend spiritual guidance, desert experience, and to seek out friendly Indian villages he had visited on previous travels. By another good turn of fortune, a wandering Indian from Mission San Gabriel showed up at Tubac just before the expedition started. Since he had traversed the country west to east, he was immediately made part of the party as an additional guide.

The party reached the Yuma Indian villages at the junction of the Colorado and Gila Rivers without difficulty, and after several false starts and skirmishes with thirst and starvation, succeeded in finding a mountain pass leading toward coastal California. On March 22, 1774, Anza arrived at Mission San Gabriel. Since San Gabriel was already linked by known trails to the growing chain of missions between San Diego and Monterey-the beginning of the famous El Camino Real-the overland route to California was now open.

Now that an overland supply, emigration, and military route had been proven feasible, Spanish authorities were now ready to lay the last corner stone for the grand scheme of protection and settlement of Alta California-the establishment of an outpost on

the recently discovered San Francisco Bay. This was a harbor which could be defended against all enemies, and which could provide a perfect northern anchor for Spanish defenses. San Francisco would be settled and developed as soon as possible.

Anza was, of course, the only man considered to lead such an effort. He was quickly promoted to Lieutenant-Colonel for his accomplishments, given appropriate recruiting authority, and commanded to lead an expedition of settlers to the great bay, there to establish a Presidio, a mission, and a village.

On September 29, 1775, the expedition left Horcasitas, located about 175 miles south of Nogales. After delays at Tubac due to Apache raids which depleted the stock, the expedition set out again on October 23, 1775. With Anza were thirty families, ten veteran Tubac soldiers, 115 children, 695 horses and mules, and 355 cattle. Spiritual leadership and scientific reckoning were provided by Fray Pedro Font. Both Anza and Font kept detailed diaries of the journey, much to the enlightenment of future generations. Father Garces set out with the expedition, as did Father Thomas Eixarch of Tumacacori.

The expedition had hardly moved north from Tubac when the first death took place—a mother in childbirth. The baby survived to live in California, and the mother was buried at Mission San Xavier del Bac. Amazingly enough, given the hardships yet to be endured, the expedition would record no more deaths.

After another short pause to celebrate three marriages conducted by Father Font, the expedition left San Xavier on October 26. This departure was momentous for the colonists, for they were now leaving the last outpost of Spanish civilization in Sonora, and could not expect to see another until they reached San Gabriel in Alta California.

From San Xavier the expedition moved northwards up the Santa Cruz River valley, through the area of present-day Tucson. A short rest was taken near the Gila River, which enabled Father Font to visit the ancient Casa Grande ruins. The party then moved on to the Indian villages on the south bank of that river, and then turned west to follow the Gila to its junction with the Colorado. The trail cut across the Maricopa Mountains, past Gila Bend and Agua Caliente, and finally to Yuma. Delays were numerous, due to sicknesses of both humans and animals, and stops for several more births.

The party finally reached Yuma, and the Colorado River, on November 28. They had been on the road 37 days since leaving Tubac, and 62 days since Horcasitas. The travelers were weary, tired of the Arizona desert, and now had to cross a major river. To complicate matters, the ford used by Anza the previous year had been washed away, and a new one needed to be found. With careful scouting and preparation, however, and the assistance of the friendly Yuma Indians, the crossing was completed without serious mishap.

On December 4, 1775, leaving Fathers Eixarch and Garces behind to minister to the Yuma natives, the expedition set out again. It now had to conquer its most formidable obstacle, the shifting, sandy wastelands west of Yuma. The way was difficult, the toll on the animals was great, and water was scarce, but

after nine days of toil the lead party reached the oasis of San Sebastian (Harper's Well). By December 17, the entire party had reached the haven, only to be met there by snow and unusually cold weather.

But the worst part was over. Although much hard travel remained, the rest of the way was relatively well known. Despite the cold weather, the colonists set forth again on December 18. Dry camps alternated with wet. At one dry camp, the thirst-plagued cattle, meant to provide future meat for California, stampeded. Only a few were recovered.

Water gradually improved as the expedition made the gradual ascent of the low mountains, but forage grew scarcer, as if to compensate. On December 26 the summit was reached, and the colonists descended to the Pas Real de San Carlos. They were now 50 miles from San Gabriel, and had finally entered fertile land. The Santa Ana River was reached on December 31, and Mission San Gabriel de Arcangel on January 4, 1776.

Although Mission San Gabriel, now seven years old, was still composed of crude buildings, it was surrounded by cultivated fields and boasted cattle, sheep, and hogs. The colonists' spirits were soon revived with food, water, and rest. Their stay at San Gabriel was, however, to be much longer than desired.

The San Diego Mission had recently been attacked, and Father Jaime and two Spanish workmen had been killed. Anza decided to travel to San Diego to render assistance, and also to seek additional supplies for the journey to Monterey, since the colonists were straining the resources of San Gabriel. Delays were encountered in subduing the Indians and in gathering supplies at San Diego. Further delays occurred at San Gabriel when several soldiers deserted with precious foodstuffs, and had to be tracked down.

Finally, on February 21, 1776, the expedition set forth toward Monterey. The colonists were pleased with the seacoast around Santa Barbara, and were graciously received at Mission San Luis Obispo and Mission San Antonio. On March 10, Monterey was reached, after a journey of 130 days and nearly 2000 miles from Horcasitas. The Monterey Presidio, now six years old, boasted a chapel, a barracks, some small houses, and a stockade. Father Serra had moved the Mission itself to the Carmel Valley, a short distance away, where the land was more suitable for farming. The colonists settled down to wait once again in Monterey, while Anza set out to explore the San Francisco Bay area, and to pick out a site for settlement.

On March 23, Anza took a small party north. With him were Father Font, Lieutenant Moraga, eight soldiers from Tubac, and some local guides. They moved northward up the Bay shore and westward toward Lake Merced. After a stop at Mountain Lake, they climbed the headlands to look down on the magnificent bay, an obvious setting for a presidio and settlement. A suitable site for a mission was also chosen, near an arroyo, and was named Arroyo de los Dolores, after the day of its discovery, "Friday of Sorrows." Although Father Serra later christened the Mission San Francisco de Asis, the former name of Mission Dolores was commonly used.

Eager to explore the extent of the Bay, the party moved

on, southward around the end of the Bay, then northwest to Rodeo Creek, east to the Antioch vicinity, southeast toward the Livermore Valley, south along the edge of Crane Ridge into San Antonio Valley and Arroyo del Coyote, and finally southeast to Salinas. By April 8, Anza was back in Monterey.

The colonists were still waiting in Monterey, and they were destined to wait for several more months. The Commandante of California, Fernando Rivera y Moncado, had made his own exploration of the San Francisco Bay area in 1774, and had decided that the area was not suitable for settlement. Despite Anza's enthusiastic report, sent to Rivera at San Diego, the colonists were not given permission to leave Monterey.

Tired of waiting, Anza set off on the return trip to Sonora on April 1. The major part of his task was completed. With him went Father Font, the ten soldiers from Tubac, some servants, and one couple who had decided not to stay in California. The party reached Horcasitas on June 1, after an absence of eight months.

After considerable delays, Commandante Rivera finally relented, and the colonists left Monterey for their new home on June 17. There were 191 in the party, under the command of Lieutenant Moraga. On June 27 they reached the site of Mission Dolores, and began the gradual tasks of building the mission, the presidio, and their new homes.

The Bicentennial Re-enactment

Re-enactment of the 1775-76 De Anza expedition in 1975-76 was designated as an approved Bicentennial project by the American Revolution Bicentennial Administration and was sponsored by the California and Arizona Bicentennial Commissions. A committee in Sonora, Mexico also cooperated in the planning.

The re-enactment was initiated at ceremonies in Mexico City, where the issuance of the Royal Decree mandating the expedition was simulated. (The Decree subsequently was carried by the expedition all the way to San Francisco, being passed from group to group along the way.) Following this event, the actual expedition set forth from Horcasitas, Mexico on September 17. From Horcasitas to the San Francisco Bay area, the expedition closely followed the schedule and the route of the original party, halting each night as near as possible to the identified location of that night's campsite. In retracing the steps of Anza, the party was heavily indebted to the painstaking work of the late University of California professor Herbert Bolton, who many years prior had translated the detailed diaries of Anza and chaplain Pedro Font, and had spent months in the field determining the precise route of the expedition and its relation to modern-day landmarks.

The re-enactment proved to be a very popular event with both the residents of areas traversed by the expedition, and with the news media, which found the authentically costumed participants to provide good special feature material. In California, the participants in each county had been organized into modern day equivalents for each member of the original expedition, providing substantial numbers of persons with an opportunity for first-hand

reliving of an historic event. Ceremonies held at a number of locations along the route provided yet further opportunities for many interested people to become involved in the event.

The Study Area

The Route-

The study area includes portions of both Arizona and California. The route enters the U.S. on the Arizona border near the city of Nogales, continues north along the general alignment of the Santa Cruz River past Tucson before turning west to join the Gila River near modern Gila Bend. From Gila Bend, the route follows the Gila River all the way to Yuma.

After crossing the Colorado River near Yuma, the route drops south into Mexico to avoid a large expanse of sand dunes, and continues in that country for many miles before re-entering the U.S. southwest of El Centro. The route then continues north through Anza Borrego State Park, the San Bernardino National Forest, and the San Bernardino/Riverside metropolitan areas before reaching the Los Angeles metropolitan area and the site of the San Gabriel Mission.

The route north from the Mission passes first through the Santa Monica Mountains and then descends to the coastline near Oxnard and follows the coast through Ventura and Santa Barbara Counties before moving inland in the northern portion of Vandenberg Air Force Base. From Vandenberg, the route continues through the Coast Range through San Luis Obispo and Atascadero before following the Salinas River enroute to Monterey. The route north from Monterey is inland past San Juan Bautista, Gilroy, and San Jose to the San Francisco peninsula. The route along the peninsula commences through the low uplands facing the Bay before turning inland at San Bruno and continuing to the vicinity of the Presidio.

In addition to the trip to San Francisco, the main mission of the Anza party, the expedition also included a reconnaissance expedition to the East Bay. From San Francisco, the route basically follows the northbound route south before traversing the south end of San Francisco Bay, then follows the inland general course of the Bay and the Carquinez Strait north and east to the Sacramento/San Joaquin Delta, where the exploration was terminated and the party headed south through the hills to rejoin the northbound route in the vicinity of Gilroy.

Physiography, Flora and Fauna, and Climate-

The study route passes through both the Basin and Range and the Pacific Border Physiographic Provinces.

The Basin and Range Province, which covers the location of the study route in Arizona and a small portion of the route in southern California, consists generally of numerous north-south trending mountain ranges interspersed with alluvial fan basins of various widths. Faulting and uplift are responsible in large part for the the formation of the Province's mountains and for

the overall appearance of the terrain. The route passes through two sections of the Province, the Sonoran Desert and the Salton Trough. The Sonoran Desert section consists of widely separated short ranges in desert plains, while the Salton Trough includes desert alluvial slopes and the Gulf of California's delta plain.

The route through the Pacific Border Province passes through the California Coast and Los Angeles Ranges sections. The California Coast Ranges, encompassing roughly the route from San Luis Obispo north to the Bay area, are characterized by parallel ranges and valleys on folded, faulted, and metamorphosed strata. The Los Angeles Ranges are characterized by narrow ranges and broad fault blocks, and alluviated lowlands.

All of the portion of the route within the Basin and Range Province lies within the Sonoran Desert. Vegetation in the Sonoran Desert is quite varied, but a common thread through the desert is the creosote bush. Found in most areas mixed with other shrubs and trees, the creosote bush does form pure stands in some areas. Other shrubs commonly found in the Sonoran Desert are burrobrush, brittlebrush, and crucifixion thorn. An unusual feature of the Sonoran Desert, contrasting particularly with the shrub-dominated deserts to the north, is the large variety of tree species. Among others are to be found the smoke tree, the desert willow, the paloverde, the ironwood, the elephant tree, and the honey and screwbean mesquite. Found in the better watered drainages are willows, cottonwoods, and salt cedars; and in a few locations in the mountains surrounding the Salton Sea are found groves of the native California palm.

Although cacti are found throughout the Sonoran Desert, it is in the upland areas of Arizona, on the better watered and better drained slopes, that the cacti provide their most magnificent displays. The saguaro, rare west of the Colorado River, dominates the scene with its massive (up to 50 feet high) upright form; but a wide variety of smaller cacti, including the cholla, the buckhorn, the beavertail, and the prickly pear, add to the ornamental garden atmosphere of the area. Ocotillos, yuccas, agaves, and a wide variety of flowering ephemeral plants complete the unique floral display of the region.

Although not always apparent to the casual visitor, the fauna of the Sonoran Desert is quite varied. Bird life is particularly varied, with a wide variety of both migratory and resident species. A common species of considerable interest to many visitors is the roadrunner. Rodents dominate the assortment of mammals, with a wide variety of rats, mice, and ground squirrels. Larger species include coyote, kit fox, gray fox, bobcat, mule deer, desert bighorn sheep, and the endangered Sonoran pronghorn, now limited to a few animals in extreme southwest Arizona. A species unique to the Arizona portion of the Sonoran Desert is the piglike javelina.

Among the wide assortment of amphibians and reptiles are found the now rare desert tortoise and, confined to Arizona, the poisonous Gila Monster. The notable snakes of the region include several varieties of rattlesnake, including most commonly the Western diamondback and the sidewinder, and the coral snake, which is limited to Arizona.

Vegetation in the portion of the Pacific Border province traversed by the trail route is a mixture of chaparral, grassland, oak woodland, and riparian associations. Common plants include chamise, toyon, scrub oak, sage, buckwheat, live oak, valley oak, various grasses, willow, alder, and cottonwood.

Common animals along the route include opossum, fox, black-tailed deer, mule deer, ground squirrels, and rabbits. A wide variety of birds and reptiles are also found along the route.

Much of the route traverses areas that have been heavily urbanized and plant and animal species composition in these areas have been significantly altered from natural conditions.

The climate in the Sonoran Desert is hot and dry. Summer temperatures are extremely high, largely precluding midday active recreation, but winters are mild and ideal for all types of outdoor recreation. Although rainfall is universally low in the Sonoran Desert, the timing of the precipitation differs significantly between eastern and western sections. In the Arizona desert, rain occurs both in winter, as a result of general Pacific storms, and in the late summer as a result of storms originating to the south. As a result of its dual rainy season, the Arizona desert exhibits a range of plant and related animal life not found elsewhere in the Sonoran Desert. Western portions of the Sonoran Desert receive most of their precipitation in the months of December, January, and February.

The climate in the coastal California portion of the route is buffered by the influence of the Pacific Ocean and hence winters are for the most part frost-free and summers are mild as well. Climates in the area make outdoor recreation a year-around possibility. The major part of the region's rainfall comes in the winter and early spring, ranging from as low as 8" in more inland locations to as much as 40" in some coastal locations.

Land Ownership and Use-

Most of the historic route in Arizona traverses lands that are privately owned, either in individual ownerships or, in the case of the two large Indian reservations traversed, in collective trust for the tribes. The route does traverse some sections of state lands and some areas of Federal lands under administration of the Bureau of Land Management.

The predominant land uses along the route in Arizona include livestock grazing, transportation facilities, irrigated agriculture, and the range of residential, commercial, and industrial uses associated with urban concentrations. Urban areas along the route include Nogales, Tucson, and Yuma. The route is closely paralleled (and may in fact be overlain in places), by major highways and railroad lines for much of its length in Arizona.

The land ownership and use situation along the route in California is much the same as in Arizona. Lands are for the most part privately owned, and the range of land uses includes

grazing, irrigated agriculture, various urban uses, and transportation facilities.

Public lands traversed by the historic trail alignment in California include multiple-use lands managed by the Forest Service and Bureau of Land Management, several units of the California State Park System, and several military installations.

Only a small portion of National Forest land is traversed by the route, Bautista Canyon through the San Bernardino National Forest, and an only somewhat larger segment passes through BLM lands located between the international border and the Salton Sea.

Substantial mileages of the historic route pass through Anza Borrego State Park, located in the desert west of the Salton Sea, and Henry Coe State Park, located southeast of San Francisco Bay. In addition, the route passes through several smaller units of the system, including Perris Lake State Recreation Area, Ocotillo Wells State Vehicular Recreation Area, and several southern California beach parks.

The route also crosses several military reservations in California. Included are the Naval Air Facility at El Centro, located in the desert south of the Salton Sea, Vandenberg Air Force Base, located on the coast of northern Santa Barbara County, Fort Hunter-Liggett and Camp Roberts, both located inland in the central coast region, and Fort Ord, located near Monterey.

IDENTIFIED TRAIL POTENTIALS

There are two basic dimensions to National Historic and National Scenic Trails. One is the development of recreational trails along the study route. The other is the development of interpretive features explaining historic and natural features along the study route. The following pages outline in general terms the potentials for these types of features along the study route. It should be noted that at this point in the study, no agencies or organizations have either committed or been asked to commit themselves to any of the project features listed.

Arizona

Santa Cruz County-

The trail route enters the United States near the City of Nogales, proceeds north from Nogales for several miles, and then closely follows the Santa Cruz River through much of Santa Cruz County.

Potential interpretive sites in the County include Tumacacori National Monument, Tubac Presidio State Park, and the old ruins at Calabasas. Tubac Presidio State Park periodically celebrates the Anza expedition with its De Anza Days, held at the time of year the expedition departed from Tubac to California.

The County General Plan provides ultimately for the development of a hiking and riding trail along the Santa Cruz River. This trail would closely parallel the historic route throughout much of its course through Santa Cruz County.

Pima County-

The historic route through Pima County basically follows the Santa Cruz River, passing through Green Valley and Tucson and closely following the route of I-19.

San Xavier Mission, located near Tucson, was one of the expedition's stopping points and represents substantial potential as an interpretive site for the route. In addition, roadside rests along I-19 through Pima County are in close proximity to the route and interpretive displays could be provided in these areas.

Recreational trail potentials in Pima County are quite promising. A thirteen mile trail within the Santa Cruz River Parkway, located within the Tucson City limits, is immediately on the historic route. Part of the trail is already in existence, providing for bicycling, riding, and hiking, and the remainder of the trail is planned for implementation in the reasonably near future. Interpretive exhibits could readily be provided along the route, which may be expected to serve a substantial number of trail users from the Tucson and surrounding areas.

Additional trail segments may be implemented as well along the Santa Cruz River as development of these areas occurs and as specific plans are developed by the County. There is as well a proposal for providing trail features on the Tucson Aqueduct, to be constructed in the next few years by the Bureau of Reclamation. This trail would depart to some degree from the

historic route but could provide some trail continuity for those wishing to retrace the general route of the expedition.

Pinal County-

The historic route follows the Santa Cruz River for several miles before turning north just past Picacho Peak to join the Gila River. After following the Gila for several miles through what is now the Gila River Indian Reservation, the route turns to the west to cut off a bend in the Gila River.

Interpretive potentials in the County would appear to exist at the Picacho Peak State Park and at roadside rests along I-19. In addition, the visit of Anza to the Casa Grande Ruins may provide the basis for some interpretation at that National Monument.

Recreational trail potentials in Pinal County would appear to be limited, although a portion of the Tucson Aqueduct would extend through the area and provide for some trail continuity.

Maricopa County-

The historic route enters Maricopa County shortly after leaving the Gila River to cut off the large bend, rejoining the River in the vicinity of Gila Bend. The route then follows the Gila River through Maricopa County and all the way to the River's junction with the Colorado River at Yuma.

Interpretive opportunities would exist at Painted Rock State Park and at other locations along the Gila River. In addition, roadside rests along I-8 would present good opportunities for interpretive exhibits. Interpretation of the route in this area could be combined with overall interpretation of the Gila River as an important route of migration and commerce for several centuries, including its use initially as an Indian route, a Spanish Colonial route (including before and after Anza), and as a southerly route for the Forty-Niners.

Some recreational trail potentials would exist within the County on public lands, particularly in the Gila River area. The River in some reaches could provide a very high quality trail experience. Much of the land traversed by the route is, of course, privately owned and used for grazing and irrigated agricultural purposes.

Yuma County-

The trail route through Yuma County closely follows the Gila River from the Maricopa County line to the area of Yuma. Much of the route traversed is now in irrigated agriculture use.

Interpretive opportunities in this segment would exist along I-8, which closely parallels the route, and in the vicinity of Yuma, where a planned Yuma Crossing Park will provide a comprehensive historical overview of the passage of people and goods through the Yuma area over the centuries. Other interpretive possibilities may also exist on public lands adjacent to the Colorado River in the Yuma vicinity and on the Gila River

Because of the predominance of private land ownership on the route in Yuma County, trail potentials do not appear to be

promising. The existence of numerous canals in the area does at least pose the possibility for some connecting trails along canal service roads.

California

Imperial County

The location of the crossing of the Colorado River and the subsequent route of the expedition down the River cannot be accurately defined because of changes in the River channel over the past two hundred years. The party did generally follow the the River south into what is now Mexico and the route remained south of the border for several days before crossing the present border again southwest of El Centro.

The portion of eastern Imperial County traversed by the party is a mixture of Indian Reservation and private lands in intensive agricultural use. Because of this intensive land use, and the extended portion of the route below the border, the achievement of recreational trail continuity between Yuma and the route's reentry into the U.S. would necessarily require the use of a route somewhat removed from the historic alignment. During the Bicentennial re-enactment, the service roads of the All-American Canal were used between the Yuma vicinity and El Centro. This canal, and others in the area, may offer a potential for an off-highway recreational route.

Once the historic route crosses the international boundary southwest of El Centro, it continues north through BLM and Navy administered lands for about 35 miles, then turns west, roughly following the alignment of State Highway 78 into San Diego County.

Opportunities exist for marking the route and development of a recreational trail in reasonable proximity to the historic route throughout this reach, inasmuch as most of the land is in public ownership. Diversions from the historic route would need to be made to avoid some areas of military activity and also private lands. This area is open to and heavily used by Off-Highway Vehicles (OHV's); consequently any recreational route developed would have to provide for motorized as well as non-motorized trail uses.

Three camp sites are located in this reach: Yuha Well, a location just north of Plaster City, and San Sebastian Marsh. Opportunities for interpretation appear to exist at all three areas. There is an existing historical monument to the expedition a few miles west of Yuha Well overlooking the route of the party. San Sebastian Marsh is within the San Felipe Creek National Natural Landmark, an area already recognized for having significant cultural as well as natural values.

Additionally, the site of Mission Purisima Concepcion, established in 1780 by Father Garces, is already marked as a California Historical Landmark.

San Diego County-

The route enters the County from the east on approximately the alignment of State Route 78, then extends northwest through Ocotillo Wells State Vehicular Recreation Area and Anza Borrego State Park, passing through the Borrego Valley.

Because much of the route in San Diego County is within two state administered areas, this segment offers some of the best interpretive and recreational opportunities on the route. Marking and interpretation of several campsites and other points of interest along the route would be possible. There is already some marking in Anza Borrego State Park, and the route is noted in the Park brochure. The Park has, of course, the capability of providing for further interpretation of the historic event to the extent desirable.

A continuous recreational trail on the historic alignment would likely not be feasible because of the extensive private lands in Borrego Valley, but public land ownership to the west and east of Borrego Valley would permit the marking of substantial mileages of recreational trail. There is an existing trail route through Coyote Canyon following the route of the historic expedition, and the natural qualities of the Canyon have been retained to a sufficient degree that the user would see the area much as Anza did in 1775.

Any routes in Ocotillo Wells State Vehicular Recreation Area would necessarily include provision for use of OHV's; likewise, the existing trail up Coyote Canyon is open to OHV use for much of the year.

Riverside County-

The historic route enters Riverside County from the south via Coyote Canyon, crosses the Cahuilla Indian Reservation, and descends to the Hemet/San Jacinto area via Bautista Canyon. From San Jacinto, the route turns westerly to pass near March Air Force Base and Perris Lake State Recreation Area before entering the urbanized area of Riverside.

The opportunities for historic marking and interpretation of the trail route in Riverside County are substantial. Publically owned lands along the historic route include a portion of the Anza Borrego State Park, part of the San Bernardino National Forest, Perris Lake State Recreation Area, and the Santa Ana River Regional Park. Interpretive possibilities would exist in all these units. The route in Riverside County has already been marked in several locations through the efforts of private organizations.

Recreational trail potentials in Riverside County would also be good. The existing trail in Coyote Canyon in Anza Borrego State Park will, based on the County trails plan, ultimately be connected to a San Bernardino National Forest trail through Bautista Canyon. An additional portion of the historic route would be supplied by a proposed trail along the San Jacinto River from the vicinity of San Jacinto to near Perris Lake State

Recreation Area. Once the historic route reaches the urbanized area of Riverside, it appears neither possible nor even desirable to seek a recreational trail routing approximating the historic route. It may, however, be possible to link together existing and proposed trail routes through largely public lands to provide a reasonably continuous recreation trail route extending through the Riverside urban area.

The Santa Ana River Regional Park contains one of Anza's well-documented campsites. From this site, the expedition set forth roughly west, approximating State Route 60. As a recreational alternative, a trail extends southwest for many miles along the River, passing from Santa Ana River Regional Park into the Prado Basin Park near the Orange County line. At this point, a connection could be made to the County system and the recreational route continued.

San Bernardino County-

The historic route through San Bernardino County traverses intensely urbanized lands through which it appears neither feasible nor even desirable to route a recreation trail. It appears possible, however, to bypass this urban area by a connecting trail from Prado Dam on the Santa Ana River to Los Angeles' proposed Skyline Trail via planned open space on the San Bernardino-Orange County line south of the Chino Hills.

Los Angeles County-

The historic route of the expedition through Los Angeles County for the most part closely follows major freeway routes through heavily urbanized areas. While there are no real opportunities here to recreate the historic experience, there are several points of interest along the route that lend themselves well to historic interpretation, and opportunities as well to piece together a continuous recreation route through the County using existing and planned trails in reasonable proximity to the historic route.

Potential interpretive sites along the route include the San Gabriel Mission, El Pueblo State Historic Park, Sepulveda Basin Recreation Area, Elysian Park, Griffith Park, Malibu Creek State Park, and the Santa Monica National Recreation Area.

A continuous recreation route through this heavily urbanized area appears to be quite feasible. Beginning at the County's southeast boundary, the route would proceed to El Pueblo State Historic Park via the planned Skyline Extension Trail, the Skyline Trail, the Rio Hondo Trail, and the Los Angeles River Trail. All of this route would deviate by several miles from the actual historic route. From the State Historic Park west to Calabasas Creek, a proposed trail along the Los Angeles River would hew closely to the actual historic route. From Calabasas Creek, a series of proposed trails would convey the trail user to Malibu State Park, near the location of a known Anza campsite. The route continuing west from this point across the Ventura County line would utilize the planned Santa Monica Mountains Backbone Trail. This trail, while not immediately on the historic

alignment, would provide an overview and perspective on Anza's route and provide a desirable recreation experience.

An alternative route extending to the west from Calabasas Creek would utilize a network of existing and planned trails in Los Angeles and Ventura Counties to the north of Highway 101. This alignment, incorporating the Conejo Corridor Trail, would extend almost to the Santa Clara River coastal plain.

Ventura County-

The historic route through Ventura County closely follows the alignment of Highway 101. From the Los Angeles County line, the route descends from the Santa Monica Mountains to the coastal plain, and follows the coast north and west from the vicinity of Ventura to the Santa Barbara County line.

There are several historic landmarks along the route that may lend themselves to historic interpretation of the Anza expedition. Included are the Olivas Adobe, the Ortega Adobe,, the San Buenaventura Mission, and the site of the village of Shisholop, the large Indian settlement visited by Anza on the expedition. In addition, there are several coastal parks, both state and local, along the historic route west of Ventura which could provide interpretation of the event.

Recreational trails in Ventura County are proposed parallel to and both north and south of Highway 101 from the Los Angeles County line to the vicinity of the Santa Clara River plain. Across the coastal plain, and extending up the coast to the Santa Barbara County line, there are neither existing nor proposed trails.

Santa Barbara County-

From the Ventura County line to the northern part of Vandenberg Air Force Base, a distance of about 100 miles, the historic route closely follows the coast. In north Vandenberg, the route shifts inland a few miles to cross the Santa Maria River near the town of Guadalupe. The River is the boundary between Santa Barbara and San Luis Obispo Counties.

There are a number of sites in the County where historic interpretation could occur. Rincon, Goleta, and Ocean Beach County Parks are all located near documented campsites of the expedition. Other state and county beaches as well lie along the general route. Santa Barbara Mission, although not directly in the path of the expedition and not in existence in 1776, could nevertheless provide important contributions to the interpretation of the De Anza trail, as could La Purisima Mission State Historic Park, located north of Lompoc.

There are a number of recreation trail possibilities in the County on or parallel to the historic route. A network of existing and planned trails extends from Carpinteria to Goleta through the hills to the north of Santa Barbara. A system of existing bikeways in the City of Santa Barbara will connect ultimately to a planned coastal trail extending from Goleta Beach about 25 miles to Gaviota State Park.

Much of the remainder of the historic route in the County is

not amenable to recreational trail routing because of the existence of large private land holdings and the sensitive military operations in much of Vandenberg Air Force Base. There is some potential, however, for routing a trail through the less sensitive northern portions of Vandenberg.

San Luis Obispo County-

The historic route enters San Luis Obispo County more or less on the alignment of State Highway 1, proceeds to the coast just north of Oso Flaco Lake, and continues along the coast for several miles before turning inland at Price Canyon, proceeding first on the alignment of a county road and then State Route 227 before reaching U.S. 101. The historic route then closely corresponds to U.S. 101 through San Luis Obispo, Atascadero, and Paso Robles before turning northwest to pass through Camp Roberts enroute to the Monterey County line.

Opportunities for historic interpretation exist at the State and county parks along the coast from Oso Flaco Lake north to Price Canyon, and at Mission San Luis Obispo. The Mission had already been established at the time of the Anza expedition, and the stay there is well documented.

The County trails plan shows proposed local trails roughly on the historic alignment from Atascadero to near the Monterey County line. In addition, there is discussion in the County recreation plan of providing additional trails on road rights-of-way where interest exists in this type of arrangement.

Monterey County-

The historic route enters Monterey County in the vicinity of San Antonio Dam and follows the San Antonio River upstream to Mission San Antonio. From the Mission, the route winds northerly through the hills and descends to the Salinas River, following the River nearly to Salinas before turning west to Monterey. Continuing on from Monterey, the route crosses Fort Ord and passes near Salinas before crossing the Gabilan Mountains into San Benito County.

There are many sites that could provide interpretation of the route in Monterey County. Two missions, San Antonio and Carmel, were already in existence at the time of the expedition and were visited by Anza. A third, Mission Soledad, was established somewhat later but is located immediately on the historic route. In addition, San Antonio Reservoir Recreation Area and Toro County Park are located along the route. In downtown Monterey, extensive historic preservation and interpretation is provided by Monterey State Historic Park.

The Monterey County Recreational Trails Plan proposes recreational trails in rough proximity to virtually the entire historic route, the only exception being in the area of Fort Ord.

San Benito County-

The historic route enters San Benito County from the south via Old Stage Road through the Gabilan Mountains, passes the City

of San Juan Bautista, and proceeds north through agricultural lands to join the alignment of U.S. 101 south of the Pajaro River. The historic route follows the highway alignment to the River and across the county line.

A major potential for trail interpretation exists at the San Juan Bautista State Historic Park. Although the historic resources at this unit post-date the Anza expedition, the Mission having been founded in 1797, the programs and exhibits at the site could likely be extended to deal with the Anza event. Recreational trail potentials in the County exist with respect to the use of the public but gated Old Stage Road which extends between Monterey and San Benito Counties through the Gabilan Mountains. Location of a trail through the agricultural areas to the north of San Juan Bautista would not appear to be very promising.

Santa Clara County-

The expedition covered many miles in Santa Clara County, traversing western areas enroute from Monterey to San Francisco, and traveling around the south end of San Francisco Bay and then through the eastern portions of the County on the return trip to Monterey from the exploration of the East Bay areas.

The route to San Francisco enters Santa Clara County from the south on approximately the alignment of U.S. 101, then follows the west side of the Santa Clara Valley, ascending at times into the low hills. The route remains in the rolling hills above the Bay plain all the way to the County line near Palo Alto.

The route to the East Bay exploration closely follows the south end of San Francisco Bay before turning north into Alameda County. On the return trip to Monterey, the route closely follows the eastern county line after entering from the north, passes through rural San Antonio Valley, and then follows first the East Fork and then the main Coyote River south to the vicinity of Gilroy where it rejoins the northbound route.

Interpretation of the historic event could be provided in a number of locations. The route to San Francisco passes through or very near the City of Gilroy's Uvas Park Preserve, Santa Teresa County Park, and Vasona Lake County Park. The route also passes through Stanford University and by the famous redwood tree noted in Font's journal for which the City of Palo Alto is named. Major interpretive sites for the expedition's trip around the south end of San Francisco Bay and the return trip from exploration of the East Bay might include Mountain View Shoreline Park, Sunnyvale Baylands County Park, the San Francisco Bay National Wildlife Refuge, and Henry Coe State Park.

Recreational trail implementation along the general route of the expedition appears to be quite promising for the route to San Francisco, and the trip around the south end of the Bay. Proposed County trail corridors reasonably close to the historic route, and connecting many of the parks with interpretive potential, provide a continuous chain of trails between the San Benito and San Mateo County lines and around the south end of the Bay.

A substantial portion of the return route (east County) also

will ultimately be paralleled by recreation trails. This portion includes Henry Coe State Park and connecting trails to the Santa Clara Valley near Gilroy. The remainder of the route passes through private rural lands where there are no proposed trail corridors.

San Mateo County-

The historic route in San Mateo County more or less follows State Highway 82, a portion of the El Camino Real.

Interpretation of the route through the County already exists to some degree in the marking of two of the expedition's campsites as State registered Landmarks. There are a number of small parks and other public land holdings along the route where further interpretation could occur.

Recreational trail potentials in San Mateo County along the historic route are not promising because the trail location is heavily urbanized. There is however, substantial recreational trail potential in the ridges well to the west on watershed lands administered by the San Francisco Water Department adjacent to the Crystal Springs Reservoirs and San Andreas Lake. While a number of institutional problems remain to be solved, a trail through the watershed lands, coupled with planned and existing trails through other private and public lands, including portions of the Sweeney Ridge portion of the Golden Gate National Recreation Area, would provide a continuous trail through the County that could readily be connected with trail alignments in San Francisco and Santa Clara Counties.

The ridge location is several miles west of the expedition's initial route into San Francisco. It is, however, in an area reconnoitered by Anza during the expedition, and hence has at least some historic relevance.

San Francisco-

The historic route enters San Francisco to the east of Lake Merced and proceeds north several miles to Mountain Lake, located in the southernmost portion of the Presidio Military Reservation. Mountain Lake is the base camp from which Anza explored the area that was eventually to become the City of San Francisco. The areas traversed by the trail route are, of course, heavily urbanized.

There are many opportunities in San Francisco for interpretation of the historic event. The route passes Lake Merced and Harding Park, passes through Golden Gate Park, and terminates in a public park at Mountain Lake on the Presidio grounds. All of these locations could be supplied with interpretive materials that would be available to large numbers of people. In addition, there are other sites in San Francisco visited by Anza, including Fort Point, the original presidio location (now the site of the Presidio Officers' Club), and Mission Dolores. The Presidio Museum houses significant exhibits from the Spanish occupation period.

Recreational trail opportunities through the City in close proximity to the historic route are excellent, and largely already in existence from the San Mateo County line to Mountain

Lake. Within the Presidio, there are opportunities for designation of additional foot/horse and motor routes to the various Anza-related attractions.

Alameda and Contra Costa Counties-

Alameda and Contra Costa Counties are discussed together because they are both served by the East Bay Regional Park District, the agency with primary responsibility for planning and implementing regional parks and a regional trail system.

The historic route northbound passes from Santa Clara into Alameda County in the Bay plain, then ascends into the low hills to parallel San Francisco Bay for several miles before reaching the first campsite near Rodeo. From Rodeo, the route continues to the east along the Carquinez Strait, Suisun Bay, and the Sacramento/San Joaquin Delta past Oakley to the vicinity of Bethany before terminating the exploration and heading south toward Monterey. The route south crossed Patterson Pass and then ascended the hills into eastern Santa Clara County.

There are numerous opportunities for historic interpretation in this part of the study area. Along the portion of the route paralleling San Francisco Bay, there are several Regional Parks either in close proximity to the historic route or at higher elevations offering perspectives on the historic route. Clearly identified physical features, e.g. Willow Pass and Patterson Pass, offer additional opportunities for roadside interpretive features.

Existing or proposed trail alignments on the Regional Trails Master Plan prepared by the Regional Park District provide generally parallel alignments to the historic route all the way from the Santa Clara County line near Fremont to the vicinity of Oakley, near where the exploration was terminated. There are, at this time, no planned trail corridors from the vicinity of Oakley south to the Santa Clara County line. However, a trail plan for this portion of the study area is underway by the District and may well include several segments that will closely parallel the study route.

NATIONAL TRAIL DESIGNATION CRITERIA

Potential National Scenic and National Historic Trails must meet specific criteria in order to be recommended for designation by Congress. This section utilizes the established criteria and evaluates on a preliminary basis the extent to which the Anza route appears to meet the criteria.

National Scenic Trail Criteria

The following criteria for National Scenic Trails were jointly adopted by the Secretaries of Interior and Agriculture in 1969, based on the National Trails System Act.

National Significance-

National Scenic Trails, for their length or the greater portion thereof, should incorporate a maximum of significant characteristics, tangible and intangible, so that these, when viewed collectively, will make the trail worthy of national scenic designation. National significance implies that these characteristics, i.e., the scenic, historical, natural, or cultural qualities of the areas through which the trail passes, are superior when compared to those of other trails--not including national scenic trails--situated throughout the country. National scenic trails should, with optimum development, be capable of promoting interest and drawing power that could extend to any section of the conterminous United States.

Route Selection-

1. The routes of national scenic trails should be so located as to provide for maximum outdoor recreation potential and for the conservation and enjoyment of the nationally significant scenic, historic, natural or cultural qualities of the areas through which such trails may pass. They should avoid, insofar as practicable, established highways, motor roads, mining areas, power transmission lines, existing commercial and industrial developments, range fences and improvements, private operations, and any other activities that would be incompatible with the protection of the trail in its natural condition and its use for outdoor recreation.

2. National scenic trails of major historic significance should adhere as accurately as possible to their main historic route or routes.

Access-

National scenic trails should be provided with adequate public access through establishment of connecting trails or by use of trail systems other than the National Trails System. Access should be provided at reasonable intervals and should take into consideration the allowance for trips of shorter duration.

Placement-

National Scenic Trails shall be primarily land based.

Length-

National Scenic Trails shall be extended trails, usually several hundred miles or longer in length.

Continuity-

National Scenic trails should be continuous for the duration of their length.

While the De Anza route meets some of the more trivial National Scenic Trail criteria, i.e. access, placement; and length, it does not meet the more important criterion involving the provision of maximum outdoor recreation potential. With a few notable exceptions, most of the route follows well-developed transportation corridors and traverses heavily urbanized areas. Scenic and recreational values in these areas are not outstanding. The requirement that the trail adhere as closely as possible to the historic route insures that the scenic character will be relatively modest.

The route also does not meet the requirement for continuity. While the trail could theoretically be made continuous from beginning to end, the cost of land acquisition and trail development across the many miles of private land traversed by the route would be extremely high. Moreover, this high cost would not be expected to be balanced by high rates of use. It is not expected that, given the limited recreational attractions of the route, there would be a significant number of persons who would choose to travel extended portions of the route by foot, horse, or bicycle.

National Historic Trail Criteria

The following criteria are taken directly from the National Trails System Act. (Section 5. (b) (11) (A-C))

(11) to qualify for designation as a national historic trail, a trail must meet all three of the following criteria:

(A) It must be a trail or route established by historic use and must be historically significant as a result of that use. The route need not currently exist as a discernible trail to qualify, but its location must be sufficiently known to permit evaluation of public recreation and historical interest potential. A designated trail should generally accurately follow the historic route, but may deviate somewhat on occasion of necessity to avoid difficult routing through subsequent development, or to provide some route variation offering a more pleasurable recreational experience. Such deviations shall be so noted on site. Trail segments no longer possible to travel by trail due to subsequent development as motorized transportation routes may be designated and marked onsite as segments which link to the historic trail.

(B) It must be of national significance with respect to any of several broad facets of American history, such as trade and commerce, migration and settlement, or military campaigns. To qualify as nationally significant, historic use of the trail must have had a far-reaching effect on broad patterns of American culture. Trails significant in the history of native Americans may be included.

(C) It must have significant potential for public recreational use or historical interest based on historic interpretation and appreciation. The potential for such use is generally greater along roadless segments developed as historic trails, and at historic sites associated with the trail. The presence of recreation potential not related to historic appreciation is not sufficient justification for designation under this category.

The trail would appear to comfortably meet Criterion A. The De Anza route was established by historic use and is historically significant as a result of that use. While the route does not exist as a discernible trail, the detailed journals kept by key members of the expedition permit clear identification of the route and its many campsite locations. Many existing and proposed trail segments closely follow the historic route, while others that might be incorporated for the sake of continuity deviate somewhat and thereby provide for more pleasurable experience and a more economical means of achieving some degree of continuity. While a continuous trail is not considered feasible, linkage of the feasible portions through roadside marking and mapping is quite feasible.

The extent to which the trail meets Criterion B is less clear-cut, and subject to debate among knowledgeable historians.

The measure of the accomplishments of Juan Bautista de Anza can be assessed in several ways. He, along with Father Garces, must be given the credit for the opening of the first overland route to Upper California. Anza was not an explorer in the classic sense, for Garces pioneered the route to Yuma, and the way from San Gabriel to Monterey was fairly well known before 1774. But Anza was the man to put the courage of his convictions to the test, thereby proving that overland travel between Yuma and San Gabriel was possible.

As a leader of men, Anza's qualities cannot be questioned. He led a mixed band of soldiers and civilians, and women and children, through some of the most forbidding territory ever crossed, during one of the coldest winters on record, with only one death. That perhaps was an accomplishment that has never been equalled. After his two trips to California, Anza was properly rewarded with an appointment as Military Governor of Sonora in 1777, and as governor of New Mexico in 1778. He died suddenly in 1788, at the age of fifty-two.

Anza's name is indelibly tied to the founding of San Francisco, even though the idea was not his, and he did not stay to see the area settled. Still, by bringing the colonists across when he did, he made the settlement of the city, and the founding of the presidio and mission possible.

In short, Anza seems to have had the fortune to have been the right man at the right place at the right time. To his credit, he had the foresight to recognize that opportunity, the courage to act upon his realization, and the leadership qualities to carry his enterprise to fruition.

The significance of the trail and the expedition itself can also be assessed in several ways. The expedition can be considered significant to the course of American history, since it eventually resulted in the initial settlement of San Francisco. In that sense, Anza's expedition was a clear cut success in the short run.

The significance of Anza's overland route to California is, however, rather minimal. Indian hostilities during the early 1780's, during which Father Garces was killed, effectively closed the trail, and it was never again used as an overland emigration or supply route during the Spanish period. Portions of

Anza's route were used in the subsequent century, when its potential was recognized. Thus parts of Anza's route were duplicated by the well-known nineteenth century trails, such as the Gila Trail and the Overland Trail, used by gold rushers, emigrants, and stage lines. In California, as the El Camino Real developed to link the twenty-one Spanish missions eventually established by the Franciscans, portions of Anza's route between San Gabriel and Monterey were also used. But the opening of an overland route between Sonora and Alta California in 1775-76 must be considered a failure in the long run, as it never served its original purpose for the Spanish American empire.

On balance, recognizing the unparalleled leadership of Anza in the 1775-76 expedition and the importance of the expedition in establishing a civilian population in California, the route would appear to meet the test of Criterion B.

The De Anza route clearly meets Criterion C. Some reaches remain essentially in their natural state and provide high quality opportunities for reliving the historic Anza experience. To a lesser degree, trails proposed through more developed areas offer users the opportunity to travel the Anza route, and to observe many of the same phenomena, mountains, canyons, rivers, etc., recorded in the detailed journals of Anza and Font. At many other points along the route, campsite locations are clearly identifiable and can be readily interpreted. Throughout, the route can be marked and travelers made aware of an important historic event of which many remain totally ignorant.

ALTERNATIVE PLANS

The foregoing section concluded that the De Anza route would not be appropriate for designation as a National Scenic Trail but could likely qualify as a National Historic Trail. There are two major objectives inherent in the concept of a De Anza National Historic Trail.

1. Further education of the American public specifically in the historic role of Juan Bautista De Anza and his expeditions to California, and more generally in the role of the Spanish colonial efforts in the development of the western U.S..

2. The creation and linkage of recreational trails generally along the historic route to permit retracement by the public of all or part of the expedition's route.

The alternative plans outlined below achieve these objectives in varying degrees and utilize differing institutions and mechanisms for their realization.

Alternative A: Continue Existing Programs

Under present conditions, there is no unified effort to mark or otherwise interpret the Anza expedition or to develop a connected trail system along the route.

The route of the expedition has for years been marked at a number of points, particularly in the California desert, and additional marking was provided at key areas during the Bicentennial re-enactment. The extent of trail marking and interpretation does, however, remain limited and the historic event remains unknown to much of the public and to many of the residents of even those areas traversed by the expedition. It is, of course, likely that the public interest in this feasibility study will stimulate some dissemination of knowledge about De Anza and the Spanish colonial period, and may even result in additional permanent marking and interpretation along the route. It is not expected, however, that this effect will be extensive. Rather, in the absence of some unified effort, it seems likely that this aspect of American history will continue to be ignored or misunderstood.

The creation of a connected system of recreational trails along the historic route does not seem likely to advance much in the absence of an organized effort. Some trails are now coincidentally located along the historic route, and more are planned for the future. However, in the absence of a formally designated route across the many jurisdictions, it is unlikely that government agencies responsible for planning and implementing trails will give much consideration to the Anza route.

Alternative B: A Volunteer Project

The tremendous organizational and logistical effort required in the De Anza re-enactment was accomplished by volunteers,

demonstrating a record of volunteer success in dealing with the Anza route. Moreover, organized volunteers across the two-state study area have contributed significantly to this feasibility study. Finally, recent amendments to the National Trails System Act emphasize the important role of volunteerism in accomplishing national trail objectives and authorize Federal agencies to materially assist volunteer organizations in realizing trail objectives found to be in the public interest.

In view of these considerations, a volunteer project concept for the De Anza Trail merits serious consideration.

Creation of a central organization, e.g. a De Anza Trail Association, would be necessary to coordinate broad efforts throughout the two-state study area. The hypothetical Association would obtain funding from private sources such as private grants, donations, membership dues, and various special events. Some assistance in the form of use of facilities, equipment, and supplies could be provided by the Federal government under the authority of the National Trails System Act. In addition, the Federal government could provide technical assistance to the organization under the same authority. A small permanent staff, privately financed, would provide continuity for the various Association activities.

The Association would be active in both implementing trail project features itself and in encouraging governmental agencies and other private organizations to undertake projects related to the Anza route.

The Association would be expected to be quite successful in the area of trail marking and interpretation. The financing and erection of markers and exhibits have long been attractive projects for local service groups, and the Association could actively encourage interest in the placement of markers along the route, not only on publicly owned property, but also on private lands where landowners are willing and interested.

The Association could also actively promote public understanding of the Anza expedition and related aspects of the Spanish colonial period through educational programs, e.g. slide shows, lectures, etc. drawing on the resources of the academic community, and through special events such as total or partial re-enactments or more stationary events such as the De Anza Days at Tubac Presidio State Park.

The Association would also be active in promoting recreational trail development along the Anza route. The Association would pursue the inclusion of the Anza route on Federal, State, and local trail and general land use plans and would be in a position in some cases to assist in the development of trails through the mobilization of volunteer labor. The Association would also play an important role in soliciting the donation of trail easements or land use agreements across privately owned lands, or in raising funds for the acquisition of such easements. It is expected that a private organization would be more successful in developing cooperative relationships with private landowners than would a government agency, given the level of distrust of government agencies that exists among landowners in many areas.

On balance, it seems likely that an active and well-managed

Association could produce significant contributions to realizing a De Anza Trail.

Alternative C: Designation of a Juan Bautista De Anza National Heritage Trail

Recent legislation (Public Law 98-405) established the Daniel Boone Heritage Trail. This alternative would provide for a similar treatment for the De Anza Trail. The legislation for the Daniel Boone Trail is reprinted below. (Public Law 98-405, Section 2.(a))

SEC. 2. (a) Recognition should be given to the regional significance of the contributions of Daniel Boone in the exploration and settlement of the Nation to assure that a wider segment of the public be afforded the opportunity to share in Boone's contributions to America's heritage through establishment of markings of a Daniel Boone Heritage Trail.

(b) In order that significant route segments and sites, recognized as associated with Daniel Boone may be distinguished by suitable markers, the Secretary of the Interior is authorized to accept the donations of such suitable markers for placement at appropriate locations on lands administered by the Secretary of the Interior, and with the concurrence of the Secretary of Agriculture and other appropriate heads of Federal agencies, on lands under their jurisdiction. The determination of the placement of markers to commemorate the routes and sites of Daniel Boone shall be made by the Secretary of the Interior in consultation with appropriate private interests and affected local and State governments.

(c) The markers authorized by subsection (b) shall be placed in association with the Daniel Boone Trail identified on maps contained in the study entitled "Final National Trail Study, August, 1983, Daniel Boone" and submitted to the Congress pursuant to the provisions of section 5 of the National Trails Systems Act (16 U.S.C. 1244).

This alternative would require fund raising efforts by private organizations to purchase the markers for placement on Federal lands. Although the legislation does not address non-Federal lands, the private efforts could presumably be extended to include the donation of markers for placement on private lands and non-Federal public lands as well.

This type of approach would provide for modest contributions to the objective of informing the American public about Anza. If confined to Federal lands, which comprise a limited proportion of the the historic route, public exposure would be limited. It is expected that this marking program might stimulate additional interpretive efforts, but the extent is difficult to predict.

Likewise, the effects of this program on the linkage of recreational trails would be only moderately positive. The designation would serve as a guide for various jurisdictions responsible for planning and implementing trails. However, there would be no efforts by a central organization to promote such trail development and linkage.

Alternative D: Juan Bautista De Anza National Historic Trail

This alternative would include the various features outlined for such trails in the National Trails System Act. The Federal role in this alternative would be quite substantial as compared to the minimal roles played in the alternatives already discussed.

Following authorization, a detailed comprehensive plan would be completed outlining specific plan features and responsibilities for accomplishing them.

In implementing the Trail, the Federal government would oversee marking of the trail, installing markers and developing trails where appropriate on Federal lands, and supplying markers for installation by others on non-Federal lands. Trail development on non-federal lands, and any right-of-way acquisition required, would be accomplished by non-Federal interests.

Operation of the historic trail would be a cooperative effort involving all the various land managing agencies along the route; however, a single Federal agency, most likely the National Park Service, would be responsible for coordinating trail operations. That agency would also be responsible for the development of trailwide information materials, and would provide technical assistance to other agencies and organizations in the development and operation of interpretive programs and facilities.. Some limited financial assistance would be available for the development of interpretive facilities as provided in recent amendments to the Act.

This alternative would be fairly effective in providing for marking of the route and generally publicizing the expedition. It would provide authority and a mechanism for the development of recreational trails on Federal lands; on non-Federal lands, primary responsibility for any trail development would rest with state, local, and private organizations and effectiveness in those areas is difficult to predict.

Alternative E: Combination Plans

The Volunteer project alternative could be reasonably combined with designation of the De Anza route either as a National Heritage Trail or as a National Historic Trail.

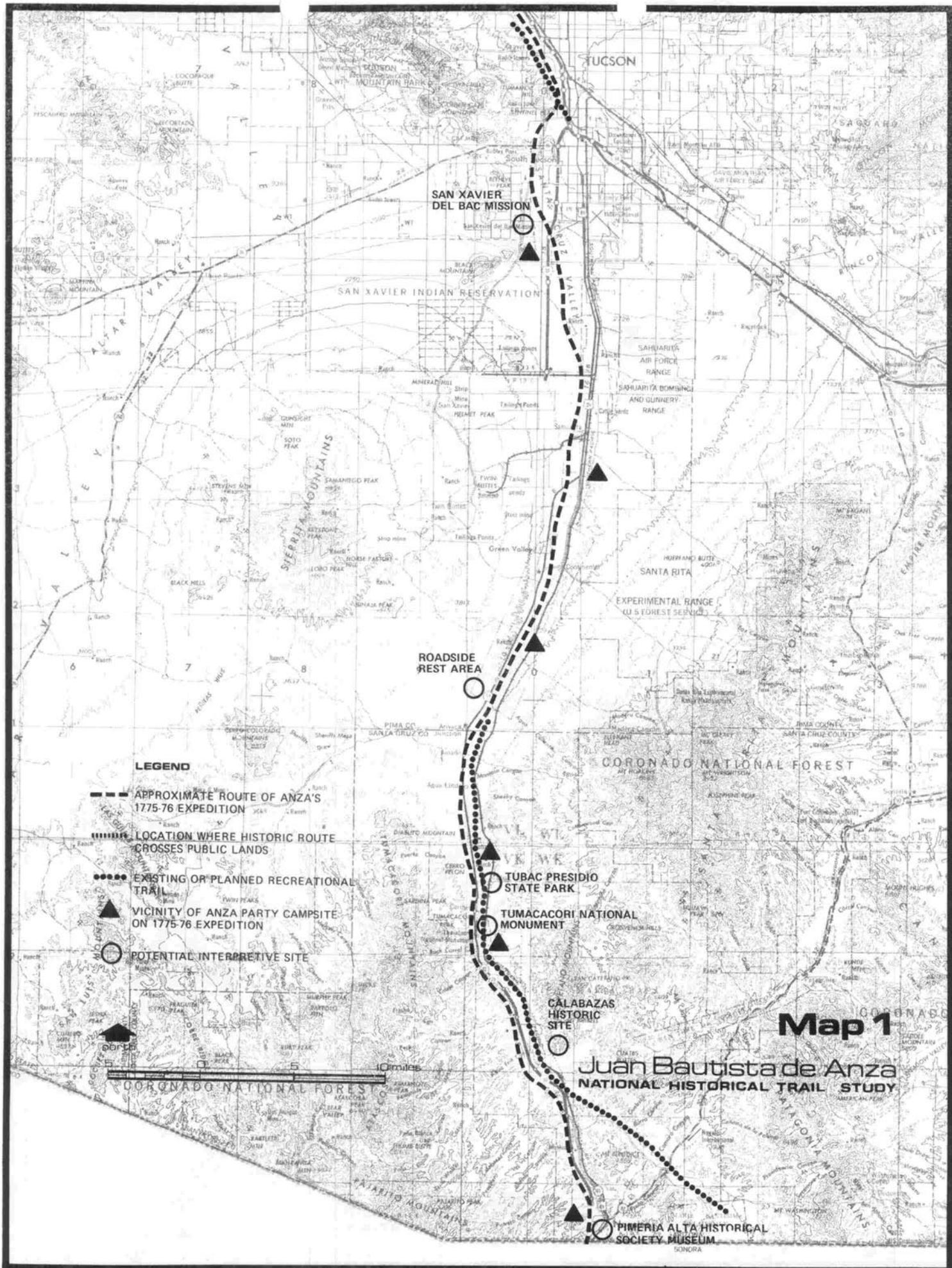
There would be many advantages to coupling the Volunteer Project with National Heritage Trial designation. The formal national designation would establish the route as a component of the National Trails System, thereby serving as a reference location for state and local trail plans and encouraging development of connected reaches in the corridor. The designation would also provide for some modest trail marking efforts on Federal lands, and provide for various forms of Federal assistance to the volunteer organization as provided in the Trails System Act.

Much of the work of implementing the trail project would fall to the volunteer organization as outlined under Alternative B. Effectiveness in meeting the objectives would be expected to be

somewhat greater than Alternative B due to the moderately increased role of the Federal government and the formal designation of the trail route.

Combining the Volunteer Project with National Historic Trail designation would produce the most intense activity toward realizing the objectives. The Federal role would be substantial in terms of marking and trail implementation on Federal lands, coordinating the marking and trail development on non-Federal lands, and provision of trail-wide informational materials. The volunteer organization would be most active in those areas of the project in which the Federal government would not be authorized, e.g. right-of-way acquisition, or fiscally capable of expending much effort.

While the presence of two decision-making bodies, the Federal administering agency and the hypothetical De Anza Trail Association, might well succeed in fully coordinating their efforts toward common goals, it is also possible that the overlapping organizational structures could produce some inefficiencies. It is also possible that the prominent involvement of the Federal government could deter the involvement of private interests otherwise disposed to contribute dollars and other resources to a private volunteer effort. Hence, the expanded role of the government could be matched by a reduced role in the private sector.



TUCSON

SAN XAVIER DEL BAC MISSION

SAN XAVIER INDIAN RESERVATION

ROADSIDE REST AREA

LEGEND

- APPROXIMATE ROUTE OF ANZA'S 1775-76 EXPEDITION
- ||||| LOCATION WHERE HISTORIC ROUTE CROSSES PUBLIC LANDS
- EXISTING OR PLANNED RECREATIONAL TRAIL
- ▲ VICINITY OF ANZA PARTY CAMPSITE ON 1775-76 EXPEDITION
- POTENTIAL INTERPRETIVE SITE

TUBAC PRESIDIO STATE PARK

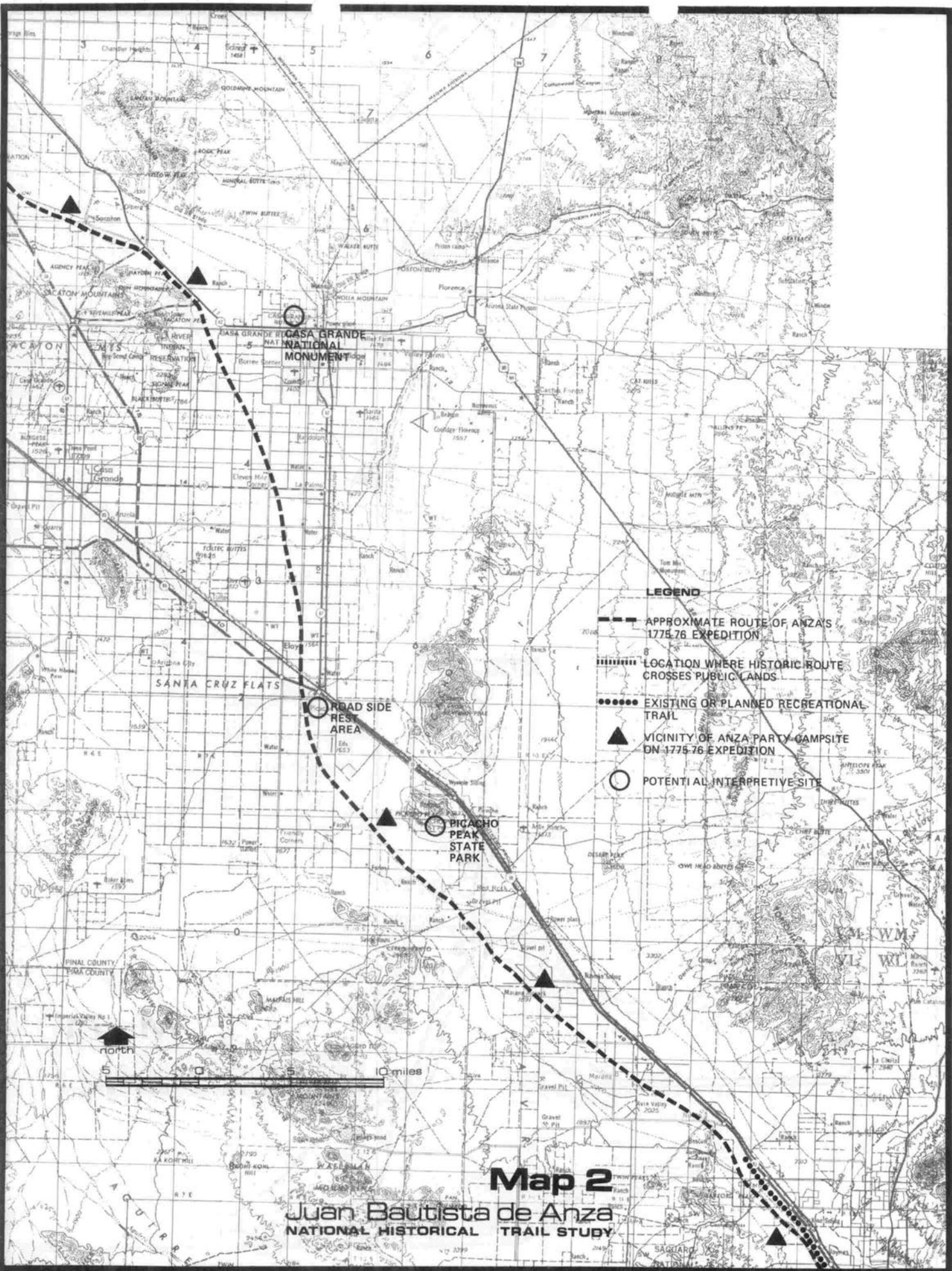
TUMACACORI NATIONAL MONUMENT

CALABAZAS HISTORIC SITE

Map 1
Juan Bautista de Anza
NATIONAL HISTORICAL TRAIL STUDY

PIMERIA ALTA HISTORICAL SOCIETY MUSEUM

10 Miles

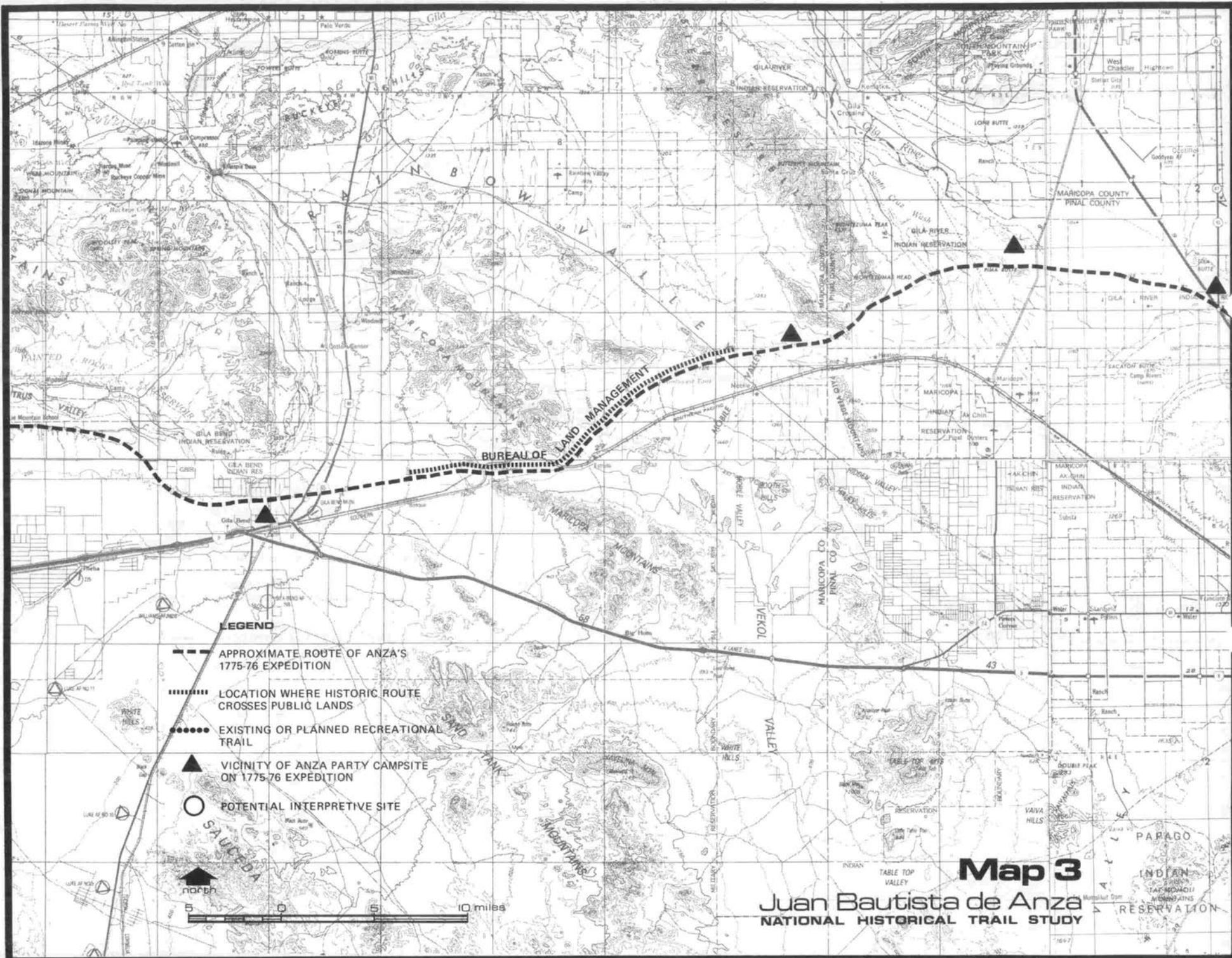


LEGEND

-  APPROXIMATE ROUTE OF ANZA'S 1775-76 EXPEDITION
-  LOCATION WHERE HISTORIC ROUTE CROSSES PUBLIC LANDS
-  EXISTING OR PLANNED RECREATIONAL TRAIL
-  VICINITY OF ANZA PARTY CAMPSITE ON 1775-76 EXPEDITION
-  POTENTIAL INTERPRETIVE SITE



Map 2
Juan Bautista de Anza
NATIONAL HISTORICAL TRAIL STUDY



LEGEND

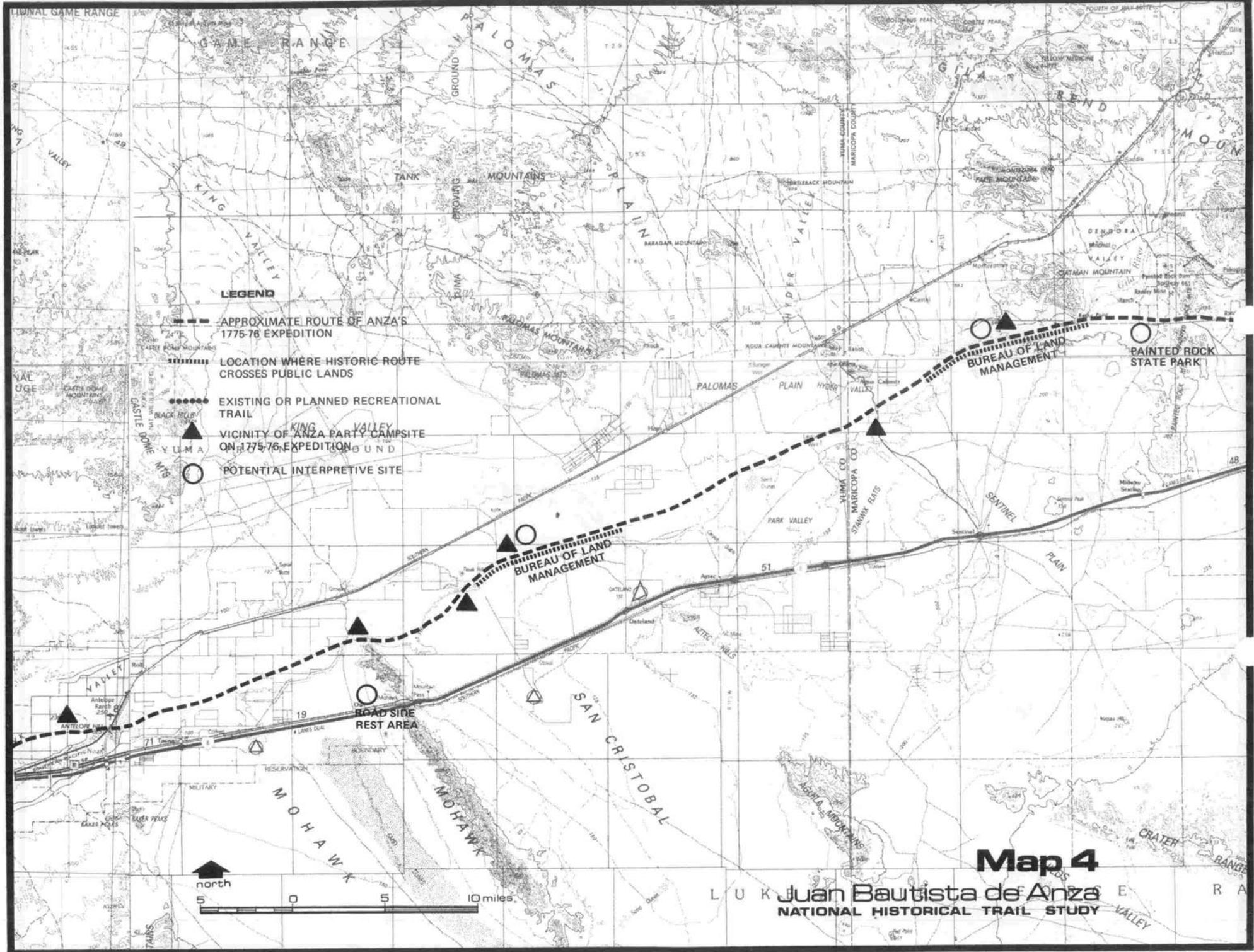
- APPROXIMATE ROUTE OF ANZA'S 1775-76 EXPEDITION
- LOCATION WHERE HISTORIC ROUTE CROSSES PUBLIC LANDS
- EXISTING OR PLANNED RECREATIONAL TRAIL
- ▲ VICINITY OF ANZA PARTY CAMPSITE ON 1775-76 EXPEDITION
- POTENTIAL INTERPRETIVE SITE

north

0 5 10 miles

Map 3
Juan Bautista de Anza
NATIONAL HISTORICAL TRAIL STUDY

1647



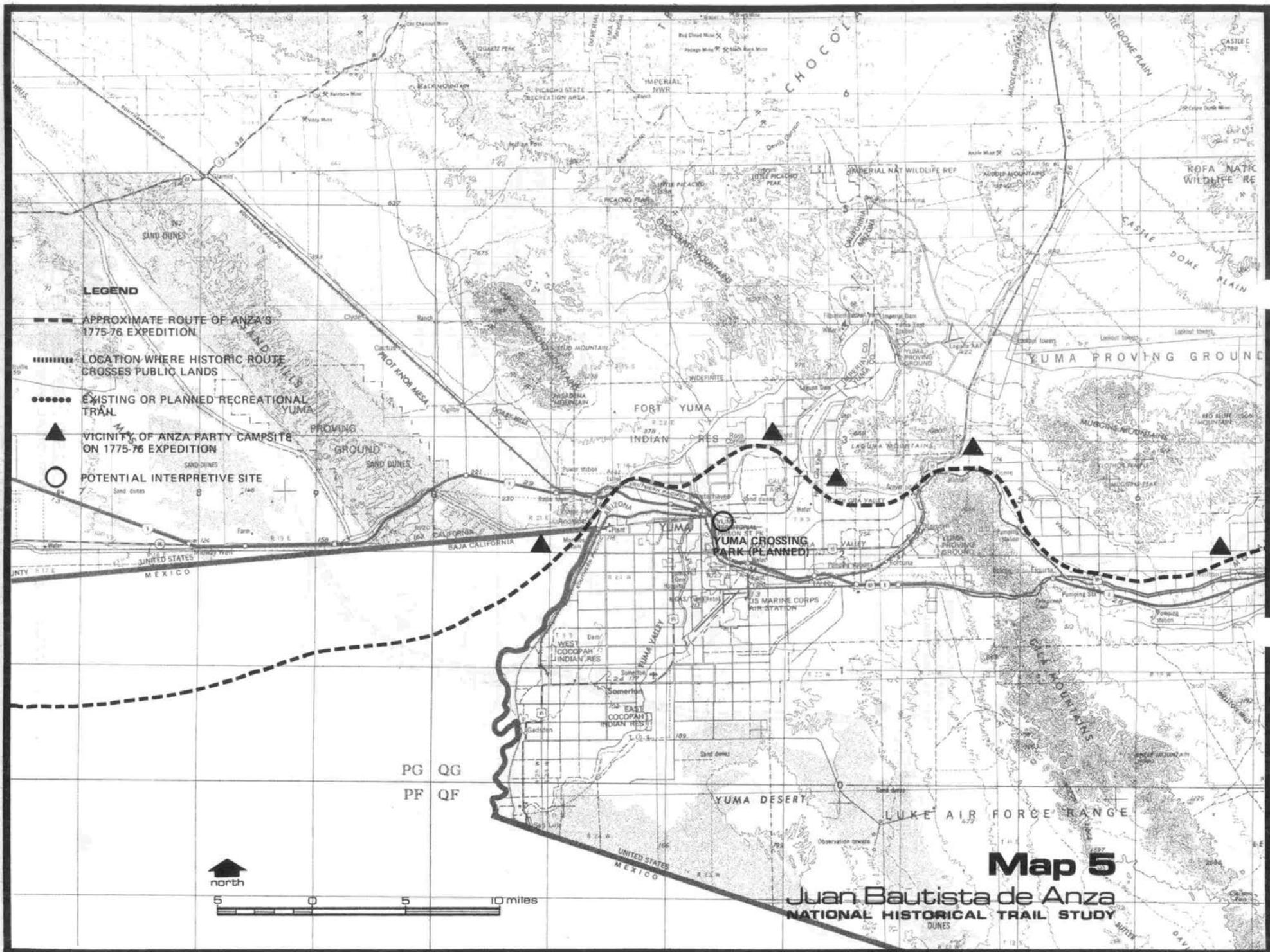
LEGEND

- APPROXIMATE ROUTE OF ANZA'S 1775-76 EXPEDITION
- LOCATION WHERE HISTORIC ROUTE CROSSES PUBLIC LANDS
- EXISTING OR PLANNED RECREATIONAL TRAIL
- ▲ VICINITY OF ANZA PARTY CAMPSITE ON 1775-76 EXPEDITION
- POTENTIAL INTERPRETIVE SITE



Map 4

Juan Bautista de Anza
 NATIONAL HISTORICAL TRAIL STUDY



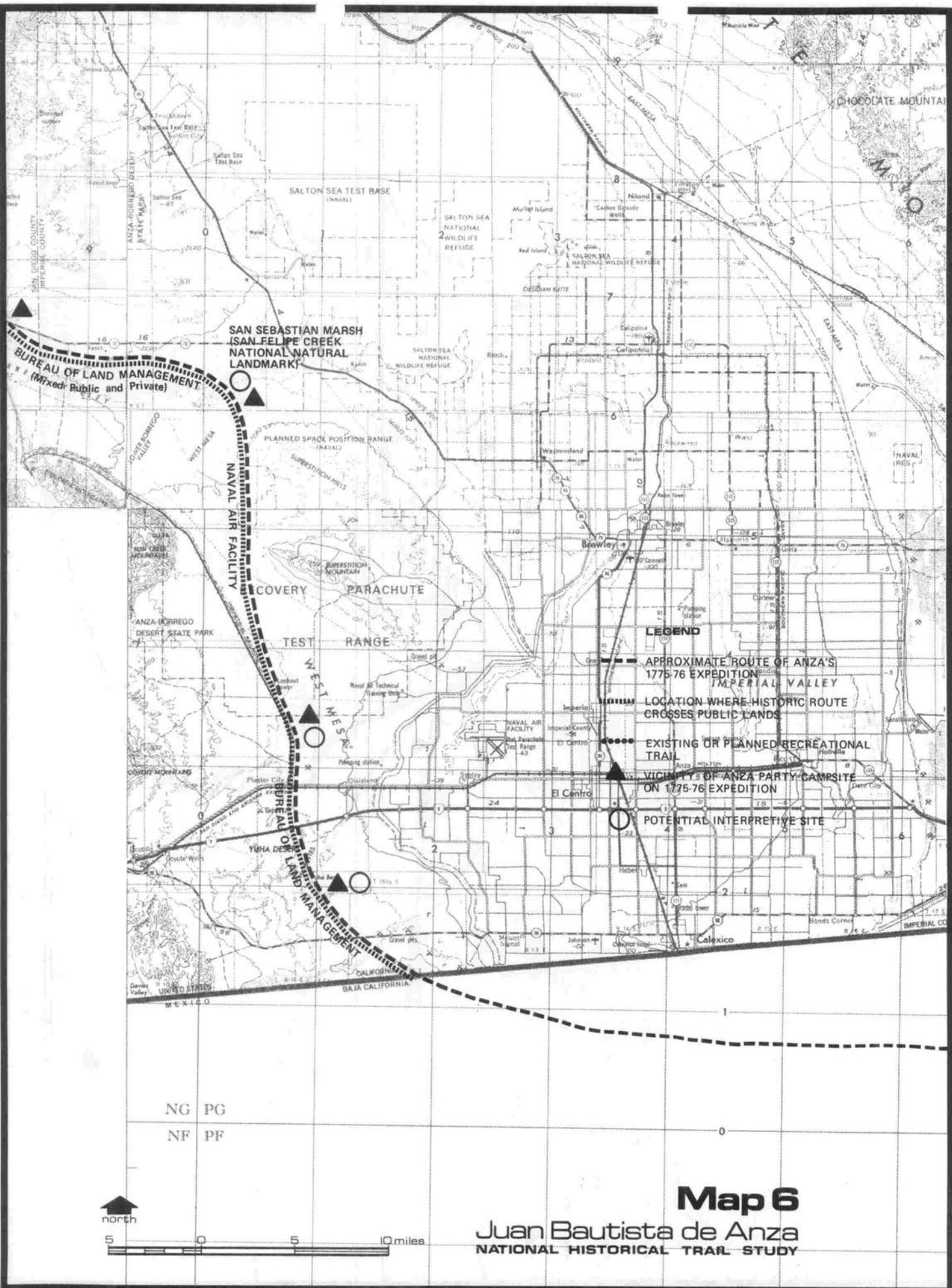
LEGEND

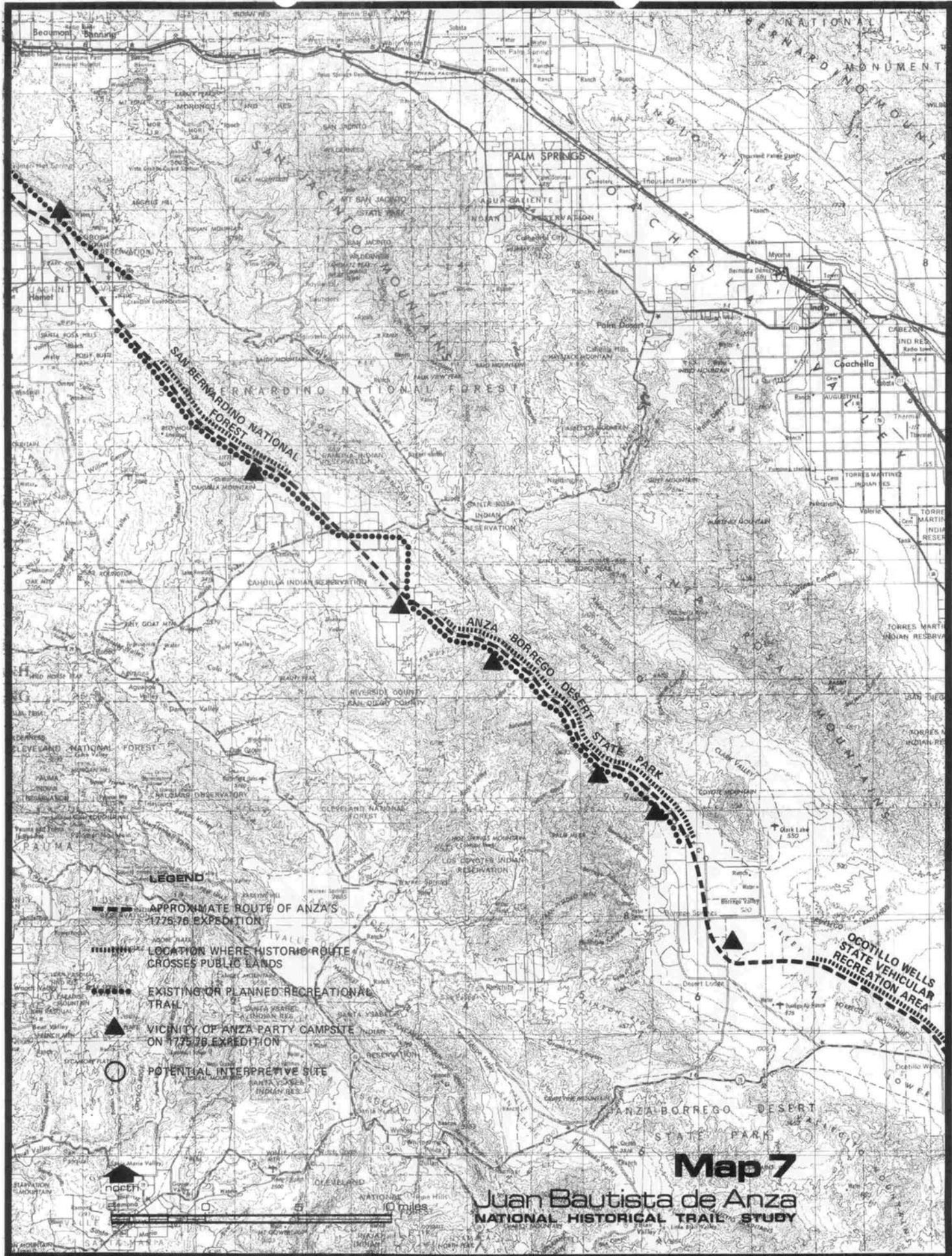
- APPROXIMATE ROUTE OF ANZA'S 1775-76 EXPEDITION
- LOCATION WHERE HISTORIC ROUTE CROSSES PUBLIC LANDS
- EXISTING OR PLANNED RECREATIONAL TRAIL
- ▲ VICINITY OF ANZA PARTY CAMPSITE ON 1775-76 EXPEDITION
- POTENTIAL INTERPRETIVE SITE

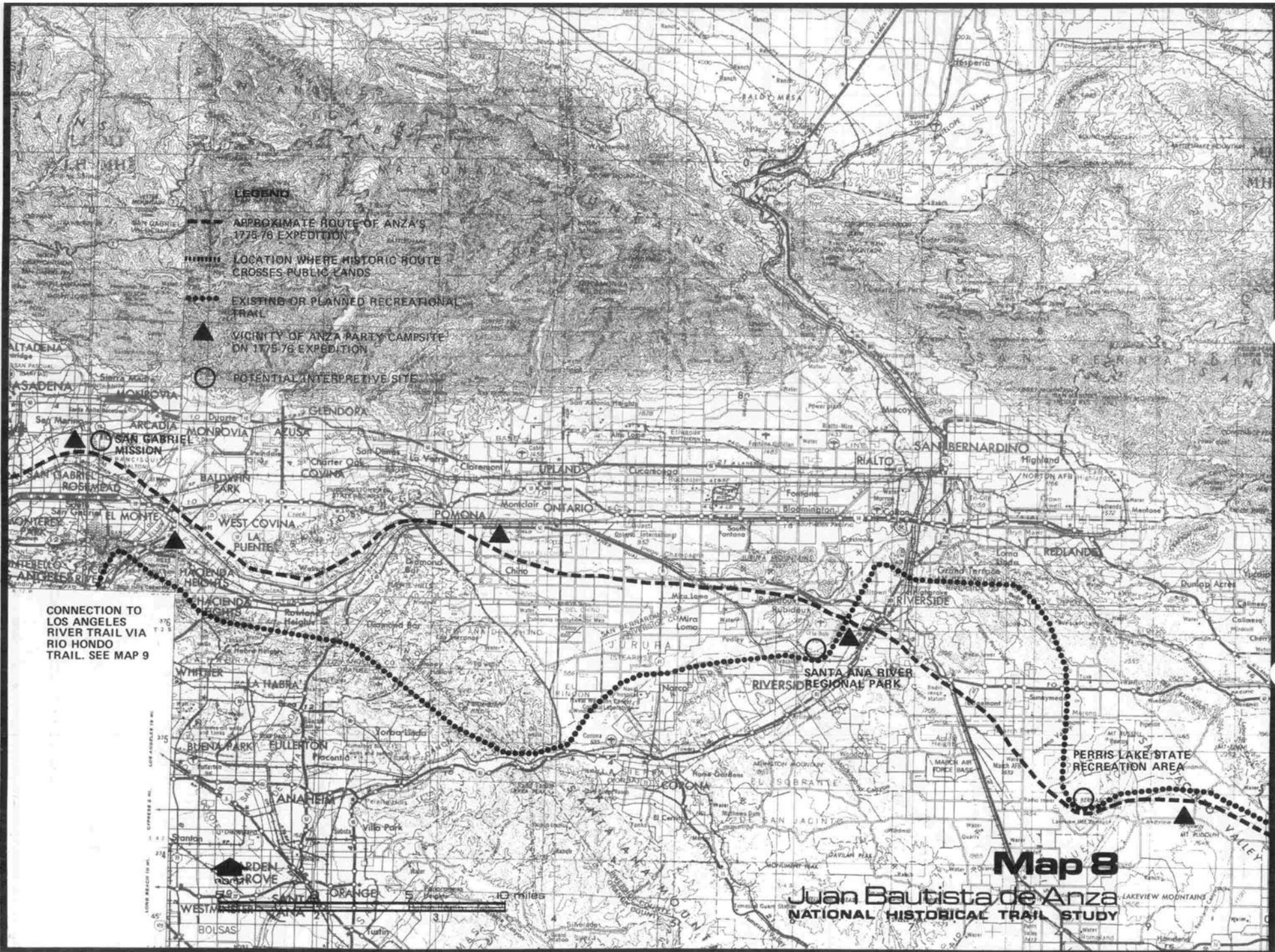


PG QG
 PF QF

Map 5
Juan Bautista de Anza
NATIONAL HISTORICAL TRAIL STUDY







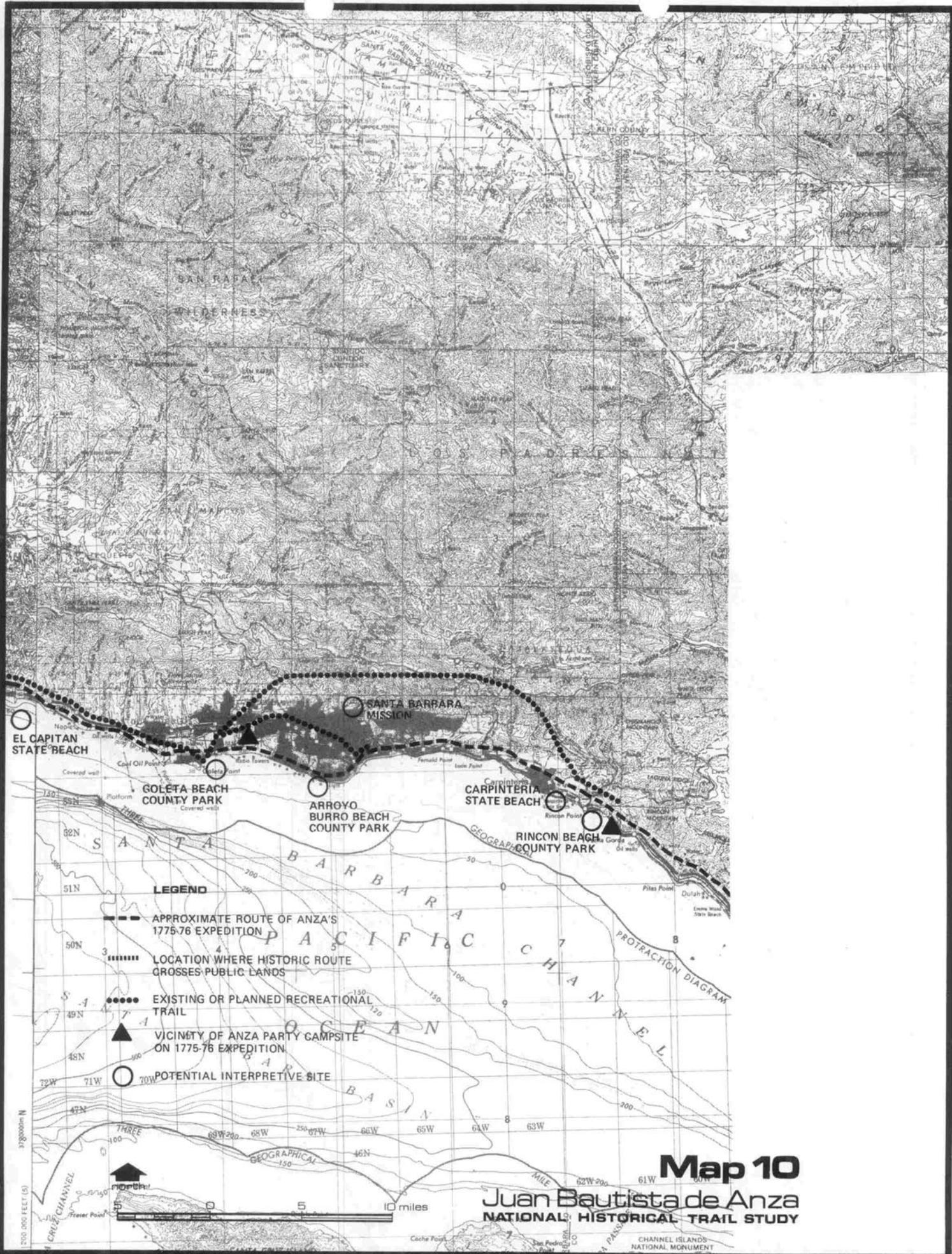
LEGEND

- APPROXIMATE ROUTE OF ANZA'S 1773-76 EXPEDITION
- LOCATION WHERE HISTORIC ROUTE CROSSES PUBLIC LANDS
- EXISTING OR PLANNED RECREATIONAL TRAIL
- ▲ VICINITY OF ANZA PARTY CAMPSITE ON 1773-76 EXPEDITION
- POTENTIAL INTERPRETIVE SITE

CONNECTION TO LOS ANGELES RIVER TRAIL VIA RIO HONDO TRAIL. SEE MAP 9

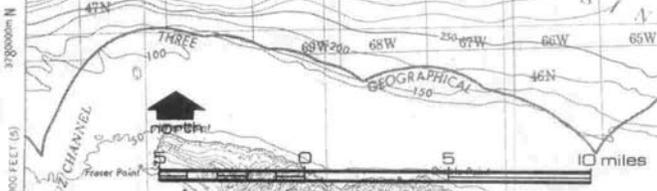
LOS ANGELES TO INCH
 1 1/2
 3
 5
 10 miles

Map 8
Juan Bautista de Anza
NATIONAL HISTORICAL TRAIL STUDY



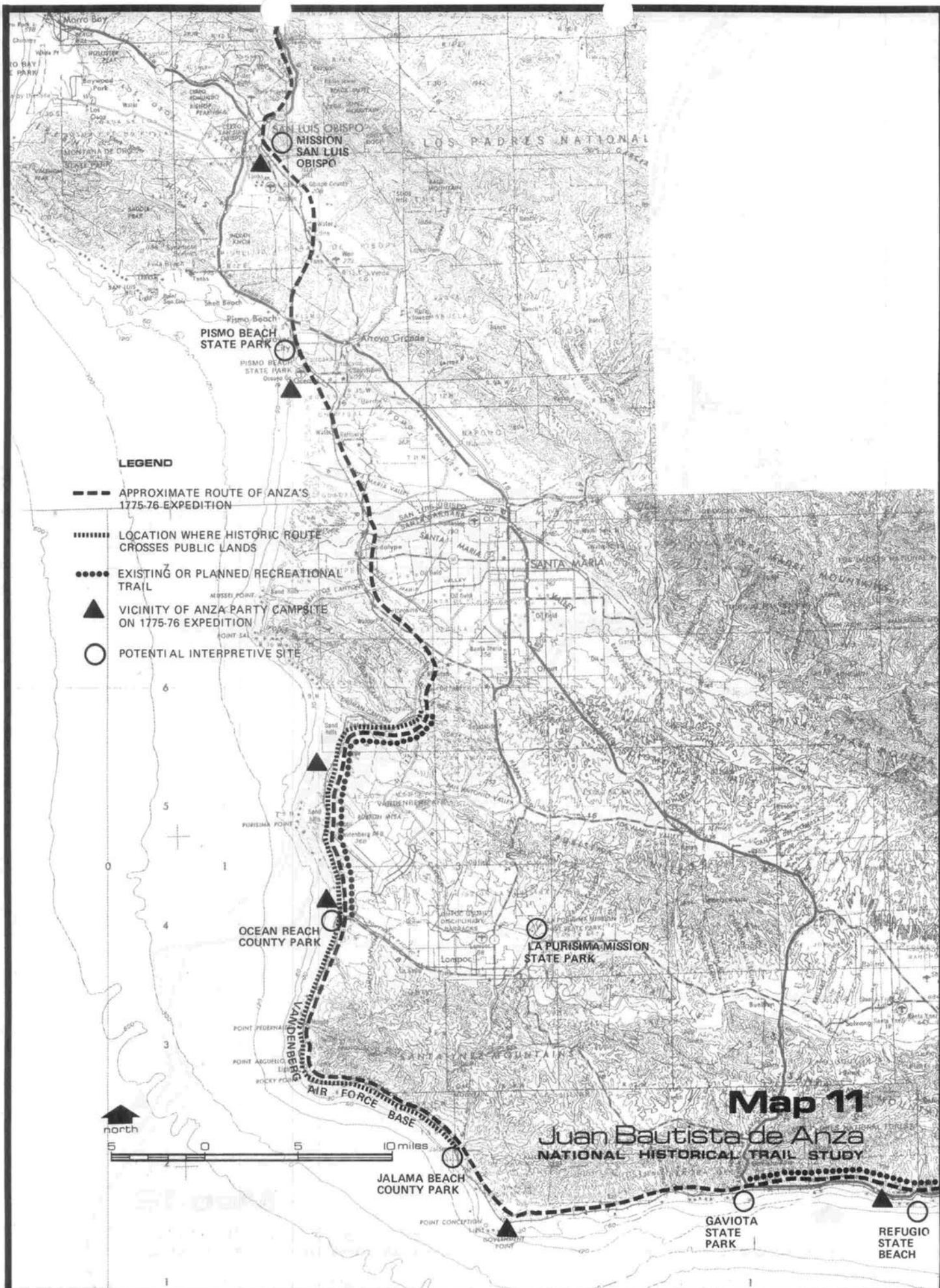
LEGEND

- APPROXIMATE ROUTE OF ANZA'S 1775-76 EXPEDITION
- LOCATION WHERE HISTORIC ROUTE GROSSES PUBLIC LANDS
- EXISTING OR PLANNED RECREATIONAL TRAIL
- ▲ VICINITY OF ANZA PARTY CAMPSITE ON 1775-76 EXPEDITION
- POTENTIAL INTERPRETIVE SITE



Map 10
Juan Bautista de Anza
NATIONAL HISTORICAL TRAIL STUDY

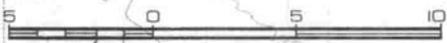
CHANNEL ISLANDS NATIONAL MONUMENT



LEGEND

- APPROXIMATE ROUTE OF ANZA'S 1775-76 EXPEDITION
- LOCATION WHERE HISTORIC ROUTE CROSSES PUBLIC LANDS
- EXISTING OR PLANNED RECREATIONAL TRAIL
- ▲ VICINITY OF ANZA PARTY CAMPSITE ON 1775-76 EXPEDITION
- POTENTIAL INTERPRETIVE SITE

north



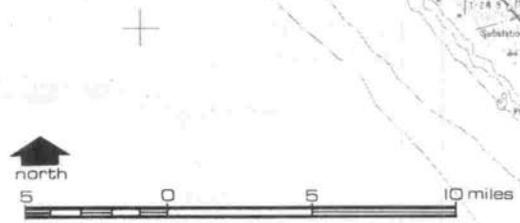
Map 11

Juan Bautista de Anza
NATIONAL HISTORICAL TRAIL STUDY



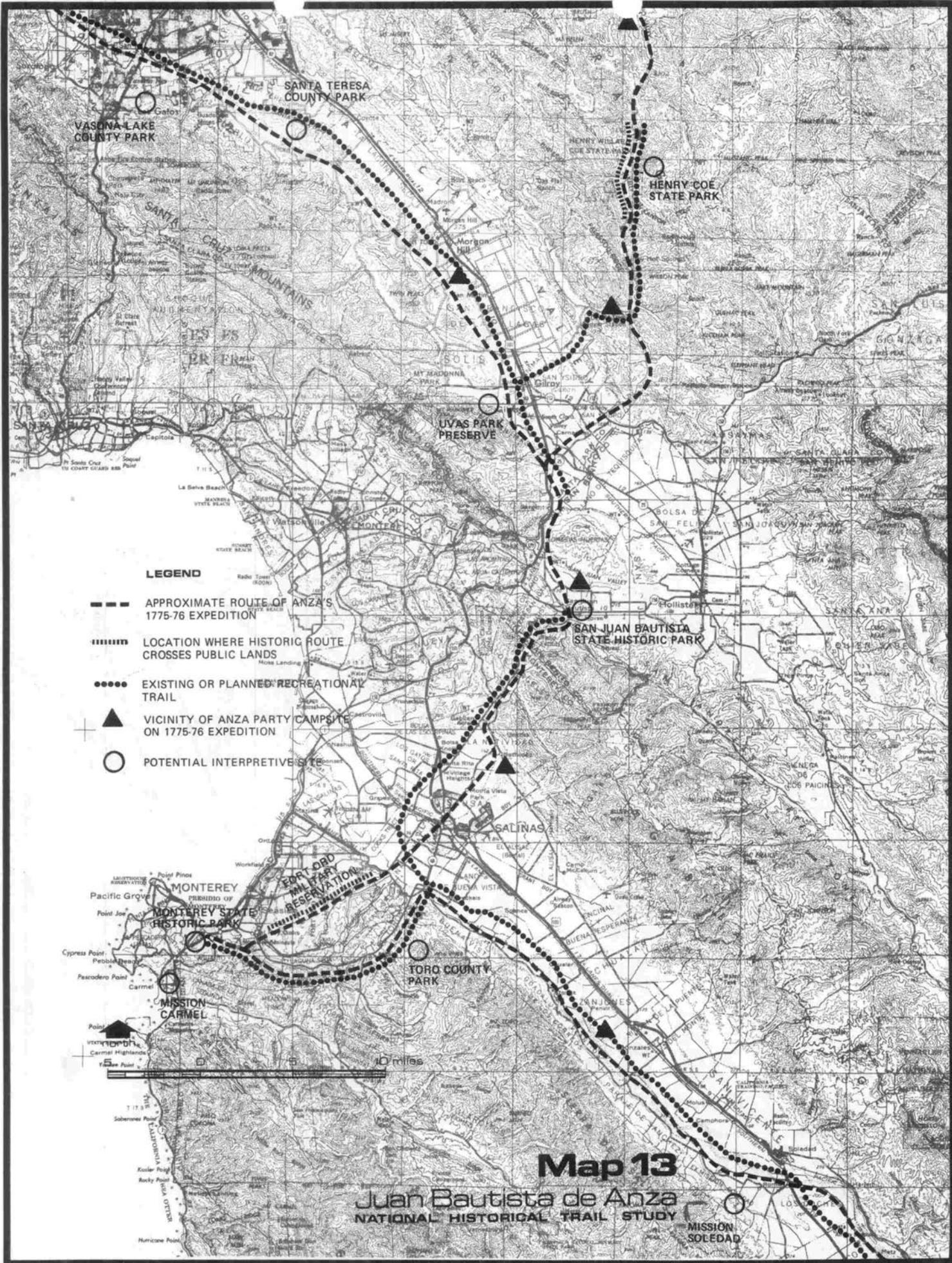
LEGEND

- 
 APPROXIMATE ROUTE OF ANZA'S 1775-76 EXPEDITION
- 
 LOCATION WHERE HISTORIC ROUTE CROSSES PUBLIC LANDS
- 
 EXISTING OR PLANNED RECREATIONAL TRAIL
- 
 APPROXIMATE ROUTE OF ANZA'S 1775-76 EXPEDITION
- 
 POTENTIAL INTERPRETIVE SITE



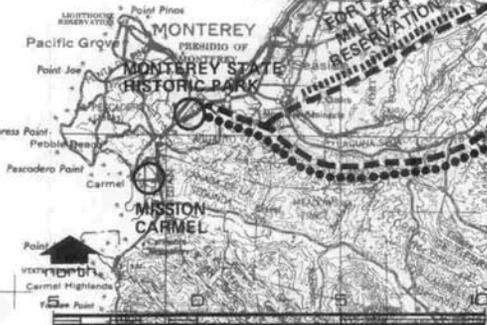
Map 12

**Juan Bautista de Anza
NATIONAL HISTORICAL TRAIL STUDY**



LEGEND

- APPROXIMATE ROUTE OF ANZA'S 1775-76 EXPEDITION
- ||||| LOCATION WHERE HISTORIC ROUTE CROSSES PUBLIC LANDS
- EXISTING OR PLANNED RECREATIONAL TRAIL
- ▲ VICINITY OF ANZA PARTY CAMPSITE ON 1775-76 EXPEDITION
- POTENTIAL INTERPRETIVE SITE



Map 13
Juan Bautista de Anza
NATIONAL HISTORICAL TRAIL STUDY

VASCONA LAKE COUNTY PARK
 SANTA TERESA COUNTY PARK

HENRY COE STATE PARK

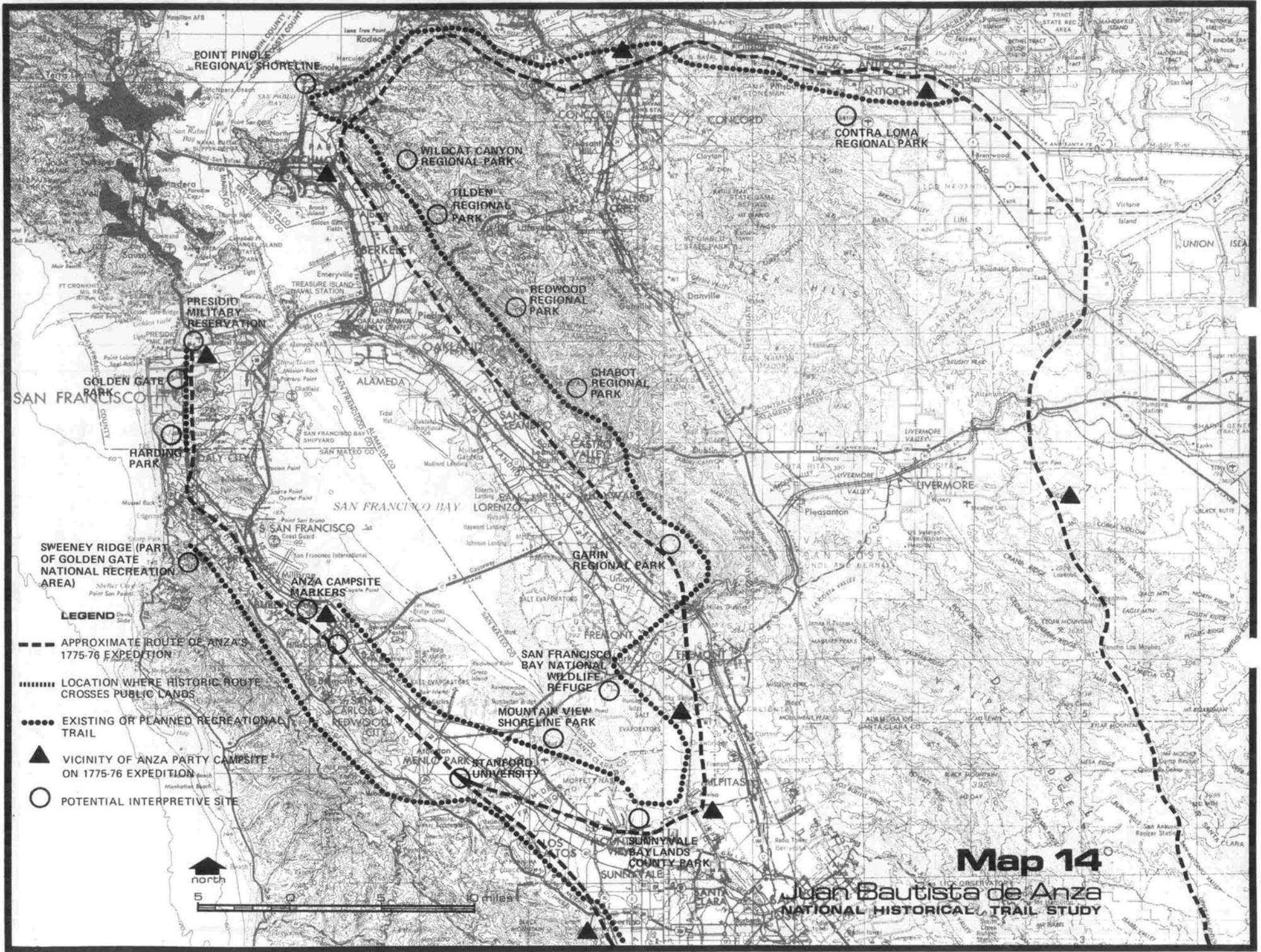
UVAS PARK PRESERVE

SAN JUAN BAUTISTA STATE HISTORIC PARK

MONTEREY STATE HISTORIC PARK

TORO COUNTY PARK

MISSION SOLEDAD



POINT PINOLE
REGIONAL SHORELINE

WILDCAT CANYON
REGIONAL PARK

TILDEN
REGIONAL PARK

CONTRA LOMA
REGIONAL PARK

PRESIDIO
MILITARY
RESERVATION

GOLDEN GATE
PARK

HARDING
PARK

SWEENEY RIDGE (PART
OF GOLDEN GATE
NATIONAL RECREATION
AREA)

LEGEND

- APPROXIMATE ROUTE OF ANZA'S 1775-76 EXPEDITION
- LOCATION WHERE HISTORIC ROUTE CROSSES PUBLIC LANDS
- EXISTING OR PLANNED RECREATIONAL TRAIL
- ▲ VICINITY OF ANZA PARTY CAMPSITE ON 1775-76 EXPEDITION
- POTENTIAL INTERPRETIVE SITE



Map 14

Juan Bautista de Anza
NATIONAL HISTORICAL TRAIL STUDY