



## *Old Spanish National Historic Trail*

Recreation & Development Strategy

San Bernardino & Inyo Counties, California—September, 2015



**NATIONAL  
CONSERVATION  
LANDS**



# **Old Spanish National Historic Trail**

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## **Recreation & Development Strategy**

**Department of the Interior**

**Bureau of Land Management**

Utah State Office

### **Prepared For:**

The Bureau of Land Management, Barstow Field Office

The Old Spanish Trail Association

### **Prepared By:**

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September, 2015





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*Above: Old Spanish Trail Marker at Emigrant Pass*

*Cover Page: Top photo: Salt Creek ACEC, Bottom Photo: Mouth of Spanish Canyon looking southwest*

# Note To The Reader

National Historic Trails are trails that have a historical significance to the nation, and can only be designated by an act of Congress. There are currently 19 National Historic Trails in the United States.

In 1968, the National Trails System Act, which is intended to provide for the outdoor recreation needs of the public, opened the door to federal involvement in all types of trails. Today, the Bureau of Land Management, along with the National Park Service and National Forest Service, are responsible for the administration and management of National Historic Trails.

The purpose of this document is to guide decision makers in bringing the Old Spanish National Historic Trail to life, in San Bernardino and Inyo Counties, so that it becomes a valuable educational and recreational asset for residents and visitors alike. It is not a decisional document, but a guiding document for future efforts to mark, improve, interpret and utilize the trail.

In order to accomplish this goal, a planning charrette was organized and took place on April 27, 2015. Professionals and private parties from various backgrounds met together to discuss the trail and identify a recreation route through San Bernardino and Inyo Counties. An open house was also held on May 28, 2015, where draft maps were presented and feedback was collected.

Although the recreation route in most cases is not the exact path traveled by traders and pioneers, it follows the route as closely as possible. Prime locations along this route were identified for the addition of trail heads, waysides, overlooks, and kiosks. The addition of these elements will make the trail accessible to the public and provide opportunities to interact with and learn about the Old Spanish National Historic Trail.



Small group discussion at the open house on May 28, 2015.



Large group discussion at the open house on May 28, 2015.



# Recreation & Development Strategy

## Participants

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Name	Organization
Rob Sweeten	Bureau of Land Management-Utah State Office
Michael Knight	American Conservation Experience/BLM-Utah State Office
Graydon Bascom	American Conservation Experience/BLM-Utah State Office
Rose Beardshear	Bureau of Land Management-Barstow Field Office
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Zach Pratt	Bureau of Land Management-Barstow Field Office
Art Basulto	Bureau of Land Management-Barstow Field Office
Todd Suess	National Park Service-Mojave National Preserve
Dora McKeever	National Park Service-Mojave National Preserve
Nelson Miller	Old Spanish Trail Association
Jack Prichett	Old Spanish Trail Association
Tom Sutak	Old Spanish Trail Association
Charles Wood	Chemehuevi Tribe
Elena Rivera	Barstow Chamber of Commerce
Gaither Lowenstein	City of Barstow
Jane Brockhurst	Main Street Murals
Chistie Helm	
Carl Dennett	
Cliff Walker	
Cynthia Kienitz	
Dave McClure	
David Brockhurst	
Don Alexander	
Hannah Morris	
Jim Dennett	
Karen Gray	
Rick Deer	
Sam Hunter	
Scott Smith	
Susan Sorrells	
Suzi Dennett	
Ted Kalil	
Viola Basulto	
Watson Hammond	

# Explanation of Document Sections

The **Project Overview** section of this document gives background information and defines project boundaries. It also illustrates how the portions of trail running through San Bernardino and Inyo Counties were divided into 5 zones. Lastly, this section provides examples of recreation facilities that could be implemented along the trail.

The **Trail Zone Details** section of the document studies each trail zone individually. Each trail zone is shown on a map and then described in detail.

The 'Zone Properties' box, seen in the example below, is included for each trail segment. It is a quick reference for facts and other information about the segment.

## Zone Properties Box Example

### Majority Property Holders:

Bureau of Land Management (BLM),  
Forest Service (USFS),  
National Park Service (NPS)

← Lists the primary land owners surrounding the designated recreation route, which is important for planning purposes.

### Developed Interpretation Score: 5



← Indicates the existing/potential for interpretation that exists along the recreation route for each zone individually. This is based on existing facilities and ideas for future developed sites that came from the open house.

### 2-Wheel Automobile Experience Score: 5



### 4-Wheel Drive/OHV Experience Score: 5



← Indicates the recreational experience that exists along route segments for each type of travel. This is based on scenic quality, access, and proximity/association to the Old Spanish Trail. This was ranked on a 1-10 scale (10 being high).

### Non-Motorized Experience Score: 5



### Historic Integrity Score: 5



← Indicates how closely the landscape setting resembles what would have been there during the trail's period of significance (1829-1848). This was ranked on a 1-10 scale (10 being high).

### Total Length:

approx. 10 mi.

← Total length of the all routes combined in that zone.

### Existing Trail Elements:

- 1 Example
- 2 Example
- 3 Example

← Lists any existing trail element from the Old Spanish Trail such as ruts, remaining from the period of significance. Also lists existing recreation facilities and interpretive signage that are specifically tied to the Old Spanish National Historic Trail in some way.

### Proposed Trail Elements:

- 4 Example
- 5 Example
- 6 Example

← Lists proposed trail elements such as interpretive structures and trail heads that were discussed as appropriate for specific locations along the trail.

### Important Connections:

- a Example
- b Example
- c Example

← Lists connections to other recreation or cultural resources in the area that could be accessed by people using the recreation route. Also lists areas where additional interpretation and education of the trail could be included in public facilities.



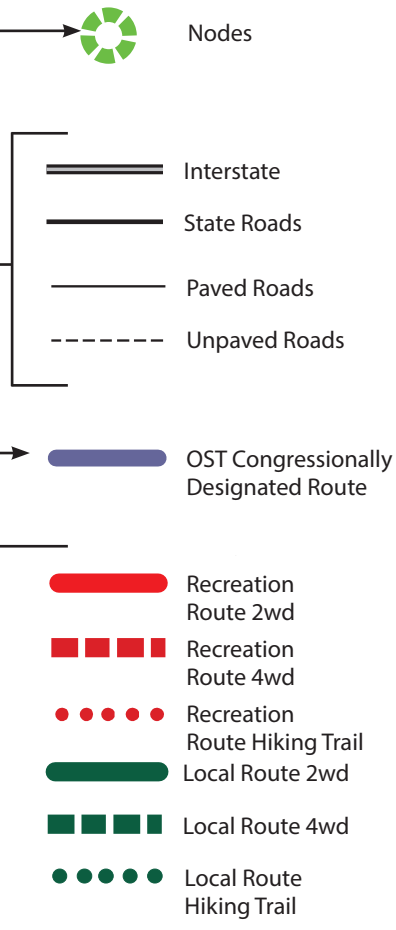
## Map Legend

Nodes are placed at each end of the trail zone and are used to break up the trail into areas of similar recreation opportunities or show where major interpretive opportunities exist.

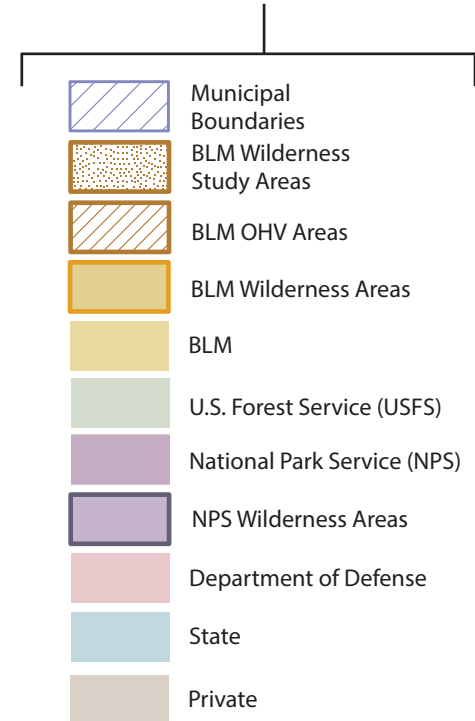
Road types are shown on top of the recreation route to give users an idea of what the recreation experience will be like.

The congressionally designated route is the trail as it was designated by congress in 2002.

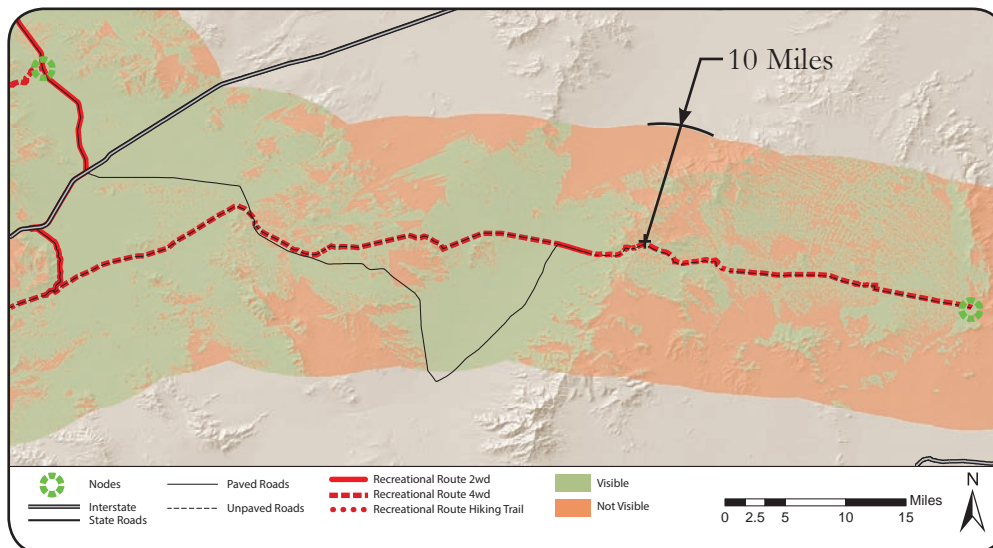
The different line types on each map indicate how the recreation route and the local routes can be traveled. The motorized routes are all on existing roads that are approved for each type of travel. Local routes are alternate roads or trails that connect the recreation route. In some areas they are used to show where 2-wheel drive vehicles can bypass 4-wheel drive segments of the recreation route.



The municipal boundaries and land ownership show who owns the land surrounding the trail and any special designations. This is important because it shows opportunities for partnerships and constraints on how the public can recreate on the trail.



## Viewshed Analysis



A viewshed analysis was generated from the recreation route for each zone. The Green shows what is visible from the recreation route. The viewshed was generated at 10 miles. This gives decision makers an idea of areas that may be sensitive to development due to visibility from the trail. Additional viewsheds should be generated for specific projects.



*Zone 3: Salt Creek ACEC*

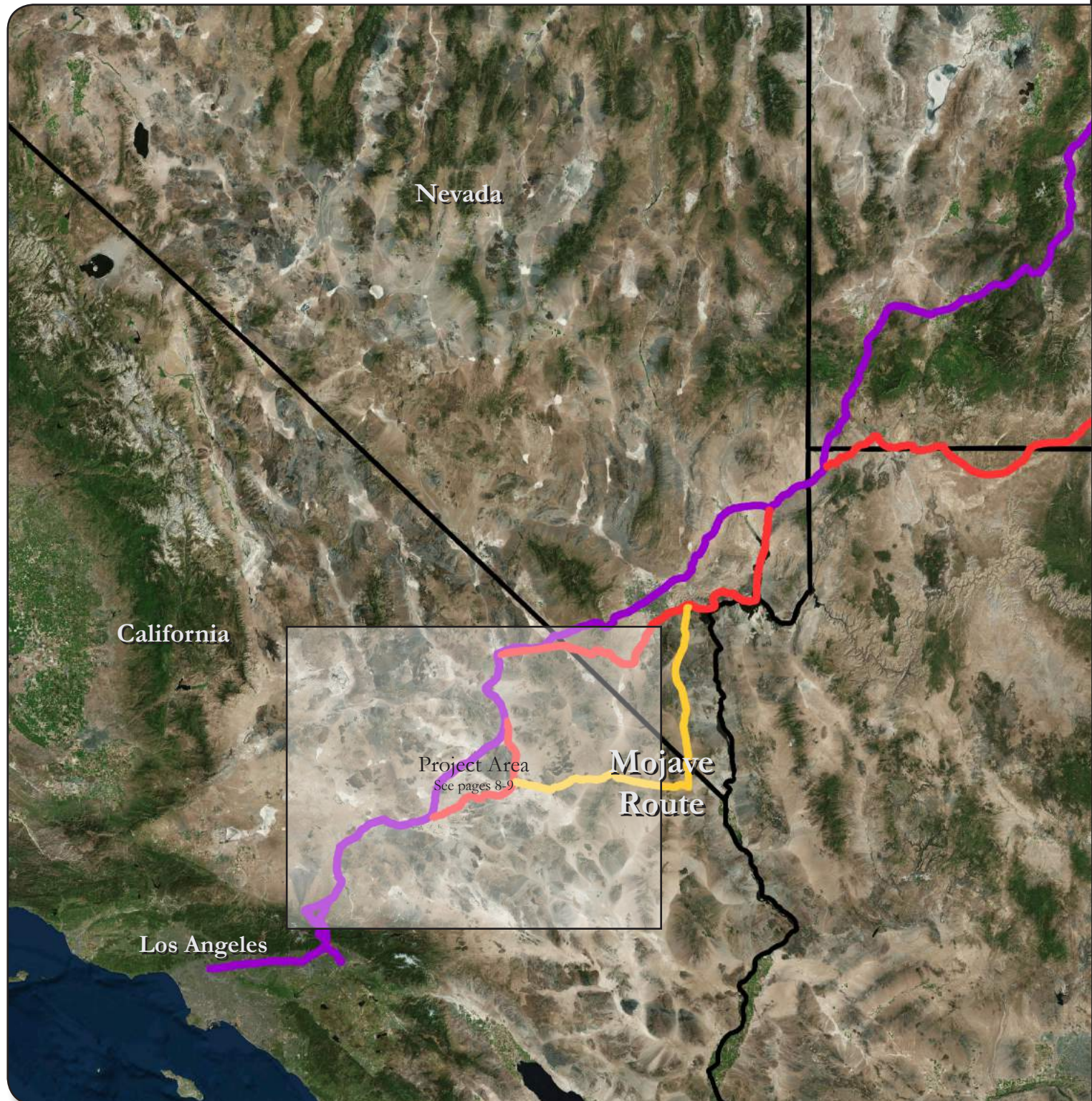


## *Project Overview*





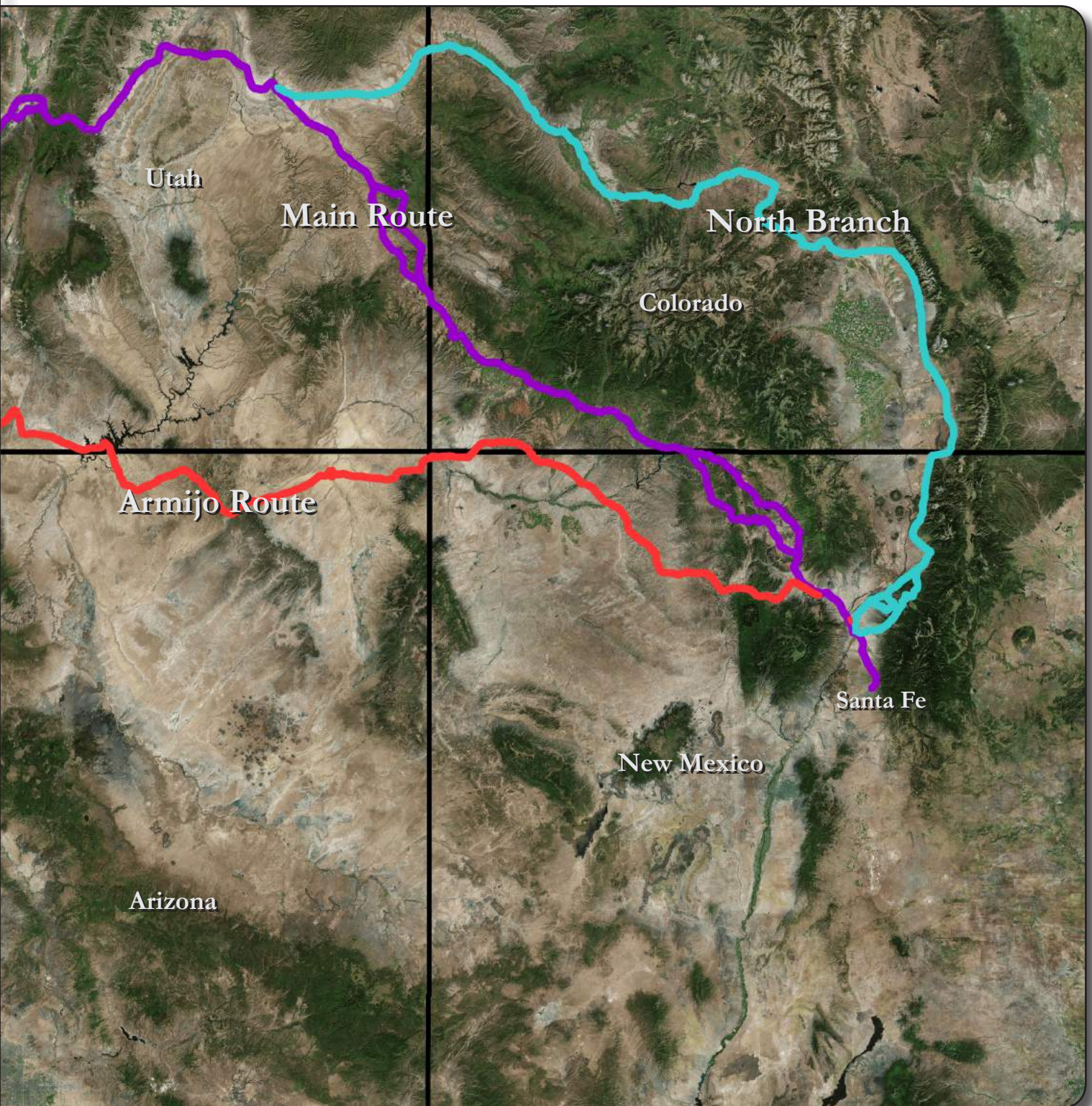
# Old Spanish Trail Map



This map shows the Old Spanish Trail running from Santa Fe, New Mexico, to Los Angeles, California. The Old Spanish National Historic Trail was designated by Congress in 2002. It is a historical trade route that allowed sheep, hides, and woolen products from New Mexico to be traded for mules and horses from California. It was also used in the westward migration by emigrants from Missouri.

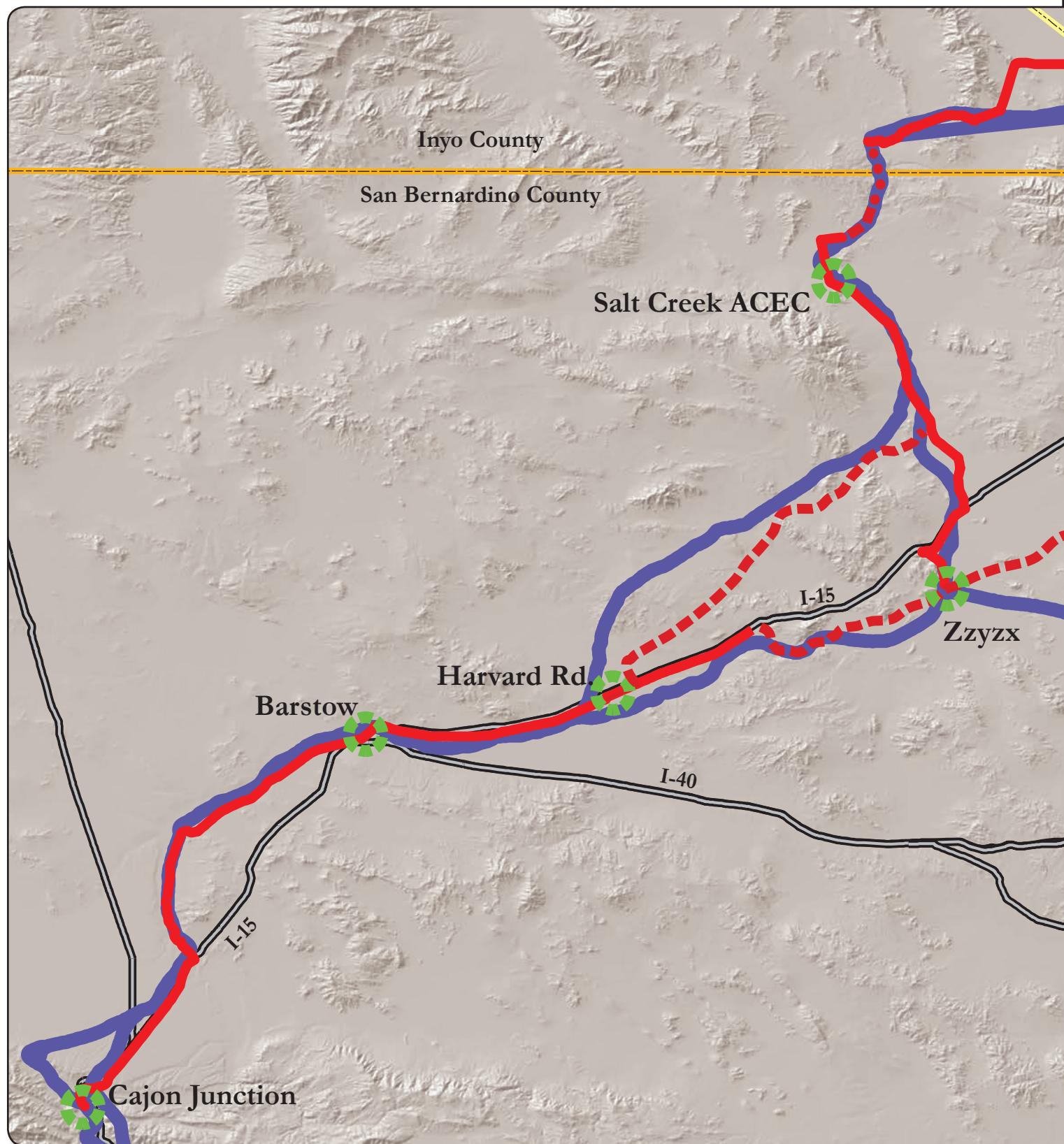
The focus area of this document is the trail segments in the Barstow field office and the Mojave Preserve.







# Recreation Route Map Overview







No warranty is made by the Bureau of Land Management as to the accuracy, reliability, or completeness of these data for individual use or aggregate use with other data. All routes are conceptual and do not result in further designations. Maps are for discussion purposes only.





This is an overview map of the project. The recreation route is red and the congressionally designated route is purple. The recreation route is split into five zones. The green nodes show the beginning and end of each zone. The recreation route travels through two counties, Inyo and San Bernardino.

-  Nodes
-  County Line
-  State Line
-  Recreation Route Hiking Trail
-  Recreation Route 4 Wheel Drive
-  Recreation Route 2 Wheel Drive
-  OST Congressionally Designated Route
-  Interstate Road

# Typical Trail Elements

The following typical trail elements can help bring the trail to life. Trail heads, waysides, kiosks, and interpretive structures all make the trail and its history accessible.

## Trail heads & Waysides

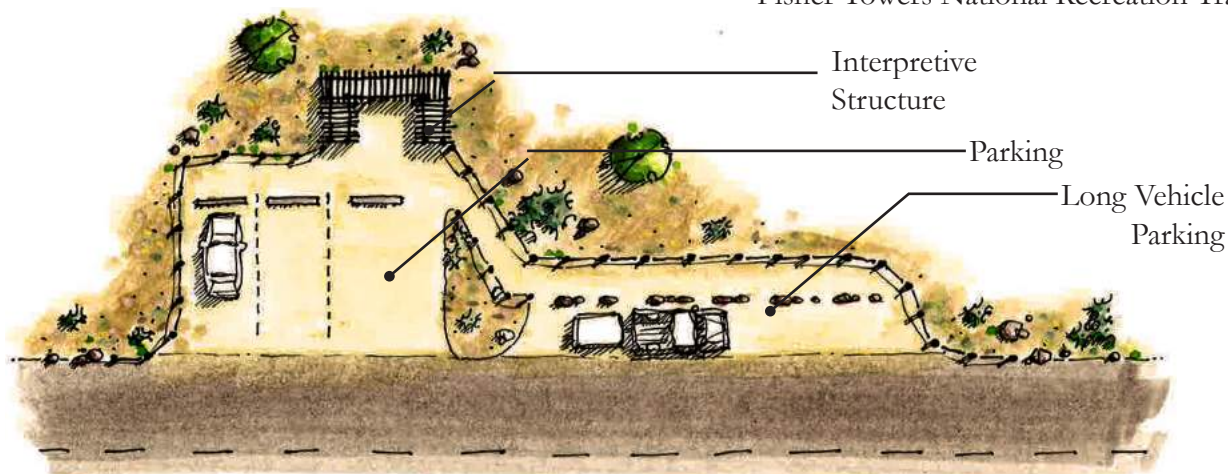
Trail heads are placed at the beginning of a trail. They typically include parking, restrooms, and directional signage. They may also have interpretive structures, shade structures, benches, picnic tables, etc. Trail heads differ depending on the type of trail and frequency of use.

Waysides are areas along the trail where people can stop and get out of their vehicle to learn about the trail. They provide an opportunity to share historical events with the public in the setting where the events took place.

Waysides should be placed at locations that are easy to access from the main route of travel. They can be as simple as a parking spot and a sign, or they can include other elements such as restrooms, picnic tables and/or shade structures.



Fisher Towers National Recreation Trail, Moab, Utah.



Large wayside concept.



Parowan Gap Interpretive Site, Parowan, Utah



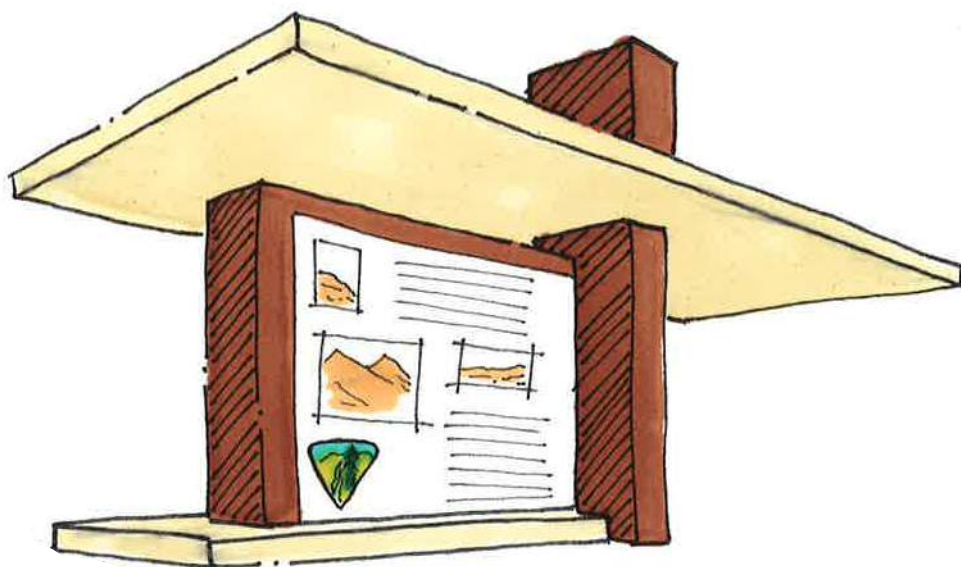
## Kiosks & Signs

Kiosks and signs are used to educate people about history of the landscape and direct them to trails, roads, and other features in the landscape.

The Old Spanish Trail has a unique history which creates many opportunities to bring the trail to life through education and interpretation. These may be placed along the recreation route to guide people along the route, or used as features at trail heads, waysides, overlooks and campgrounds.



Example of an interpretive sign.



Example of a kiosk.



Kiosk in Grand Staircase-Escalante National Monument.



Example of a road sign.



*Zone 5: Emigrant Pass*

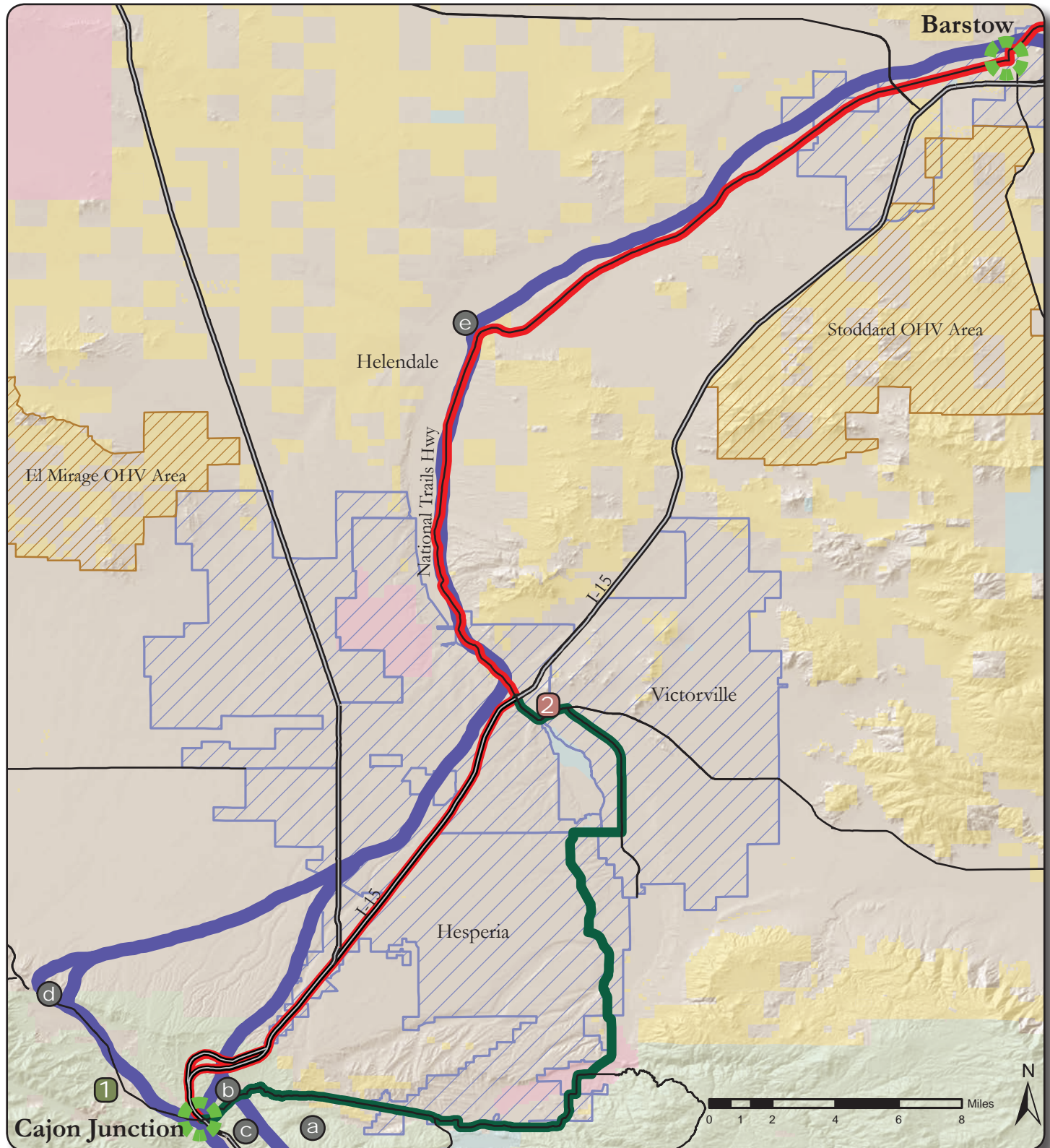


A photograph of a desert landscape. In the foreground, a rocky trail with sparse, low-lying desert plants leads towards a steep, arid hillside. The hillside is covered in dry vegetation and small shrubs. In the distance, a range of mountains is visible under a clear blue sky with a few wispy clouds. The overall scene is a typical desert environment.

## *Trail Zone Details*

# Zone 1 — Cajon Junction to Barstow

## Old Spanish Trail Recreation Route Map-Barstow Field Office



### Description

The recreation route travels along I-15 and the National Trails Highway from Cajon Junction to Barstow. The route is entirely passenger car friendly and has some opportunities for other types of recreation along the way.



## Zone 1 — Properties

### Majority Property Holders:

Private, BLM, USFS, State, Department of Defense

### Developed Interpretation Score: 7



### 2-Wheel Automobile Experience Score: 8



### 4-Wheel Drive/OHV Experience Score: 5



### Non-Motorized Experience Score: 7



### Historic Integrity Score: 5



**Total Length:** approx. 84 mi.

### Existing Trail Elements:

- ① Mormon Rocks Interpretive Trail

### Proposed Trail Elements:

- ② Interpretation - Eva Dell Park

### Important Connections:

- a Pacific Crest National Scenic Trail
- b Baldy Mesa OHV Trail
- c Santa Fe & Salt Lake Trail Monument
- d Mormon Trail Monument
- e Point of Rocks

### Map Legend:

	Nodes		BLM
	Interstate		USFS
	State Roads		Municipal Boundaries
	Paved Roads		BLM OHV Areas
	OST Congressionally Designated Route		Department of Defense
	Recreation Route 2wd		State
	Local Route 2wd		Private

## Zone 1 — Summary

The junction of I-15 and State Highway 138 to Barstow zone is an opportunity to capture the interstate crowd. The recreation route travels along I-15 and the National Trails Highway. The 2-wheel drive automobile experience score was rated at an 8 because this entire portion of the recreation route is passenger car friendly and really close to the congressionally designated route.

The developed interpretation score was rated at a 7 because there are several existing monuments and interpretive sites with information about the Old Spanish Trail and other historic routes in the area. Information on the Old Spanish National Historic Trail could be placed in conjunction with these sites. One of these sites is a small historical monument, located just off the freeway at Cajon Pass, that honors the pioneers who traveled through this area in 1849. There are also opportunities to place interpretation at parks or other public facilities in small towns and cities along the route.

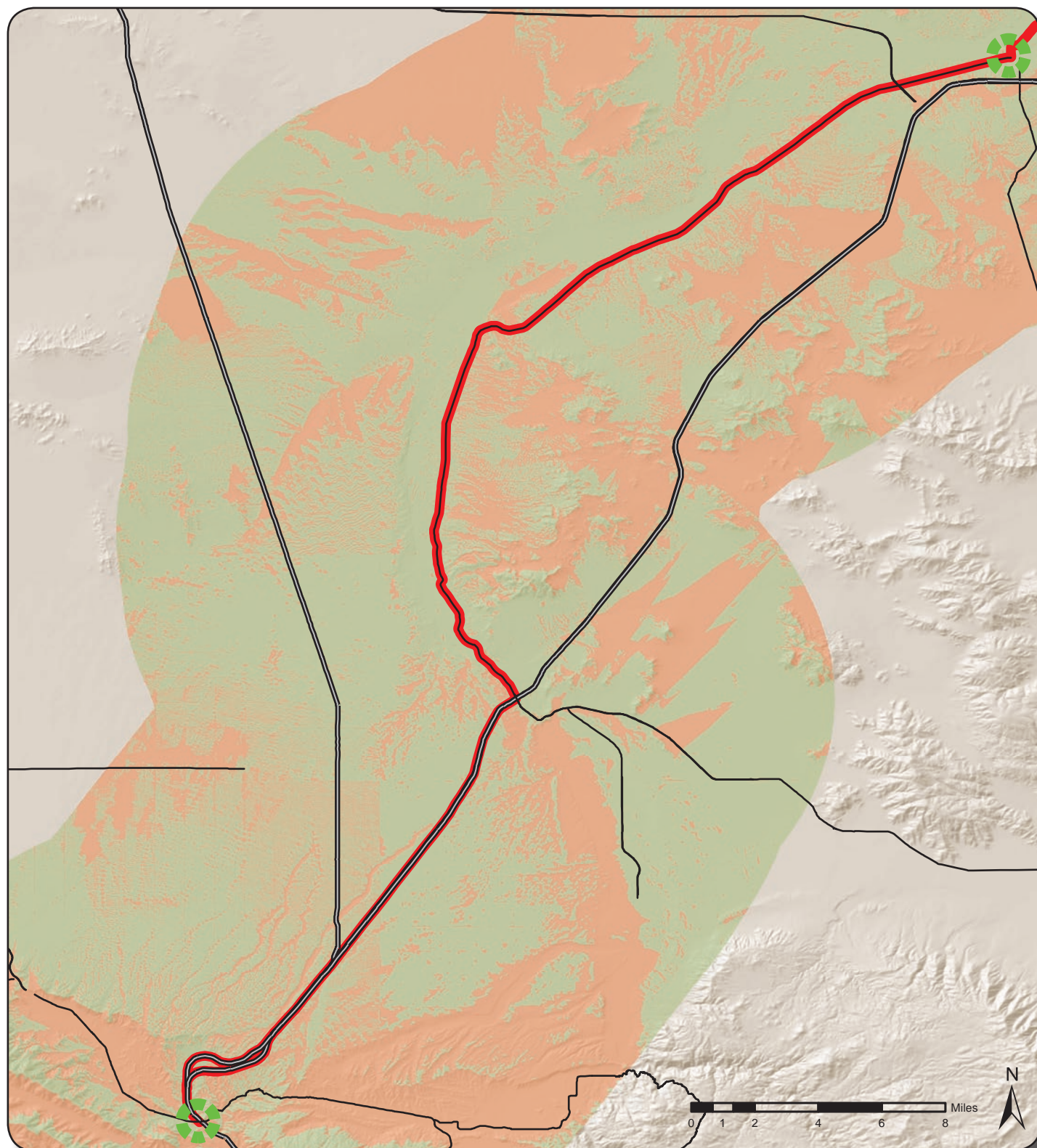
There are two OHV areas managed by the BLM near the trail and a few other OHV opportunities in the Forest Service. The Baldy Mesa OHV trail, for example, is one of these opportunities. For this reason zone one was given a 5 for its 4-wheel drive/OHV experience.

For a non-motorized experience there is a one mile hike called the Mormon Rocks Interpretive Trail close to Cajon Junction. The trail has numbered posts along the way and a brochure with corresponding numbers and information about the history of Cajon Pass including some information on the Old Spanish Trail. The Pacific Crest National Scenic Trail also crosses the recreation route near Cajon Junction and could be another possible link. The non-motorized experience was rated a 7 for these opportunities.



Typical setting in zone 1 (Helendale)

# Zone 1 — Viewshed Analysis





# Cajon Junction to Barstow



**Existing Trail Element 1:** Mormon Rocks Interpretive Trail



**Important Connection d:** Sanford Cutoff Monument. Photo by Nelson Miller.

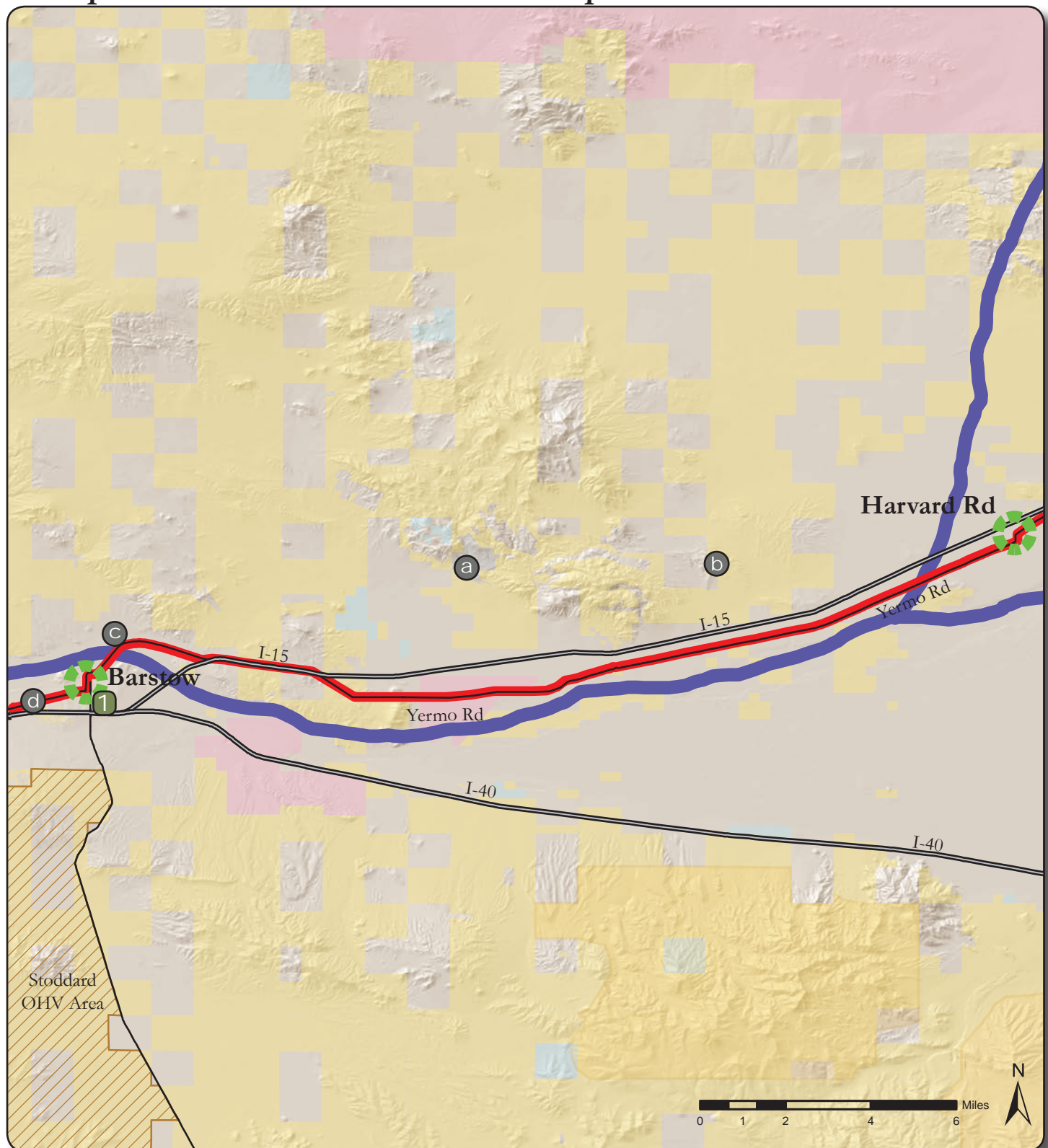


Typical setting in zone 1 (Helendale)



# Zone 2 — Barstow to Harvard Road

## Old Spanish Trail Recreation Route Map-Barstow Field Office



### Description

The recreation route travels from Barstow to Harvard Road in this zone. The route is a 2-wheel drive route on I-15 and Yermo Road.



## Zone 2 — Properties

### Majority Property Holders:

Private, BLM, State, Department of Defense

### Developed Interpretation Score: 10



### 2-Wheel Automobile Experience Score: 6



### 4-Wheel Drive/OHV Experience Score: 4



### Non-Motorized Experience Score: 5



### Historic Integrity Score: 4



**Total Length:** approx. 24 mi.

### Existing Trail Elements:

- 1 Desert Discovery Center (pg. 22)

### Important Connections:

- a Calico Ghost Town
- b Early Man Site
- c Buzzard Rock
- d Old Spanish Trail Mall
- e Harvey House Museum (pg 22)
- f Mojave River Valley Museum (pg 22)
- g Main Street Murals (pg 22)













Barstow has an excellent opportunity with the Desert Discovery Center to interpret and educate the public on the Old Spanish Trail. The overall vision for this document is to make the Desert Discovery Center a place where the public can learn about the trail and then go out and see it. (See pages 22-24 for more information.) There are also several other locations in Barstow where the trail could be interpreted. (See Important Connections in the properties box and the map on page 22) The potential to use the existing infrastructure in Barstow for interpretation and education is why this received a 10 for the developed interpretation score. Barstow is a key location to catch people traveling on the interstate and educate them on the trail and the recreation opportunities.

The recreation route travels along I-15 and Yermo Road. The 2-wheel drive automobile experience was rated a 7 because this entire portion of the recreation route is passenger car friendly and there are nice scenic views.

There are not very many opportunities on public lands in this zone for non-motorized recreation. However, there is potential for some walking trails to be identified on Main Street in conjunction with Main Street Murals. The proposed Old Spanish Trail Mall could also identify walking for interstate travelers stopping to shop in Barstow. For this reason it was given a 5.

There are some nice 4-wheel drive trails in the canyons near Barstow and Calico. The Stoddard OHV areas is also just south of Barstow. While these areas are great they are not all connected to the OSNHT which is why the 4-wheel drive/OHV experience scored a 4.

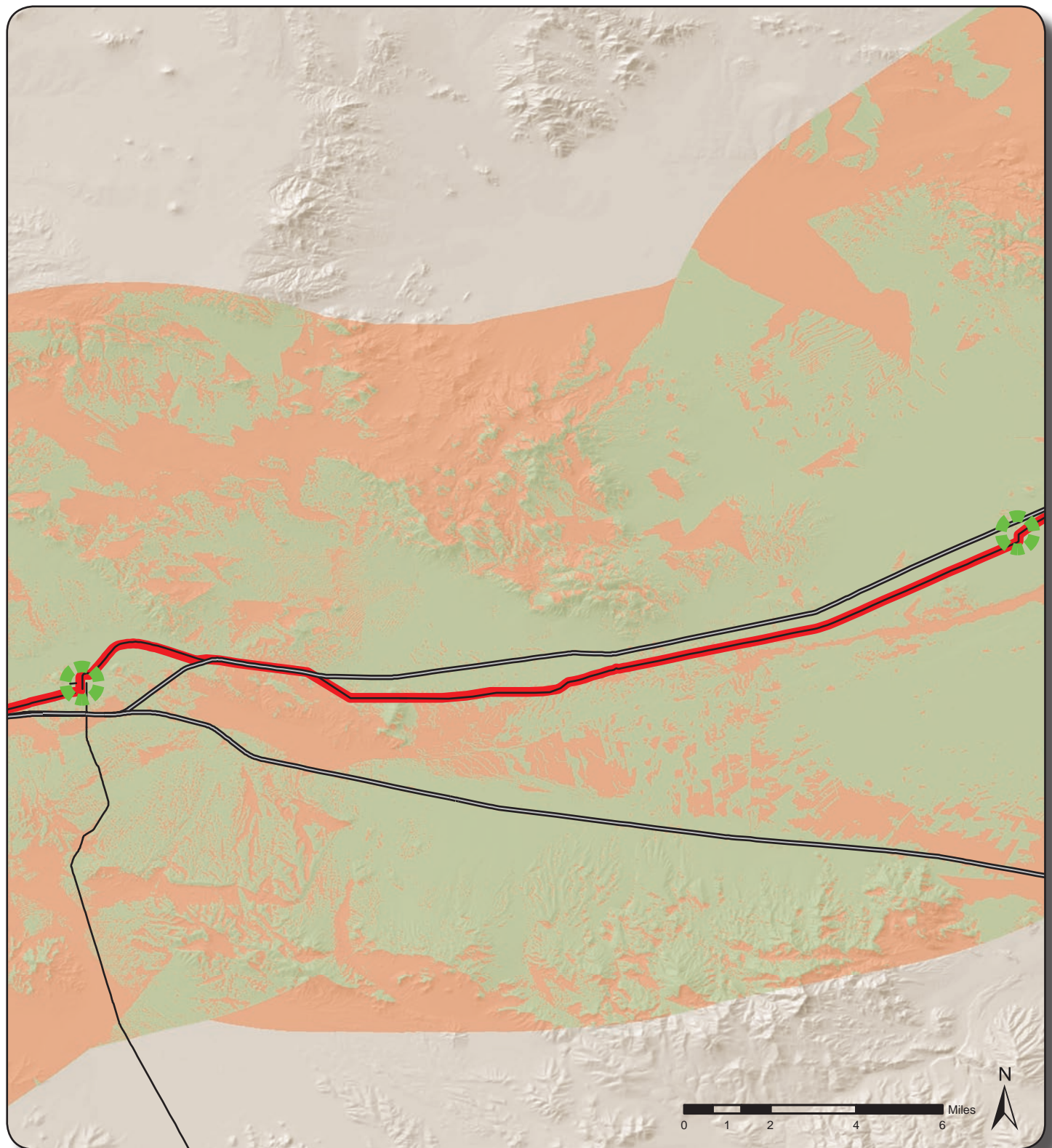
### Map Legend:

	Nodes		Municipal Boundaries
	Interstate		BLM OHV Areas
	State Roads		BLM
	Paved Roads		Department of Defense
	OST Congressionally Designated Route		State
	Recreation Route 2wd		Private



Typical setting in Zone 2

## Zone 2 — Viewshed Analysis





# Map of Barstow





# The Desert Discovery Center — Present, Past & Future

## Present

The Desert Discovery Center (DDC) facility is a 7,000 square foot Bureau of Land Management (BLM) building on 12 acres of BLM managed public land in downtown Barstow, California. It is an integral part of Barstow's city parks, community center, museum, government agencies, recreational facilities, and traveler services. It is centrally located for students, parents, teachers, visitors, and partners. Interstate 15, linking Los Angeles to Las Vegas and parts beyond, is just a few blocks away with easy access.

The DDC is operated in a collaborative effort among 11 agencies and organizations in Barstow. Together they create environment-based education programs for K-12 grade students. Barstow & Silver Valley Unified School Districts are the primary audience with 20 campuses and nearly 10,000 students. The DDC programs correspond to California State Education Standards and are intentionally more hands-on than traditional classroom settings.



A Memorandum of Understanding (MOU) among the partners is the overall guiding document explaining roles and commitments of the various partners. Partners contribute to facility operations, programming, and funding. They include the BLM Barstow Field Office, Barstow Unified School District, Barstow Community College, City of Barstow, National Park Service, Main Street Murals, National Park Conservation Association, Off-Limits Design, Mojave Desert and Mountain Recycling Authority, Southern California Edison, and San Bernardino County.

In 2011, the DDC partnership elected Main Street Murals as the non-profit lead for the Desert Discovery Center. The DDC mission is to develop and implement a comprehensive formal and informal education center with programs focusing on the natural, cultural, and historic resources associated with the Mojave Desert.





## Past

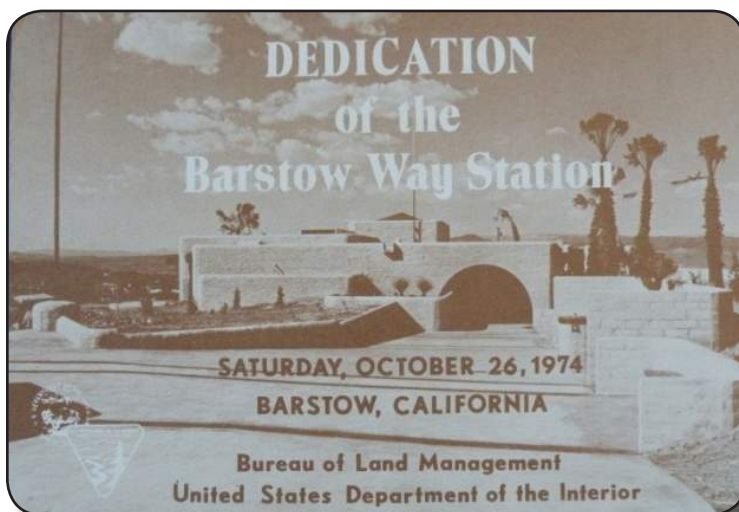
The DDC building, known as the Desert Way Station, was constructed in 1973 to provide interpretation for sensitive desert resources and to house the BLM Barstow Field Office Staff. In 1970 the Bureau determined this was the best location for a permanent facility based on a site feasibility study. This site was selected because it is central to 3.4 million acres of BLM managed desert lands. The BLM office is now 1.2 miles south of the DDC on Barstow Rd.

Numerous highways, rail lines, pipelines, and utility corridors merge here; almost all depend on rights of way issued by the BLM office.

The DDC also houses the “Old Woman Meteorite”, the second largest meteorite found in the United States which weighed 6,070 pounds when discovered in 1975. The Old Woman Meteorite was sent to the Smithsonian Institute in Washington for study, with results identifying it to be one of a kind as a metallic meteorite. In 1980, the Smithsonian sent the meteorite back to the California Desert where it was placed on permanent display at the DDC and continues to amaze and inspire visitors.

Barstow is in the California Desert National Conservation Area, about 100 miles northeast of Los Angeles, in the Mojave Desert. The city slogan has long since reflected the location value: “Crossroads of Opportunity”. This

location has served as a geographic funnel directing travel and trade through here, from coastal areas to lands in the east beyond the deserts. Historically, for east to west travelers, this was the last desert outpost with reliable water, and served the Old Spanish National Historic Trail, Mojave Trail, Mojave Road, Mormon Road, Arrowhead Trail, U.S. Highway 91, Route 66, and today Interstate Highways 40 & 15.



# The Desert Discovery Center—Present, Past & Future

## Future

In 2015, the California Chapter of the Old Spanish Trail (OST) Association raised, with the BLM Barstow Field Office, the possibility of using the DDC as an Old Spanish National Historic Trail (OSNHT) Interpretive outlet. The DDC would provide an ideal, already established site to fulfill the objectives of protecting, interpreting, and maintaining the OSNHT history. Additionally, this proposal aligns with the BLM's 2006 National Scenic and Historic Trails Strategy and Work Plan under Administrative Goal Objective 1 Action #3:

**Examine Visitor--Interpretive Centers' Roles.** In cooperation with affected BLM programs, define the BLM's role in trail-related visitor centers as a component of best management practices, including use and support of existing visitor centers. With consideration to changing budget priorities, evaluate circumstances, implications, and consider alternatives to additional centers.



Rendering of possible future improvements to the DDC.

Utilizing the Barstow Desert Discovery Center for an OSNHT Interpretive Program would save several million dollars in construction costs—the BLM California Trail Interpretive Center in Elko, Nevada cost \$18 million and the BLM National Historic Trails Interpretive Center in Casper, WY cost \$15 million. Based on existing DDC programs and events, this facility would provide an ideal venue for education about the history of the OSNHT, as well as subsequent trails and highways which linked the Pacific Coast with the rest of the country.

Early in 2002, Colorado Senator Campbell introduced S 1946, the Old Spanish Trail Recognition Act. Congress passed the bill unanimously. Secretary of Interior Gale Norton assigned preparation of the OSNHT Comprehensive Management Plan to both the Bureau of Land Management and the National Park Service; both agencies are nearing completion of this plan. Mentioned in this order are costs of subsequent trail and facility development for the OST in excess of \$20 million. These costs would include capital expenditures for visitor facilities to include one-time expenses for trail marking, exhibits, and interpretive materials as well as trail head parking, wayside exhibits, and visitor centers. The California Legislature has also proclaimed Old Spanish Trail Days as the first Saturday in October each year.

An interpretative program will illuminate the story of OSNHT and provide information where visitors may still see traces which remain today, over 150 years later. The OSNHT was used by travelers between the Mexican colonies of New Mexico and California from 1829 to 1848. Today, U.S. Interstate Highway 15 follows part of the OSNHT. But traces of the old mule trail and later wagon routes still exist today and can be found throughout the Mojave Desert.

The overall vision is to make the Desert Discovery Center a place where the public can learn about the Old Spanish National Historic Trail while offering a broad range of recreational experiences that are related to the trail route and trail resources. The center will continue to be called the Desert Discovery Center and Park with a primary focus of discovering the OSNHT and its natural and cultural resources and recreation opportunities along the trail. The



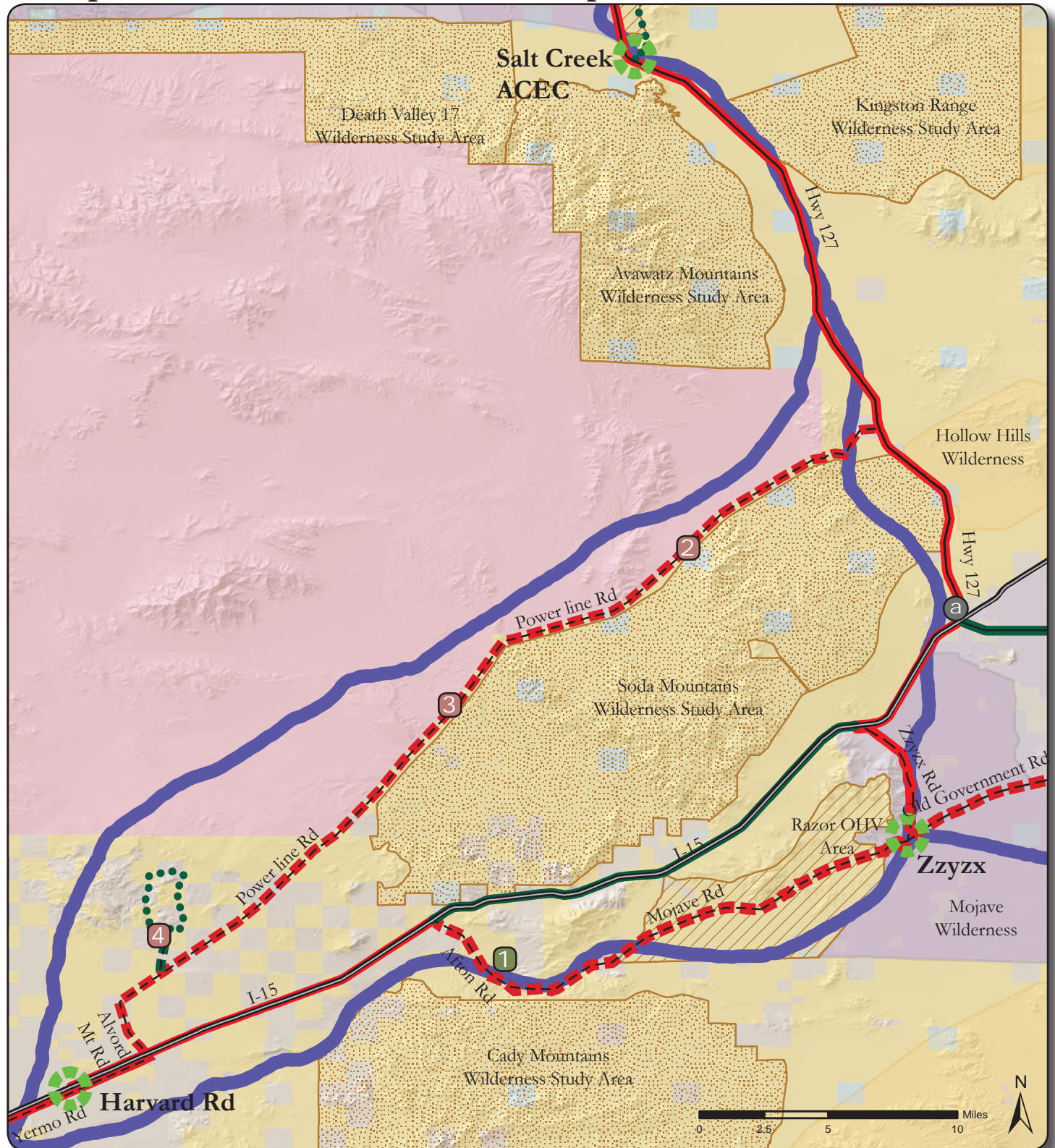
Desert Discovery Center would serve in bringing the Old Spanish National Historic trail to life so that it becomes a valuable education and recreation asset for residents and visitors alike. The City and citizens of Barstow have an extraordinary interest and capability to preserve trail history and to educate residents and visitors about their transportation corridor history and its place in the history of our country. Barstow is situated along the Old Spanish Trail, the Jedediah Smith route, and the Mormon Corridor. As a multi-modal center, Barstow has Interstates 15 and 40, Route 66, State Routes 58 and 247 highways as well as the Union Pacific and Santa Fe rail lines that all converge in Barstow with more than 60 million people in 19 million vehicles traveling through each year.



The photo is looking east at "Forks in the Road", where the Mormon Road (going uphill to the left) splits from the Mojave Road (going to the right on level ground). This is located just east of Yermo and west of Harvard Road along the Old Spanish Trail. Photo by Nelson Miller

# Zone 3 — Harvard Road to Salt Creek

## Old Spanish Trail Recreation Route Map-Barstow Field Office



### Description

Zone three has a little bit of everything. The routes come from Salt Creek ACEC and the Mojave National Preserve. There are opportunities for 4-wheel drive vehicles, 2-wheel drive vehicles, and hiking.



## Zone 3 — Properties

### Majority Property Holders:

Private, BLM, NPS, State, Department of Defense

### Developed Interpretation Score: 5



### 2-Wheel Automobile Experience Score: 6



### 4-Wheel Drive/OHV Experience Score: 8



### Non-Motorized Experience Score: 6



### Historic Integrity Score: 6



**Total Length:** approx. 142 mi.

### Existing Trail Elements:

- 1 Afton Campground




















### Proposed Trail Elements:

- 2 Interpretation-Red Pass
- 3 Interpretation-Bitter Springs
- 4 Trail head & Interpretation-Impassable Pass

### Important Connections:

- a Baker

### Map Legend:

	Nodes		BLM Wilderness Study Areas
	Interstate		BLM OHV Areas
	State Roads		BLM Wilderness Areas
	Unpaved Roads		BLM
	OST Congressionally Designated Route		NPS
	Recreation Route 2wd		NPS Wilderness Areas
	Recreation Route 4wd		Department of Defense
	Local Route 2wd		State
	Local Route 4wd		Private
	Local Route Hiking Trail		

Zone three has some excellent opportunities to get off the highway in a 4-wheel drive vehicle or an OHV and drive the recreation route. Afton Road travels through Afton Canyon and Razor OHV Area where it connects with the Mojave Road. The National Park Service manages the Mojave road through the Preserve. The power line road to the north of I-15 is another great off road route to follow the main route of the OSNHT. Trail trace is visible from some locations along the power line road. The power line road, however, is the closest that people can get to the trail trace since the road borders a military base. Both of these routes are rugged areas with technical elements but they show how inhospitable the landscape was for those traveling the Old Spanish Trail in the past.

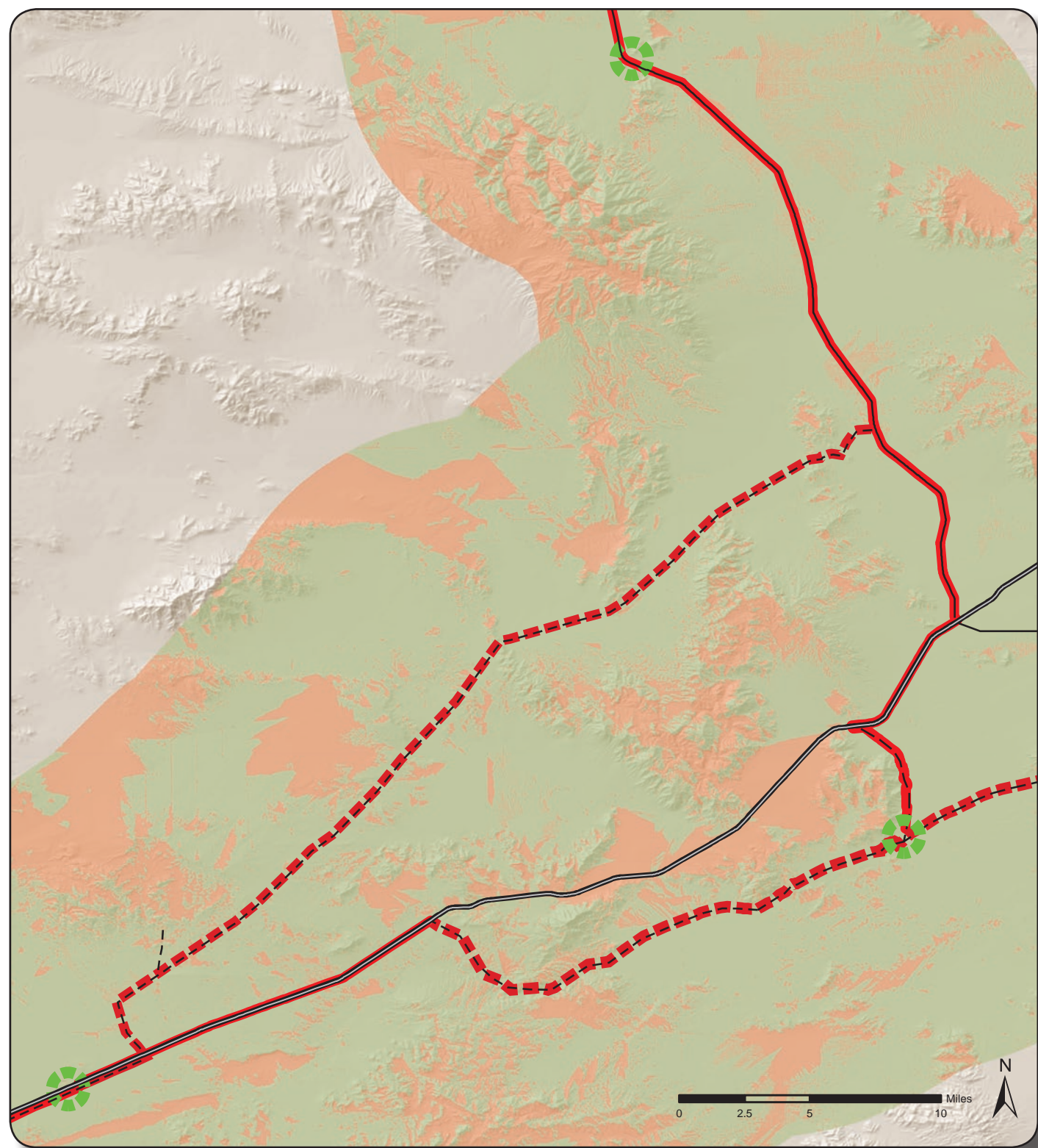
One of the concepts that came out of the public meetings was a hiking trail at impassable pass. The hiking trail concept is a 10 mile loop trail through the pass. This trail would give hikers the opportunity to have a vicarious experience where the mule trains traveled.

The 2-wheel drive experience includes a segment on I-15 and another on highway 127. The drive from Baker to Salt Creek ACEC is a great drive. The road travels through Silurian Valley which is bordered by wilderness and wilderness study areas. This route is very close to the congressionally designated route and very few modifications to the landscape scenery have been made.

This zone has little existing interpretation but there is potential for interpretation in several locations. Afton Campground is a great place to start because there is existing infrastructure and it is right on the recreation route. There is also an opportunity to partner with the town of Baker. Baker is a stopping point for lots of travelers on I-15 and it would be a great place to educate those heading towards Barstow. Other locations for interpretation are at impassable pass and near Red Pass on the power line road. This zone was given a 5 for developed interpretation because of the opportunities it has.

Silurian Valley and Afton Canyon are very scenic areas. There are also some great views from the power line road of the trail. However there have been some modifications to the landscape like the transmission lines on power line road and the railroad through Afton Canyon. This zone scored a 6 on historic integrity because of these landscape modifications.

# Zone 3 — Viewshed Analysis

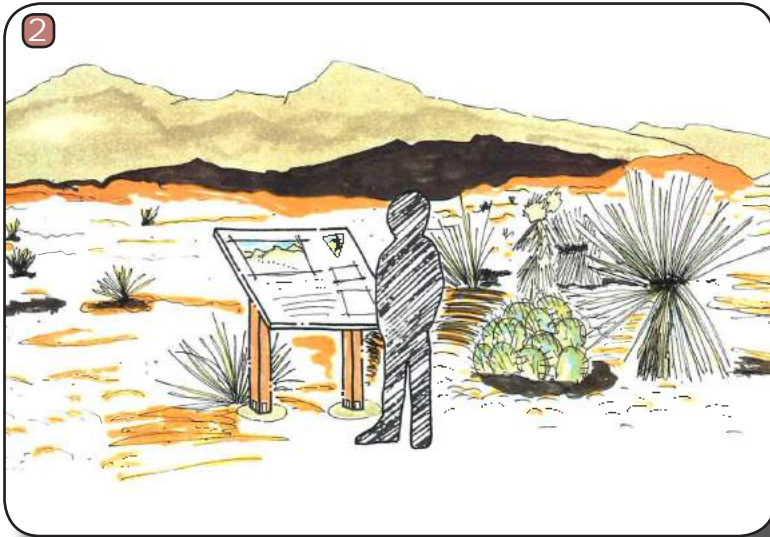


- |   |            |   |               |   |                               |   |             |
|---|------------|---|---------------|---|-------------------------------|---|-------------|
|  | Nodes      |  | State Roads   |  | Recreation Route 2wd          |  | Visible     |
|  | Interstate |  | Paved Roads   |  | Recreation Route 4wd          |  | Not Visible |
|   |            |  | Unpaved Roads |  | Recreation Route Hiking Trail |   |             |

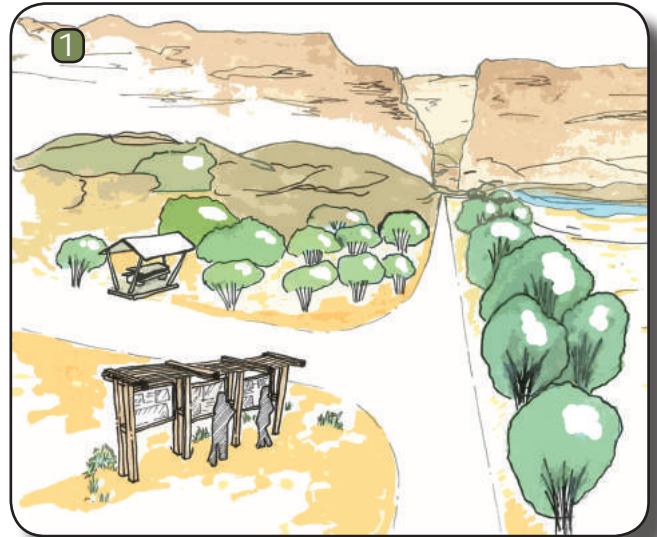




# Harvard Rd to Salt Creek



This is an example of what an interpretive site might look like at along Powerline Road where it overlooks Red Pass or Bitter Springs.



This is an example of what an interpretive sign might look like at Afton Campground.

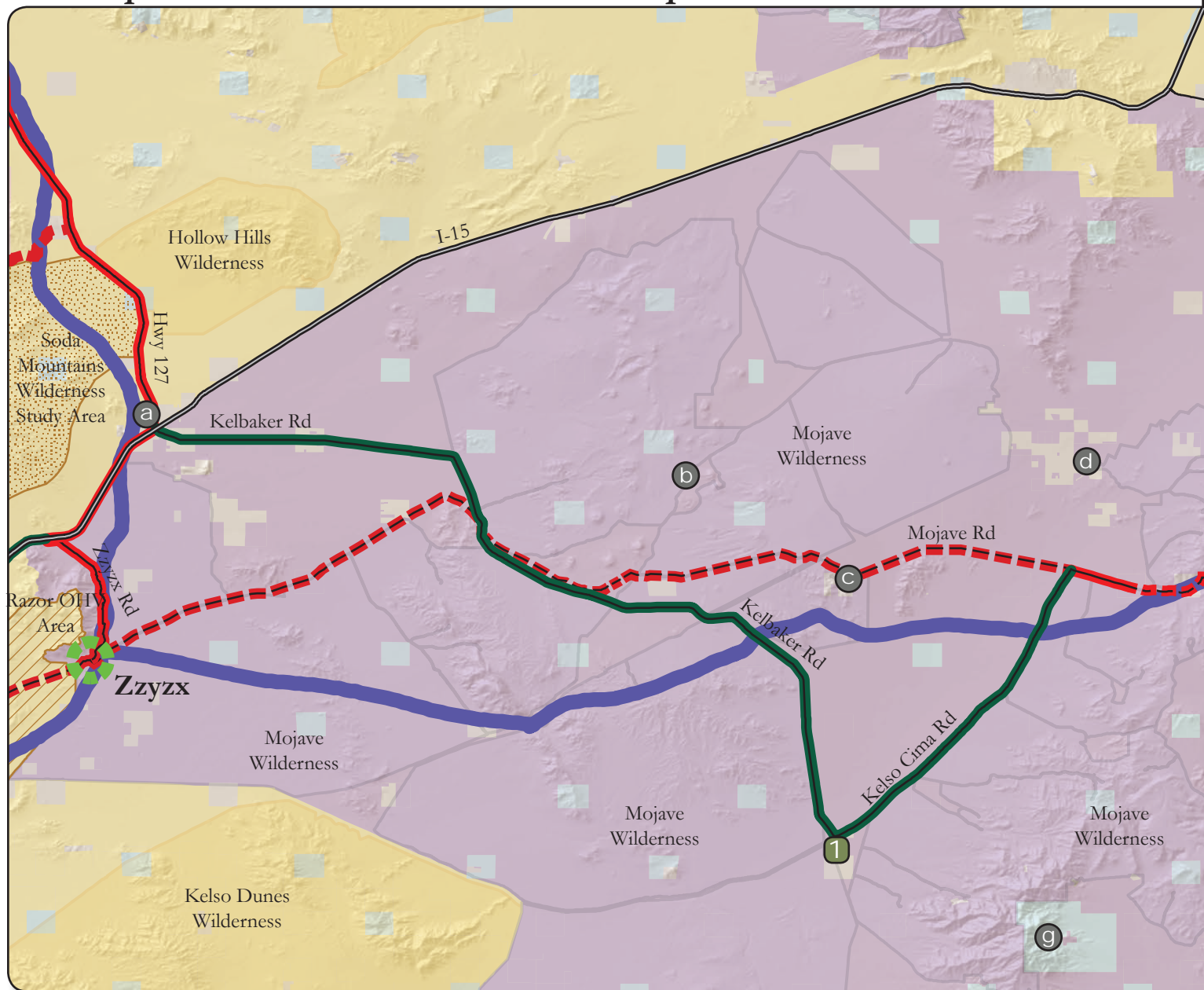


Typical setting in Silurian Valley.



# Zone 4 — Zzyzx to Piute Gorge

## Old Spanish Trail Recreation Route Map-Barstow Field Office



The Mojave national preserve is a great place to see the old Spanish trail in a 4-wheel drive vehicle. The Mojave road is a rugged route through the Preserve that was originally established by Native Americans and later used by explorers and traders. Now the route is a 4-wheel drive road that allows people to get a taste of what it would have been like for travelers in the 1800s. The historic integrity scored an 8 because the setting for the most part is intact. The 4-wheel drive experience was rated a 9. Permits for the road are administered by the Preserve and are required for groups of more than 14 people or 6 vehicles.

Even though there are only a few segments of the Recreation Route that are passenger car friendly there are lots of things to see and do in the preserve. The Kelso Depot is the National Park Service's primary visitor center and has information on hiking trails, geological features, campgrounds, and historical sites in the Preserve. There are also plenty of road guides, maps, brochures, and books produced by the private sector. The maps shows many great





## Zone 4 — Properties

### Majority Property Holders:

Private, BLM, NPS, State

### Developed Interpretation Score: 6



### 2-Wheel Automobile Experience Score: 5



### 4-Wheel Drive/OHV Experience Score: 9



### Non-Motorized Experience Score: 5



### Historic Integrity Score: 8



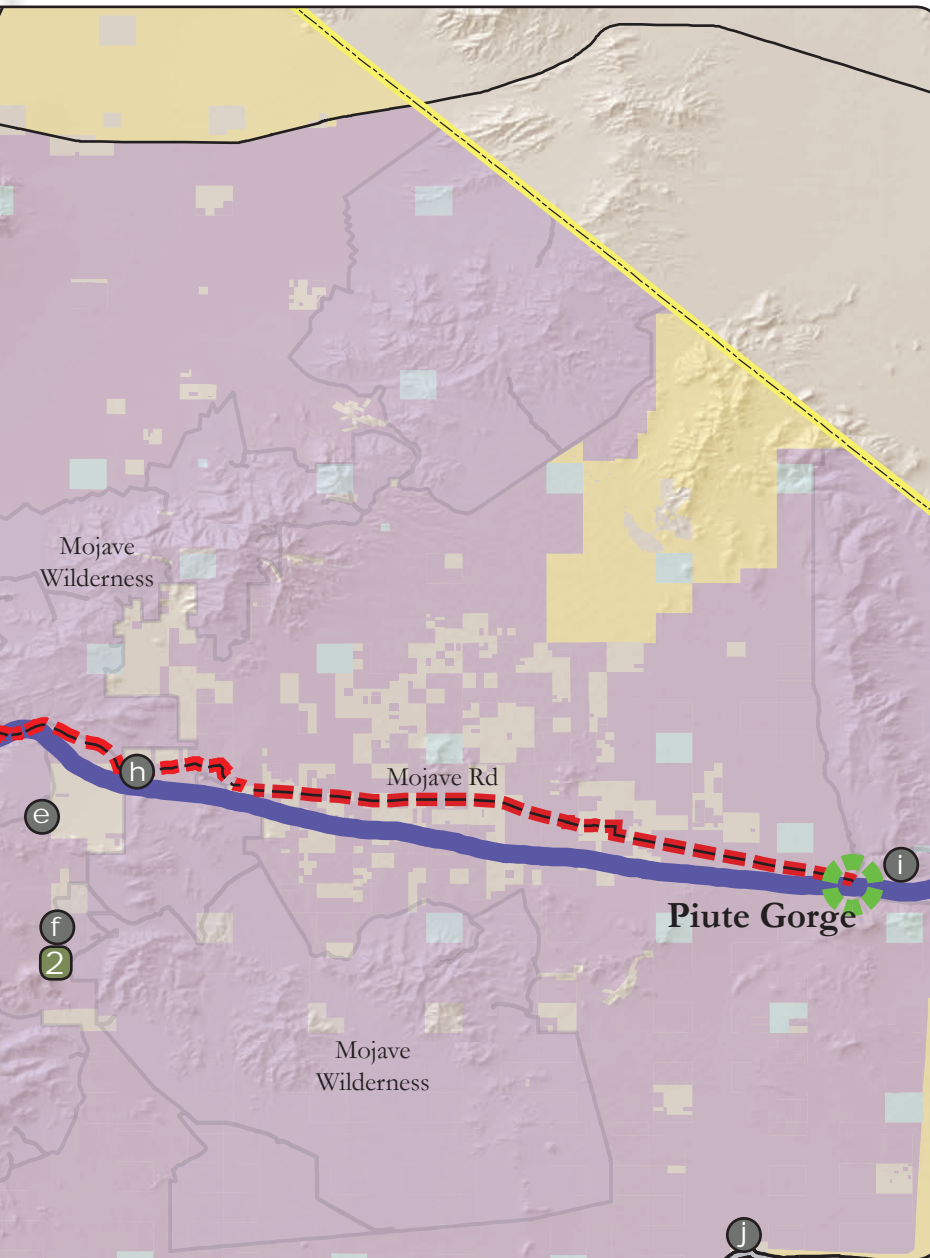
**Total Length:** approx. 102 mi.

### Existing Trail Elements:

- 1 Kelso Depot
- 2 Hole-in-the-Wall Visitor's Center

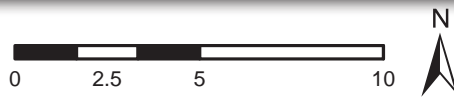
### Important Connections:

- a Baker
- b Cinder Cone- Lava Tubes
- c Marl Springs
- d Cima
- e Mid Hills Campground
- f Hole-in-the-Wall Campground
- g Mitchell Caverns
- h Government Holes
- i Fort Piute
- j Goffs-Mojave Desert Heritage and Cultural Association



Connections to the Mojave Road, however, they are not all associated with the OSNHT and therefore the 2-wheel drive and non-motorized experiences both scored a 5.

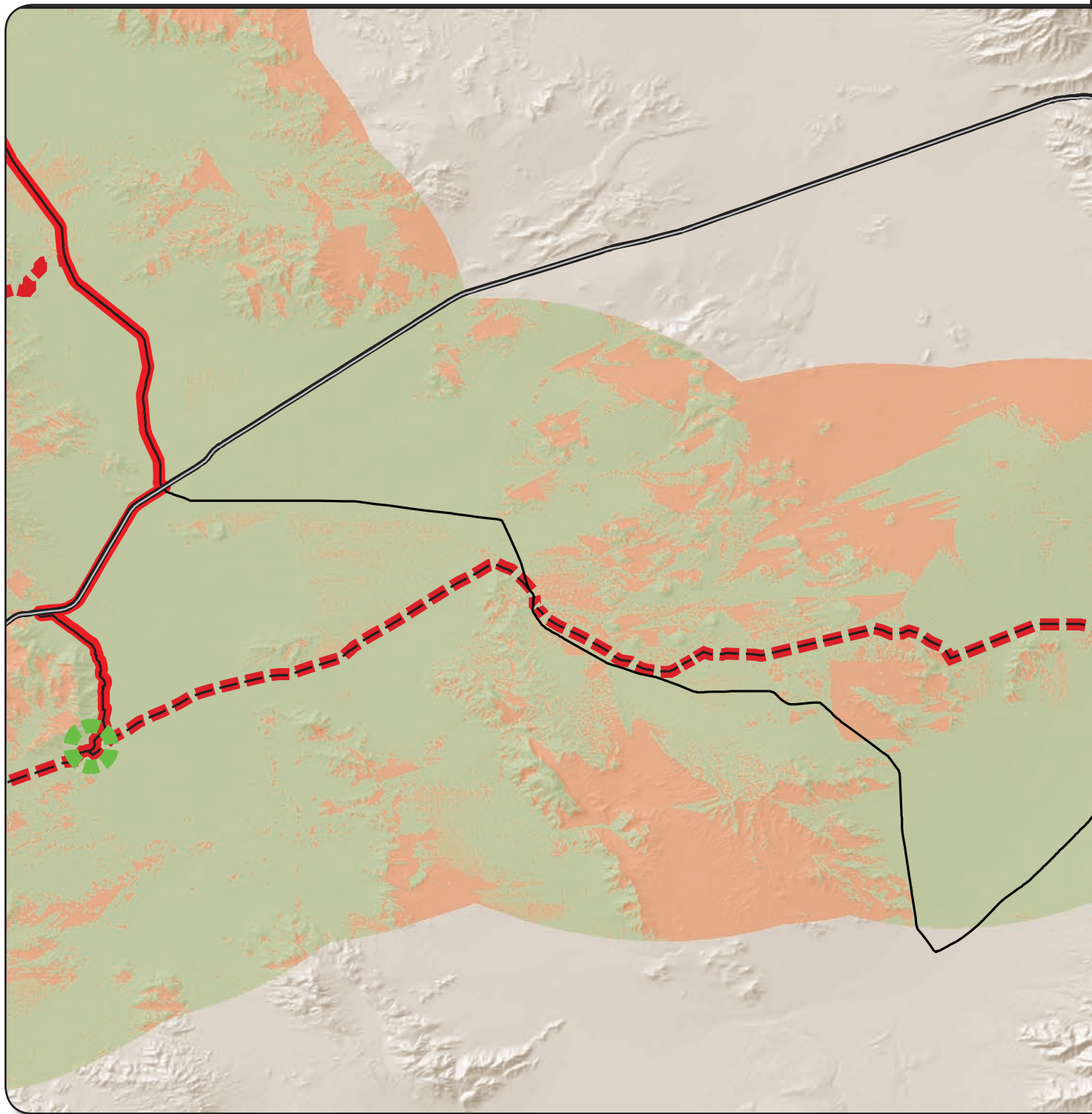
The Preserve has existing infrastructure that can be used to place educational material and interpretation of the OSNHT. The Kelso Depot is a place to start with since it is already the primary location for education of the preserve and it is on our local 2-wheel drive route. The Hole-in-the-Wall information center is also a great place to add interpretation of the OSNHT. The developed interpretation score for this zone is a 6 because of the opportunities at these locations.



### Map Legend:

	Nodes		BLM Wilderness Study Areas
	Interstate		BLM OHV Areas
	State Roads		BLM Wilderness Areas
	Paved Roads		BLM
	Unpaved Roads		NPS
	State Line		NPS Wilderness Areas
	OST Congressionally Designated Route		State
	Recreation Route 2wd		Private
	Recreation Route 4wd		
	Local Route 2wd		

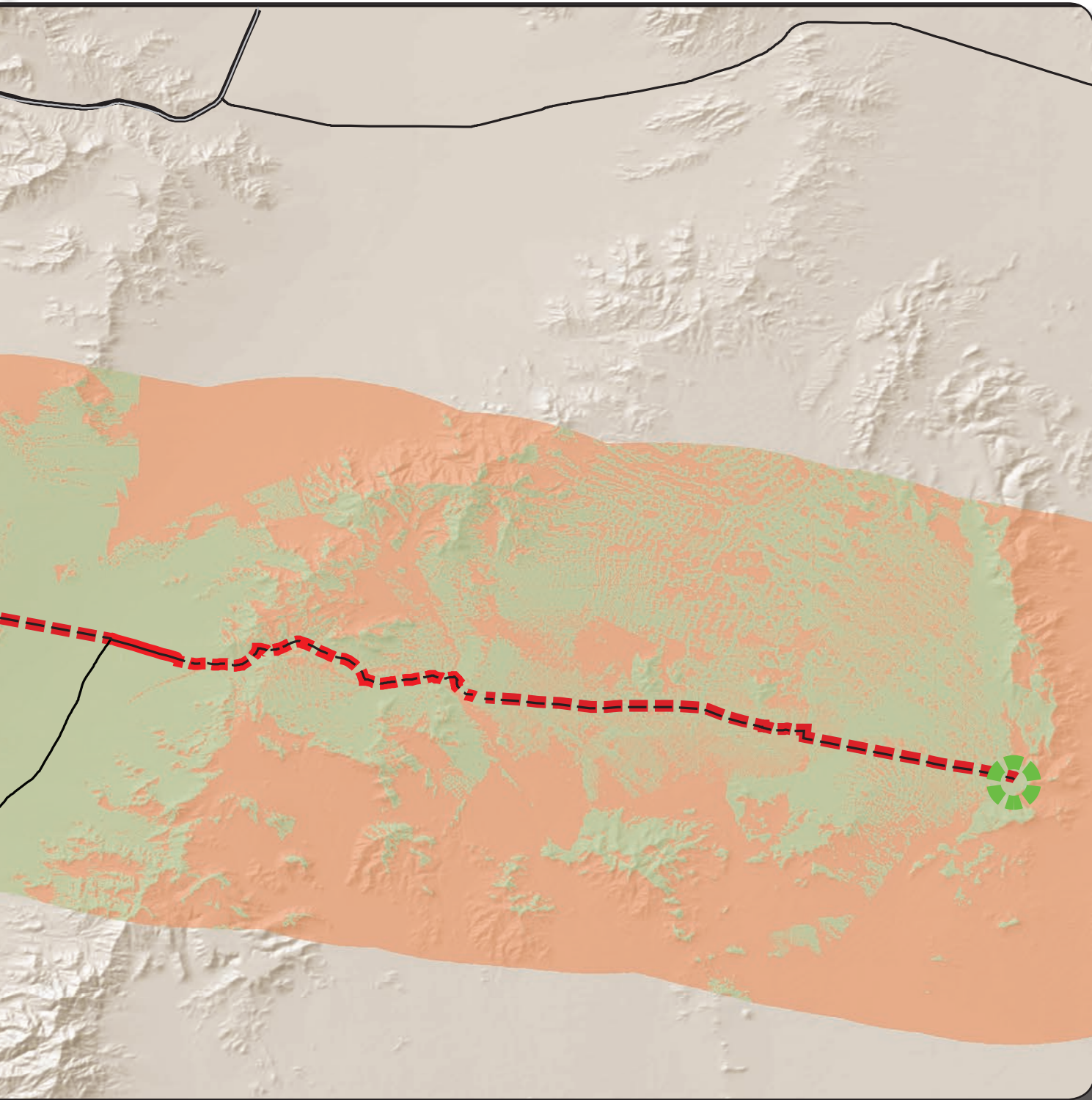
# Zone 4 — Viewshed Analysis



- |   |            |   |               |   |                               |   |             |
|---|------------|---|---------------|---|-------------------------------|---|-------------|
|  | Nodes      |  | State Roads   |  | Recreation Route 2wd          |  | Visible     |
|  | Interstate |  | Paved Roads   |  | Recreation Route 4wd          |  | Not Visible |
|   |            |  | Unpaved Roads |  | Recreation Route Hiking Trail |   |             |









# Zzyzx to Piute Gorge



**Important Connection h.** Government Holes. Photo by Aaron Wilson



**Existing Trail Element 2.** Hole-in-the-Wall Information Center.



The Mojave Road passes through Soda Lake-a dry lake bed near Zzyzx



**Important Connection b.** Cinder Cone-Lava Tubes



**Important Connection c.** Marl Springs. Photo by Aaron Wilson





**Important Connection i.** Fort Piute



**Existing Trail Element 1.** Kelso Depot Visitor Center



Nevada Southern Railway marker along the Mojave Road in Lanfair Valley. Photo by Aaron Wilson

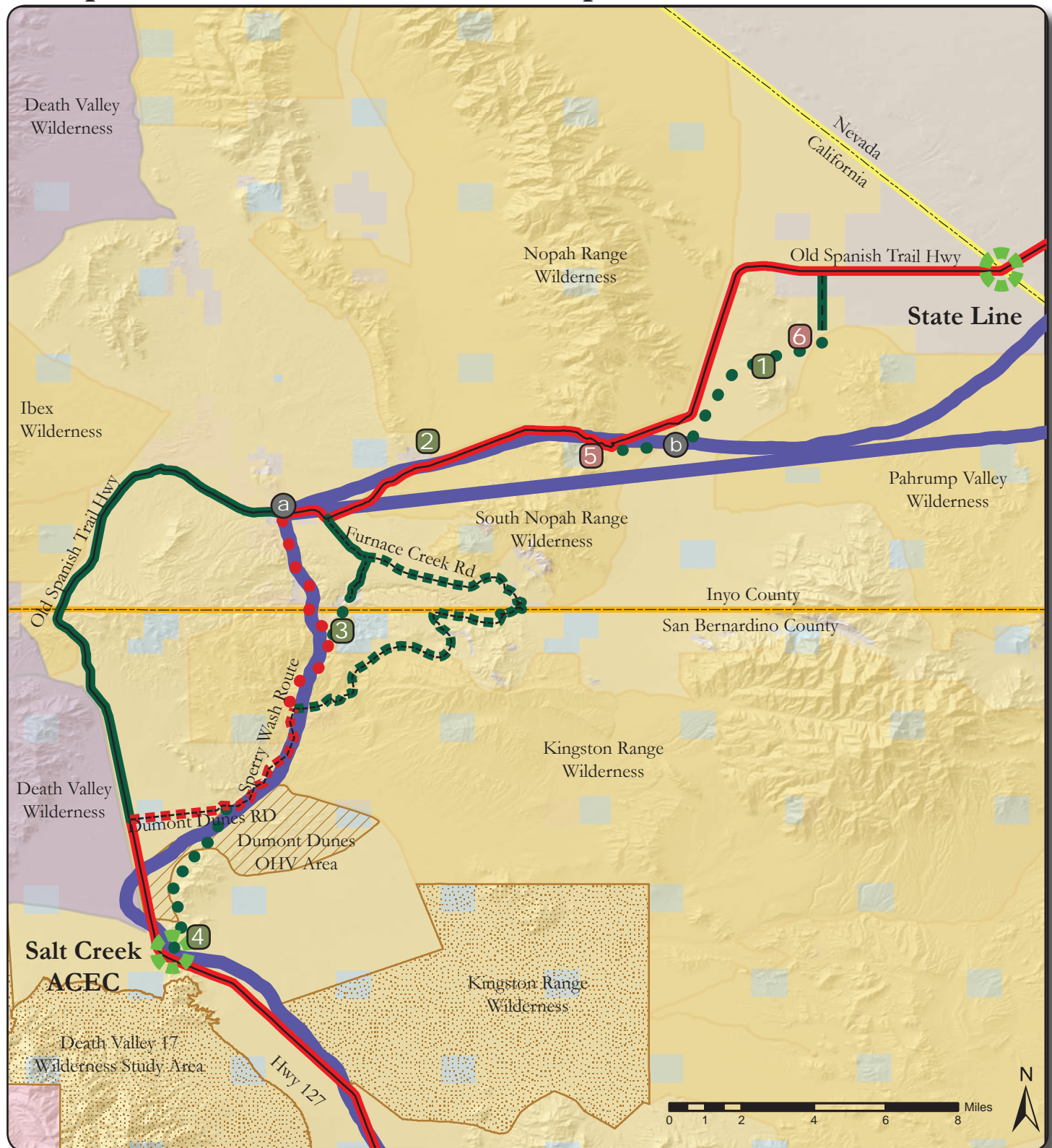


Typical trail condition along the Mojave Road near 17-mile point.



# Zone 5 — Salt Creek to California State Line

## Old Spanish Trail Recreation Route Map-Barstow Field Office



### Description

This zone has several different opportunities for recreation. The recreation route connects Salt Creek to the state line with 2-wheel drive, 4-wheel drive, and hiking routes.





## Zone 5 — Properties

### Majority Property Holders:

Private, BLM, NPS, State,

#### Developed Interpretation Score: 6



#### 2-Wheel Automobile Experience Score: 7



#### 4-Wheel Drive/OHV Experience Score: 7



#### Non-Motorized Experience Score: 10



#### Historic Integrity Score: 8



**Total Length:** approx. 94 mi.

### Existing Trail Elements:

- 1 Formidable Hill
- 2 Resting Springs
- 3 China Ranch Trail Head
- 4 Salt Creek ACEC Trail

### Proposed Trail Elements:

- 5 Trail Head/Wayside - Emigrant Pass
- 6 Trail Head - Formidable Hill

### Important Connections:

- a Tecopa
- b Mormon Rocks

### Map Legend:

	Nodes		BLM Wilderness Study Areas
	State Roads		BLM OHV Areas
	Unpaved Roads		BLM Wilderness Areas
	County Line		BLM
	State Line		NPS Wilderness Areas
	OST Congressionally Designated Route		Department of Defense
	Recreation Route 2wd		State
	Recreation Route 4wd		Private
	Recreation Route Hiking Trail		
	Local Route 2wd		
	Local Route 4wd		
	Local Route Hiking Trail		

Zone five scored high in all of the categories and those in attendance at the public open house agreed that this zone has a lot to offer. For starters there are four great hiking opportunities in this zone. Salt Creek ACEC has a short hiking trail with some information about the ACEC, and mining that occurred in the mid 1800s. Another hiking trail links Dumont Dunes with Tecopa. This route through the Amargosa river is a great place for people to have a vicarious experience on an existing trail. There is an existing trail head at China Ranch. The final hiking trail in this zone is the Mormon to California wagon road trace from Emigrant Pass up and over Formidable Hill. This zone was rated a 10 for the non-motorized experience because of these excellent hiking opportunities.

There are plenty of opportunities to get off the road main road and see the desert. Furnace Creek Rd is a 4-wheel drive route that connects Dumont Dunes OHV area to Tecopa. There are other off-road routes in this zone that can get you close to the trail as well. This zone received a 7 for its 4-wheel drive/OHV experience.

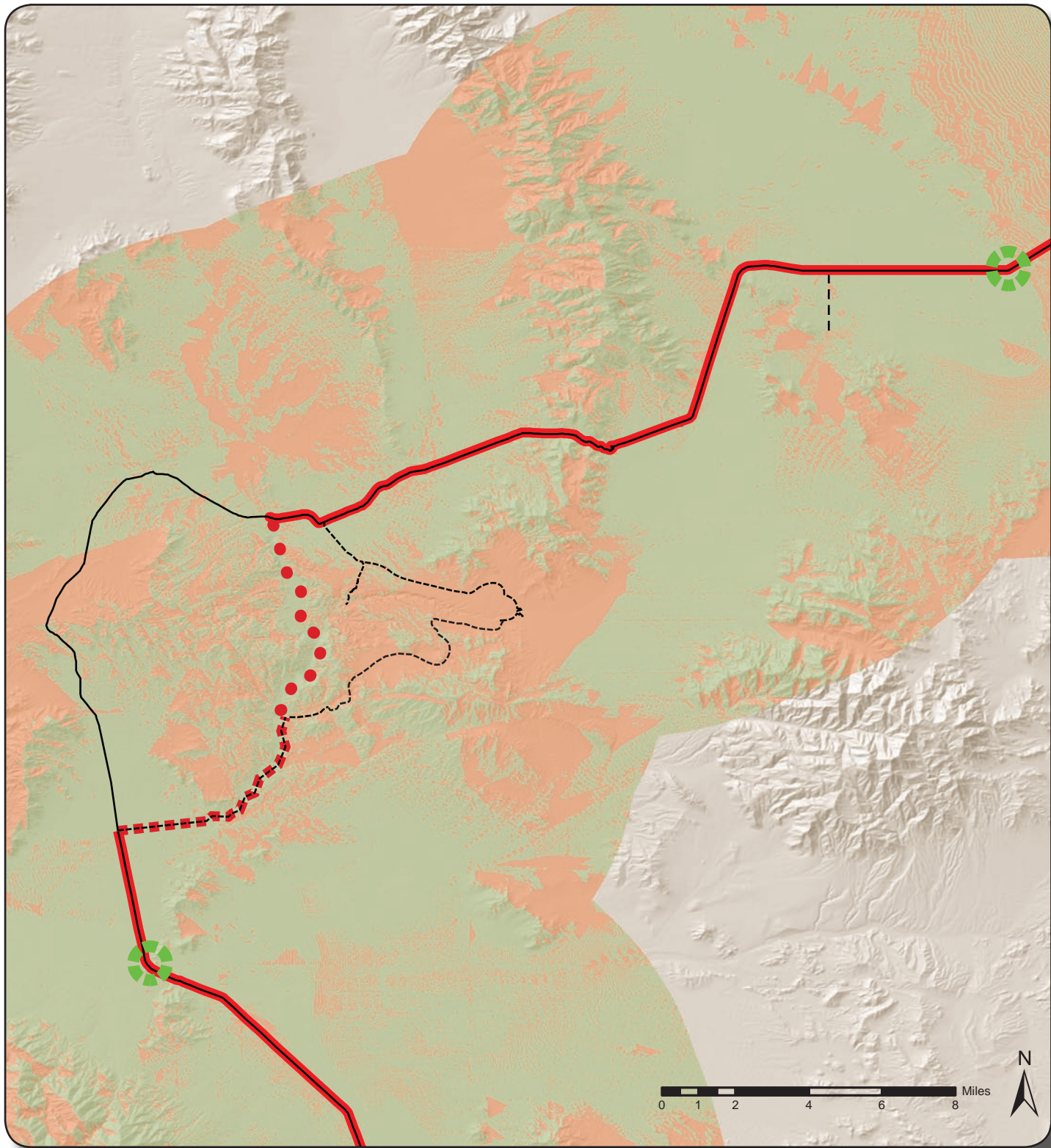
The Old Spanish Trail Highway is a great drive from Tecopa to the state line. The road goes up Emigrant Pass which is a great opportunity for a short hike to an overlook since the trail is visible from the top. This zone received a 7 for its 2-wheel drive experience.

There is already infrastructure in place at Salt Creek ACEC for interpretation of the OSNHT. There currently is not much information on the trail there right now but there is potential for some great signs along the trail. There is also an opportunity at Emigrant pass for some interpretation in association with the overlook. There are plenty of opportunities to partner with private establishments in the area as well. The developed interpretation score is a 6 because of the potential it has.

The historic integrity was rated at an 8 because the area has not changed much. The views are great for most of the segments in this zone and there are several places to view trail trace.

In addition to these opportunities to develop interpretation and recreation, the community in this area is a willing partner. They have an excitement for the trail and many partnerships could be made.

# Zone 5 — Viewshed Analysis



- |   |            |   |               |   |                               |   |             |
|---|------------|---|---------------|---|-------------------------------|---|-------------|
|  | Nodes      |  | State Roads   |  | Recreation Route 2wd          |  | Visible     |
|  | Interstate |  | Paved Roads   |  | Recreation Route 4wd          |  | Not Visible |
|   |            |  | Unpaved Roads |  | Recreation Route Hiking Trail |   |             |

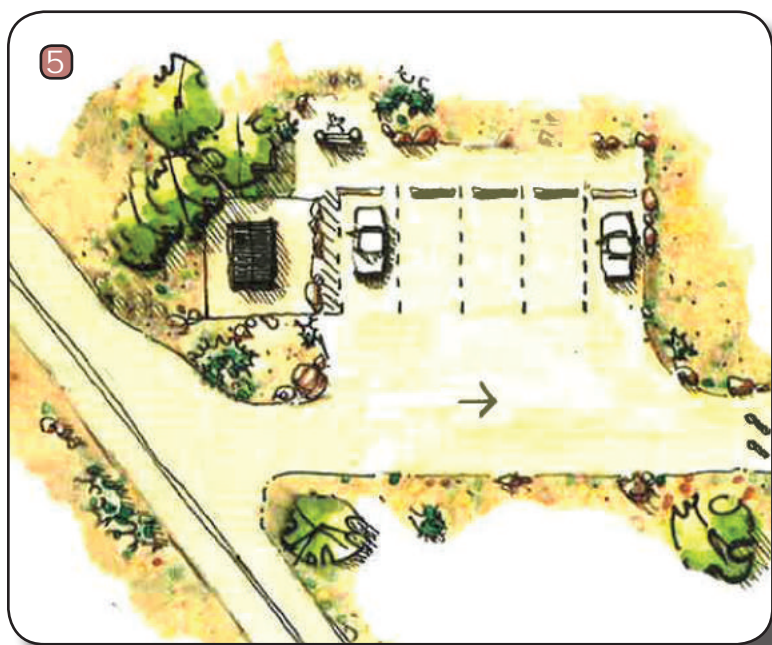




# Salt Creek to California State Line



The view from Emigrant pass.



This is a simple sketch of what a trail head might look like at emigrant pass.



Historic Mining, Salt Creek ACEC





*Zone 5: Salt Creek ACEC*





## *Summary*



# Summary

The purpose of this document is to bring the Old Spanish National Historic Trail to life in San Bernardino County and Inyo County, so that it becomes a valuable educational and recreational asset for residents and visitors alike. It is not a decisional document, but a guiding document for future efforts to mark, improve, interpret, and utilize the trail.

The Old Spanish National Historic Trail has a lot of potential for recreation and interpretation in these counties. One of the major proposals discussed in this document is to turn the Desert Discovery Center into an Old Spanish National Historic Trail Center. This would be the central hub for education of the Old Spanish National Historic Trail as well as subsequent trails and highways that are important to the history and settlement of the west.

Another important proposal is the identification of a proposed recreation route. A major point of the OSNHT center would be to show where there are opportunities to see the trail and have a vicarious experience. Opportunities along this route, regardless of land status, were included in this strategy. The route runs through various land managers' properties. This provides the opportunity for county-wide collaboration and positive partnerships between the various land managers.

This document is intended to help guide land managers as they promote the trail and develop education and recreation facilities. With positive partnerships and collaboration the Old Spanish National Historic Trail will come to life to serve the public and the community.





