

# **PACIFIC COAST**

## **BETWEEN OLYMPIC NATIONAL PARK AND SAN DIEGO, CALIFORNIA**

For some reason, when people elsewhere in the country refer to the Pacific Coast, particularly California, it's apparent that they think it's a land of kooks and crazies, an overbuilt suburban desert supporting only shopping malls, freeways, and body-obsessed airheads. All this may be true in small pockets, but the amazing thing about the Pacific Coast—from the dense green forests of western Washington to the gorgeous beaches of Southern California—is that it is still mostly wild, open, and astoundingly beautiful country, where you can drive for miles and miles and have the scenery all to yourself.

Starting at the northwest tip of the United States at Olympic National Park, and remaining within sight of the ocean almost all the way south to the Mexican border, this 1,500-mile, mostly two-lane route takes in everything from temperate rainforest to near-desert. Most of the Pacific Coast is in the public domain, freely if not always easily accessible, and protected from development within national, state, and local parks, which provide habitat for such rare creatures as mountain lions, condors, and gray whales.

Heading south, after the rough-and-tumble logging and fishing communities of Washington State, you cross the mouth of the Columbia River and follow the comparatively peaceful and quiet Oregon coastline, where recreation has by and large replaced industry, and where dozens of quaint and not-so-quaint communities line the ever-changing shoreline. At the midway point, you pass through the great redwood forests of Northern California, where the tallest and most majestic living things on earth line the “Avenue of the Giants,” home also to some of the best (meaning gloriously kitsch) remnants of the golden age of car-borne tourism: drive-through trees, drive-on trees, houses carved out of trees, and much more. The phenomenally beautiful coastline of Northern California is rivaled only by the incredible coast of Big Sur farther south, beyond which stretch the beachfronts of Southern California. The land of palm trees, beach boys, and surfer girls of popular lore really does exist, though only in the southernmost quarter of the state.

Along with the overwhelming scale of its natural beauty, the West Coast is remarkable for the abundance of well-preserved historic sites—most of which haven't been torn down, built on, or even built around—that stand as vivid evocations of life on what was once the most distant frontier of the New World. While rarely as old as places on the East Coast, or as impressive as those in Europe, West Coast sites are quite diverse and include the Spanish colonial missions of California, Russian and English fur-trading outposts, and the place



where Lewis and Clark first sighted the Pacific after their long slog across the continent.

Last but certainly not least are the energizing cities—Seattle in the north, San Francisco in the middle, and Los Angeles and San Diego to the south—which serve as gateways to (or civilized respites from) the landscapes in between them. Add to these the dozens of small and not-so-small towns along the coast, with alternating blue-collar ports and upscale vacation retreats, and you have a great range of food, drink, and accommodation options. Local cafés, seafood grills, and bijou restaurants abound, as do places to stay—from youth hostels in old lighthouses to roadside motels (including the world's first, which still stands in lovely San Luis Obispo, California) to homespun B&B inns in old farmhouses.



## WASHINGTON

The coast of Washington is a virtual microcosm of the Pacific Northwest, containing everything from extensive wilderness areas to Native American fishing villages and heavily industrialized lumber towns. Starting at splendid

Port Townsend, US-101 loops west around the rugged Olympic Peninsula, passing near the northwesternmost point of the continental United States while allowing access to the unforgettable natural attractions—sandy, driftwood-strewn beaches, primeval old-growth forests, and pristine mountain lakes and glaciated alpine peaks, to name just a few—of Olympic National Park. The roadside landscape varies from dense woods to clear-cut tracts of recently harvested timber, with innumerable rivers and streams perhaps the most obvious signs of the immense amount of rainfall (up to 12 feet) the region receives every year. Scattered towns, from Port Angeles in the north to the twin cities of Grays Harbor on the coast, are staunchly blue-collar communities almost wholly dependent upon natural resources—not only trees, but also salmon, oysters, and other seafood. Though the tourism trade has been increasing steadily, visitor services are still few and far between, so plan ahead.

Though it's not on the ocean, the Puget Sound port city of Seattle makes a good starting or finishing point to this Pacific Coast road trip.



## PORT TOWNSEND



Few places in the world can match the concentration of natural beauty or the wealth of architecture found in tiny Port Townsend (pop. 8,727). One of the oldest towns in Washington, Port Townsend was laid out in 1852 and reached a peak of activity in the 1880s. But after the railroads focused on Seattle and Puget Sound as their western terminus, the town sat quietly for most of the next century until the 1960s, when an influx of arts-oriented refugees took over the waterfront warehouses and cliff-top mansions, converting them to galleries, restaurants, and comfy B&Bs while preserving the town's turn-of-the-20th-century character.

Port Townsend is neatly divided into two halves: Multi-story brick warehouses and commercial buildings line Water Street and the wharves along the bay, while lovely old Victorian houses cover the bluffs above. It's basically a great place to wander, but there are a couple of sights worth seeing, particularly the landmark City Hall along the east end of Water Street at 210 Madison Street. Half of this eclectic gothic pile now houses a local historical museum (daily; donations accepted), with three floors of odds and ends tracing Port Townsend history, including the old city jail where Jack London spent a night on his way to the Klondike goldfields in 1897. The City Hall is also a starting

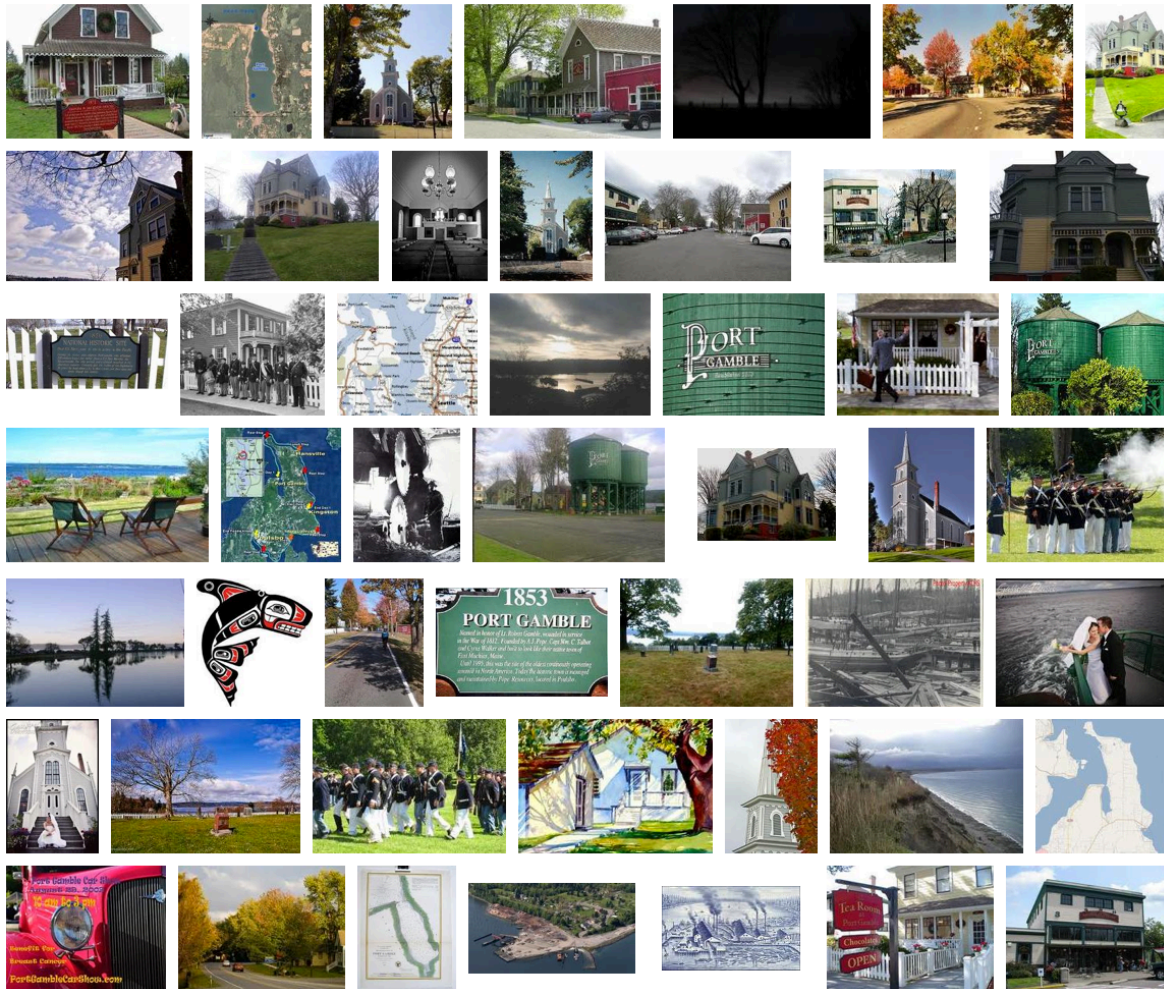
point for Joyce Webb's expertly guided walking tours (daily by appointment; \$10; 360/385-1967) of the waterfront district.

Not surprisingly, considering the extensive tourist trade, Port Townsend has a number of good restaurants and bars. You'll find many of the best places at the east end of town near the corner of Water and Quincy Streets. For breakfast or lunch, try the Salal Cafe (360/385-6532), at 634 Water Street. For dinner, one of the best seafood places is the Silverwater Cafe (360/385-6448), at 237 Taylor Street near the Quincy Street dock. The lively neighborhood also holds a pair of restored 1880s hotels: the Waterstreet Hotel (\$50 and up; 360/385-5467 or 800/735-9810), at 635 Water Street, and the quieter Palace Hotel (\$95 and up; 360/385-0773 or 800/962-0741), 1004 Water Street, where the room names play up the building's past use as a brothel.

The most comfortable accommodations in Port Townsend are the many 1880s-era B&Bs dotting the bluffs above the port area, including the ever-popular Old Consulate Inn (\$110 and up; 360/385-6753), 313 Walker Street, where the plush rooms come with a view of Mt. Olympus and a hearty multi-course breakfast. For less-pricey lodging, there's a campground (360/344-4400) and the HI Olympic Hostel (360/385-0655) in the old Army barracks at Fort Worden, on the coast two miles north of town, with dorm beds for \$14 members, \$17 nonmembers; private rooms are available for around \$40.

## **TOWARD SEATTLE: PORT GAMBLE**





You have a number of options if traveling to or from Port Townsend. You can follow US-101 around the western Olympic Peninsula, or take a ferry via Whidbey Island and explore it and the even prettier San Juan Islands to the north. Last, but not least, you can take a middle route across the Kitsap Peninsula, then catch a ferry to Seattle.

This last route, which includes a trip on the very frequent (and frequently crowded) Washington State Ferry (\$13; 206/464-6400) between Kingston and Edmonds, has the great advantage of taking you through the lovely old logging town of Port Gamble, a slice of New England on the shores of Puget Sound. The entire town is a historic district, with dozens of immaculate Victorian buildings standing along maple tree-lined streets. After wandering past the saltbox houses, have a look inside the large General Store, which includes a barber shop, a seashell museum, and a small café; or visit the photo-filled historical museum (\$2.50; 360/297-8074) across the street.

## SEQUIM AND DUNGENESS



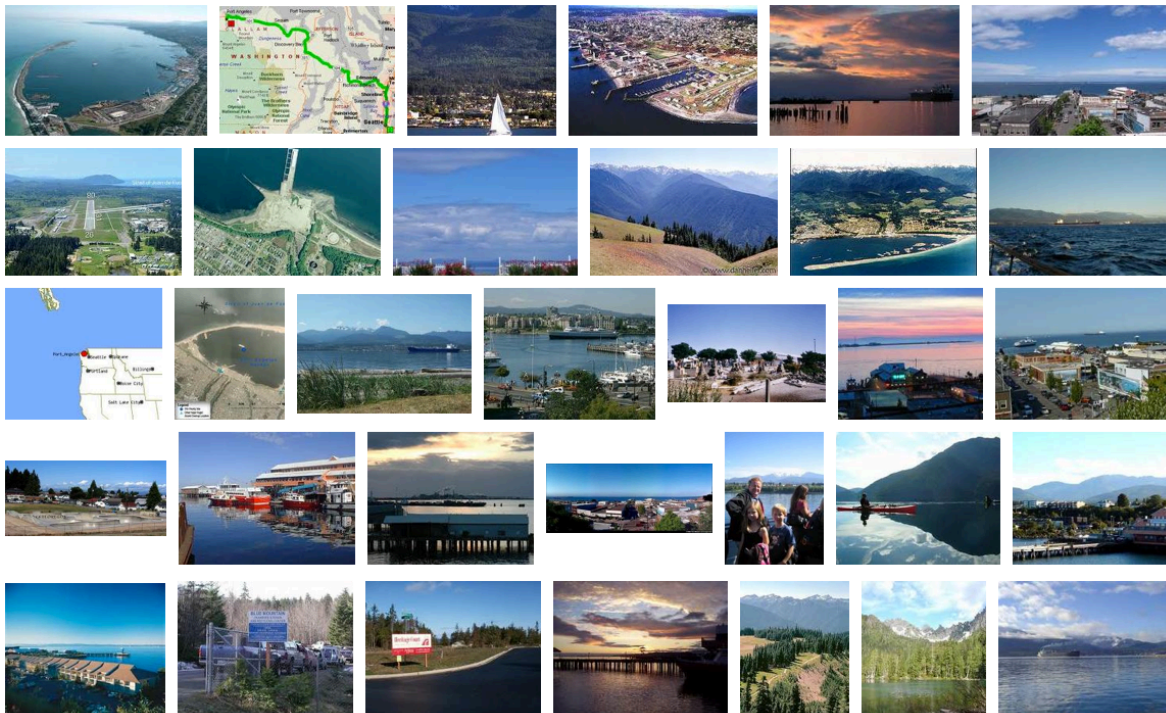


waterfront again at Dungeness, where a seven-mile-long sand spit, the country's longest, protects a shellfish-rich wildlife refuge. All that remains of the abandoned fishing community that existed here through the 1890s is an old schoolhouse, though the excellent Three Crabs Restaurant (360/683-4264), overlooking Dungeness Harbor, has been serving up fresh fish and local Dungeness crab for over 25 years.

The well-signed Olympic Game Farm (daily in summer; \$9; 360/778-4295), five miles northwest of Sequim, is a 90-acre retirement home for former animal actors and other creatures, great and small. Visitors are very welcome.

Stay in Sequim at Groveland Cottage (\$90–125; 360/683-3565), a quaint B&B just a half mile from the harbor at 4861 Sequim-Dungeness Way, or at the popular waterfront Juan de Fuca Cottages (\$150; 360/683-4433), two miles to the west at 182 Marine Drive.

## PORT ANGELES



A busy, industrial city at the center of the northern Olympic Peninsula, Port Angeles (pop. 18,397) makes a handy base for visiting the nearby wilderness of Olympic National Park. The town is slowly but surely recovering from its traditional dependence on logging, and the waterfront, which once hummed to the sound of lumber and pulp mills, is now bustling with tourists wandering along a six-mile walking trail and enjoying the sealife (sea slugs, eels, starfish, and octopuses) on display at the small but enjoyable Marine Life Center (daily;

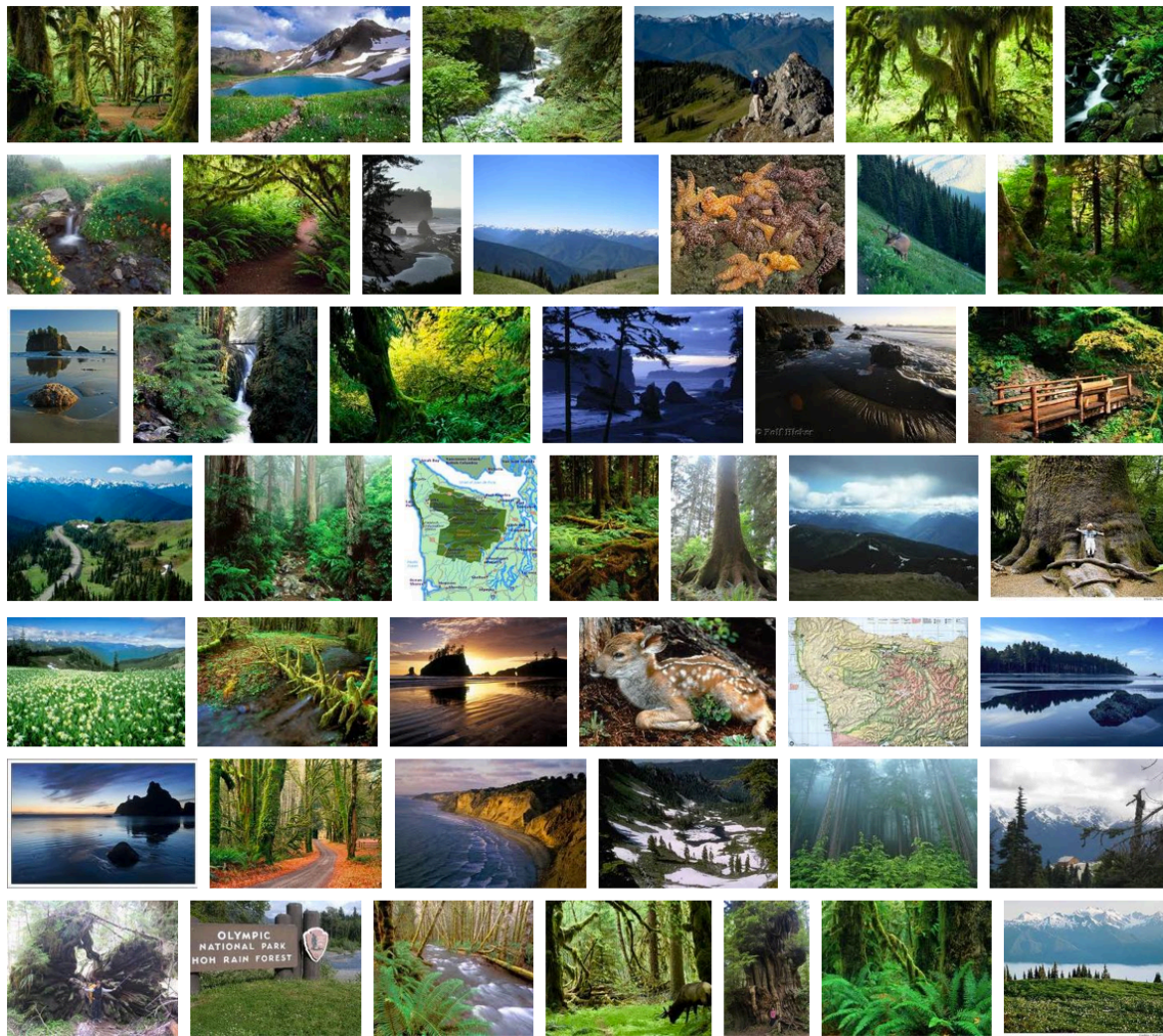


\$2.50), on the centrally located City Pier.

Malls, gas stations, and fast-food franchises line the US-101 frontage through town, but life in Port Angeles, for locals and visitors alike, centers on the attractive downtown area, two blocks inland from the waterfront around Lincoln Avenue and 1st Street. Here cafés like First Street Haven (360/457-0352), at 107 E. 1st Street, offer good, inexpensive soup-and-salad lunches and dinners, and amiable bars and pubs like Peaks, around the corner on Lincoln Avenue, draw bikers, hikers, and loggers with their pub-grub and good beers. Across from Peaks, occupying a terra-cotta building that used to be a fire station, Bonny's Bakery (360/457-3585) serves coffees and pastries on a (sometimes) sunny front patio at 215 S. Lincoln Avenue. If you're waiting for a ferry, or are fresh off of one, a number of places to eat and drink surround the ferry terminal, including the attractive Landings Restaurant (360/457-6768), at 115 E. Railroad Avenue, with great fish-and-chips.

Places to stay in Port Angeles vary. You'll find highway motels, including the Quality Inn Uptown (\$80–160; 360/457-9434), at 101 E. 2nd Street, and the Red Lion (\$90–150; 360/452-9215), on the water at the foot of Lincoln Street. There are also many characterful B&Bs; for details of these, and for more general information, phone the North Olympic Peninsula Visitors and Convention Bureau at 800/942-4042, or stop by the Port Angeles tourist office (360/452-2363) at the ferry terminal, 121 E. Railroad Avenue.

## **OLYMPIC NATIONAL PARK**



Olympic National Park, in the heart of the Olympic Peninsula, is a diversely beautiful corner of the country, combining features of Maine's rocky coast and the snowcapped peaks of the Rocky Mountains with the unique rainforests covering the park's Pacific coastal valleys. The rugged, million-acre landscape, ranging from rocky shores to impassably dense forests, resisted exploitation and development until the turn of the 20th century, when local conservationists persuaded Teddy Roosevelt to declare most of the peninsula a nature preserve, a movement that eventually resulted in the establishment of Olympic National Park in 1939.

There are no roads and few trails across the peninsula, so you have to choose your points of entry depending upon what you want to see. The different areas of Olympic National Park are covered in the following pages, but the most popular part of the park is Hurricane Ridge, which rises high above Port Angeles and offers great views of the silvery peaks and the many glaciers that flank them. At the northwestern corner of the park, Lake Crescent sits serenely amidst the forests and peaks, while on the western slopes, the temperate rainforests of the usually wet and rainy river valleys hold some of

the world's largest trees, all draped with a thick fabric of mosses. At the edge of the peninsula, the almost completely undeveloped Pacific Ocean coastline, added to the park in 1953, offers miles of sandy beaches and rocky headlands, littered only with driftwood logs and vibrant tidepools.

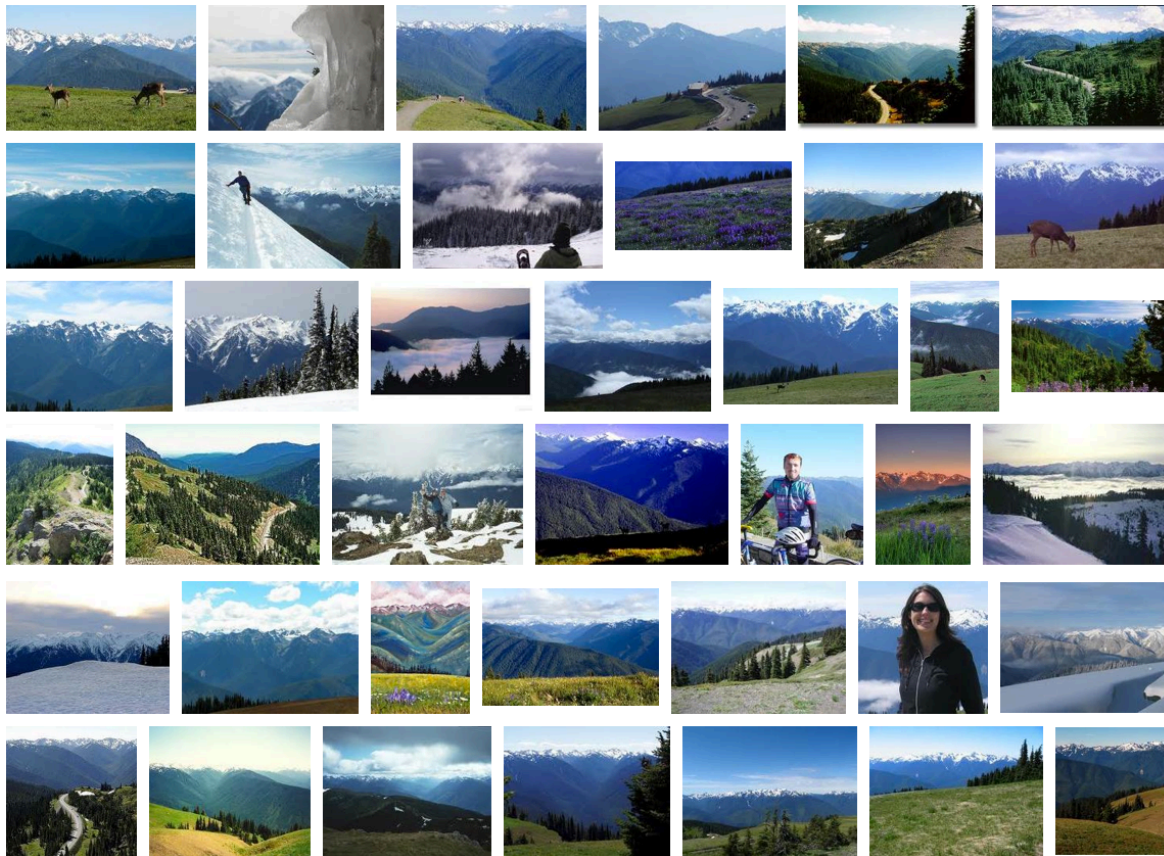


## FERRIES TO VICTORIA, BRITISH COLUMBIA

From Port Angeles, a pair of ferries—the MV Coho, carrying cars and passengers (\$33 per car one-way, plus \$9 per person; 360/457-4491); and the faster, summer-only Victoria Express, carrying passengers only (\$12.50 per person each way; 360/452-8088 or 800/633-1589)—shuttle across the water to and from pretty Victoria, the provincial capital of British Columbia, one of Canada's most popular destinations. Both ships leave Port Angeles at the middle of the attractively landscaped waterfront, and arrive very near the center of Victoria, making for a great day-trip from either place. At the Port Angeles dock there's a very helpful information center packed with maps and brochures on Victoria and the rest of B.C., or you can call Tourism Victoria at 800/663-3883.

## HURRICANE RIDGE

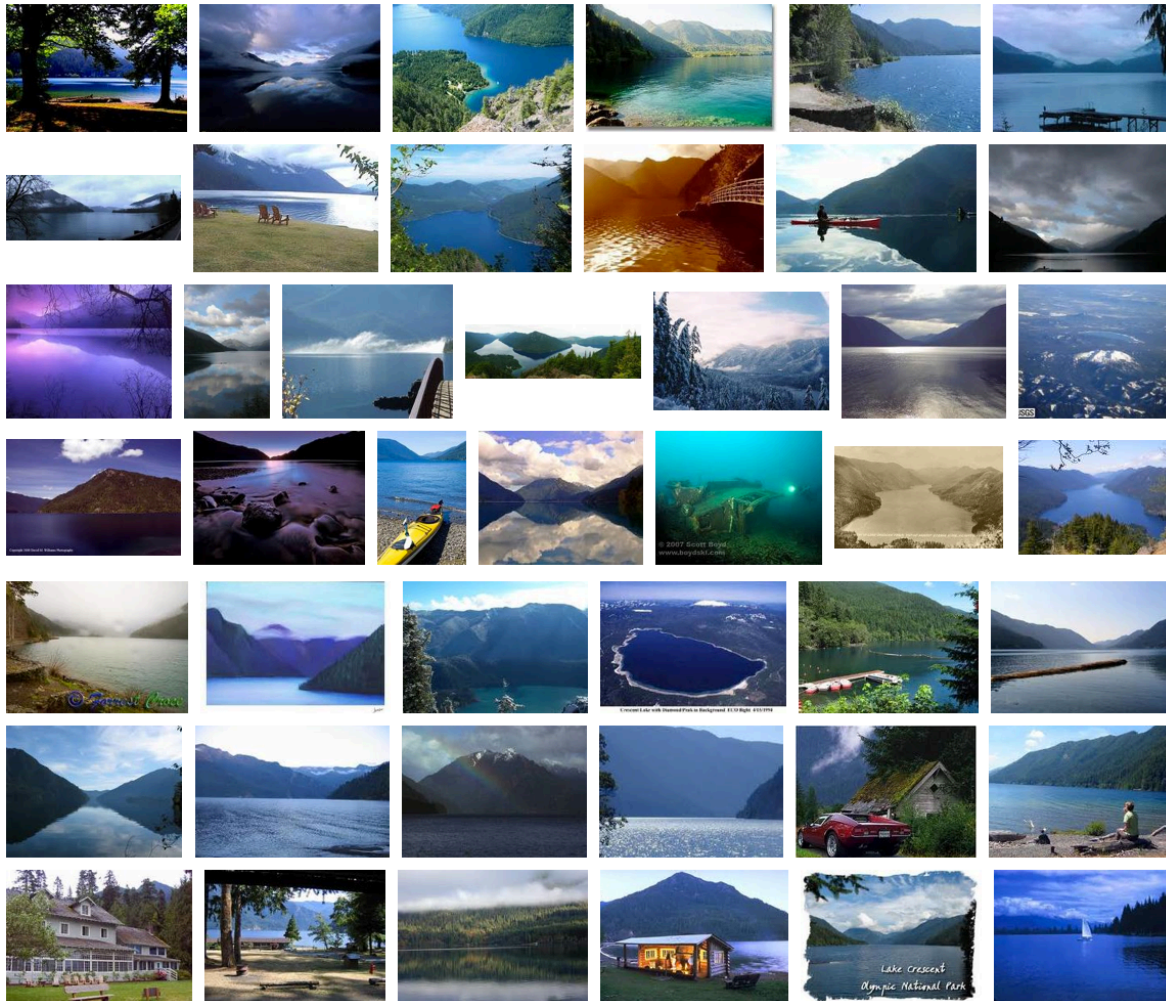




High above Port Angeles, Hurricane Ridge provides the most popular access to Olympic National Park. A paved road, open year-round during daylight hours, twists and turns 17 miles up a steep 7 percent grade to the mile-high summit, where, on a clear day, you can gape at the breathtaking 360-degree views of mountain, valley, and sea. A summer-only lodge at the crest provides food and drink, and a concession offers ski and snowshoe rentals on winter weekends. Trails lead down into the backcountry, where you're likely to spot marmots, deer, and bald eagles—and if you're lucky, maybe an elk or a mountain lion. Thrill-seeking drivers and mountain bikers may get a kick out of the Obstruction Point Road, a twisting gravel road that continues (without guardrails!) for another eight miles along the crest from the Hurricane Ridge parking lot. Obstruction Point Road ends at a trailhead; drivers will have to turn around. In winter, the snowed-in road becomes a popular cross-country skiing trail.

Apart from the area right around Hurricane Ridge, most of the Olympic National Park backcountry is fairly wet and rugged, and if you plan to camp overnight, be prepared, and be sure to get a permit from the Olympic National Park ranger station (360/565-3130) in Port Angeles, two blocks south of US-101 on the road up to Hurricane Ridge. This is also the best place to pick up general information on the rest of the park, which extends all the way west to the rainforest areas along the coastal valleys.

## LAKE CRESCENT



One of the most idyllic spots in the entire Pacific Northwest, the fjord-like Lake Crescent, over eight miles long and some 625 feet deep, lies right alongside two-lane US-101, just 20 miles west of Port Angeles. Powerboats are banned, and the placid surface reflects the clouds and surrounding peaks, including 4,534-foot Storm King Mountain; you can rent rowboats (\$9 an hour) from the Lake Crescent Lodge and float around under your own steam. Also from the lodge, a popular mile-long hike follows a well-maintained nature trail up to the delicate cascade of 90-foot Marymere Falls, while along the north shore an abandoned railroad grade is open to hikers and mountain bikers.

Incomparably situated along US-101 on the lake's southeast shore, Lake Crescent Lodge (\$80–160, open April–Oct. only; 360/928-3211) was originally built in 1916 and has been hosting visitors ever since. Fairly rustic rooms are available in the old lodge, which also has a cozy dining room; more modern accommodations are available in the adjacent cabins and motel, though the whole place is booked solid on summer weekends, so reserve as soon as you

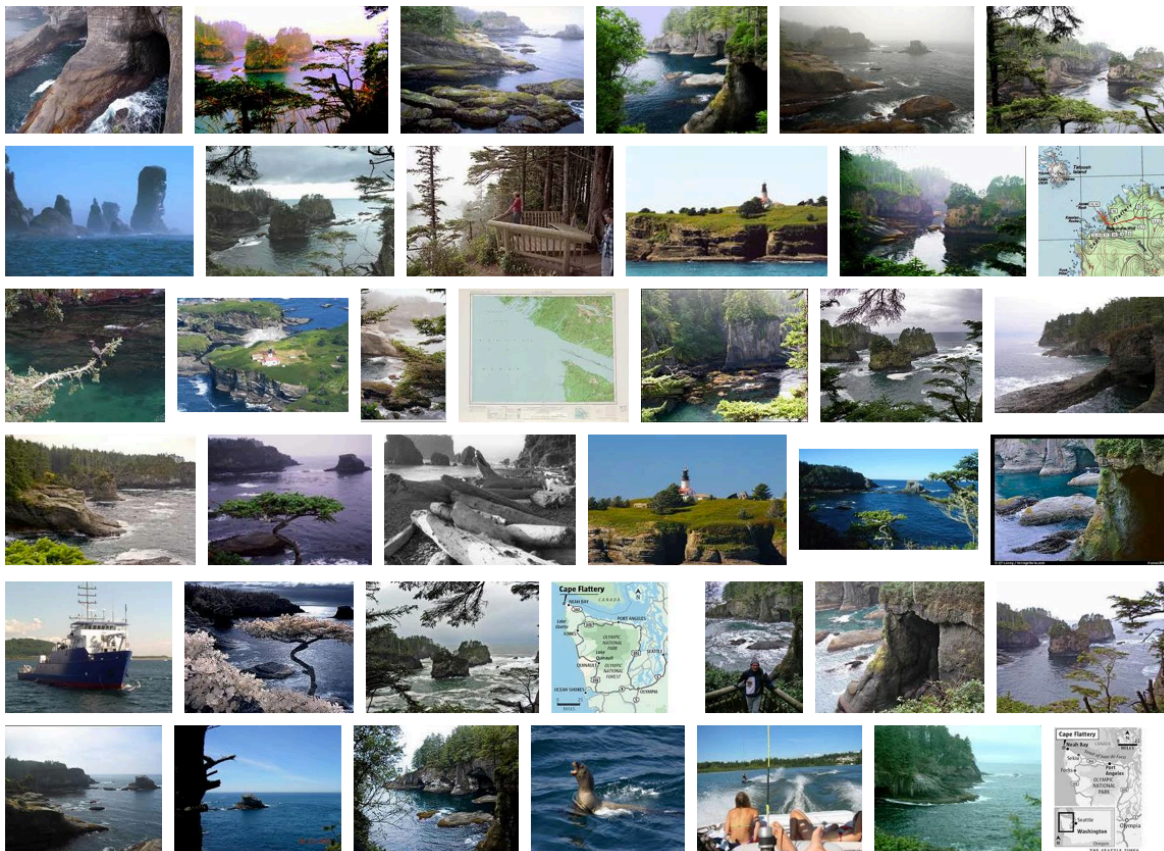


can. Another nice place to stay is the Log Cabin Resort (360/928-3325), three miles north of US-101 on the northeast shore, with motel rooms and waterfront A-frame cabins from around \$100 a night in summer.

## HWY-112: STRAIT OF JUAN DE FUCA

The Strait of Juan de Fuca, the narrow inlet that links the open Pacific with Puget Sound and divides the United States from Canada, was named for the Greek sailor (real name: Apostolos Valerianus) who first mapped it while working for the Spanish Crown in 1610. On a clear day, you can get some great views across the strait from Hwy-112, which runs along the shore from US-101 all the way to the tip of the Olympic Peninsula at Neah Bay. Though it looks like a great drive on the map, Hwy-112 is a very narrow and winding road with some surprisingly steep hills and thick woods that block much of the view, all of which (in addition to the plentiful logging trucks) can make it less than ideal for bicycling or even a scenic drive.

## NEAH BAY AND CAPE FLATTERY



From the crossroads Sappho on US-101, Hwy-113 leads north, linking up with Hwy-112 on a long and winding 40-mile detour through Clallam Bay (home of the nearly-world-famous *Running Fish* statue) to Cape Flattery, the northwesternmost tip of the continental United States. The highway is paved as far as the town of Neah Bay, a tiny and somewhat bedraggled community that's the center of the Makah Indian Reservation. Salmon fishing, both by Makah and by visitors, is about the only activity here, though the tribe does have the impressive and modern Makah Museum (daily in summer, closed Mon. and Tues. the rest of the year; \$5; 360/645-2711), one of the best anthropological museums in the state. Most of the displays are of artifacts uncovered in 1970, when a mudslide revealed the pristine remains of a 500-year-old coastal village—the Pompeii of the Pacific Northwest. Other galleries display finely crafted baskets, a full-scale longhouse complete with recorded chants, and a whaling canoe from which fearless Makah harpooners would jump into the surf and sew up the jaws of dying whales, to keep them from drowning and sinking. If you want a special souvenir, the museum gift shop displays and sells a variety of high-quality arts and crafts made by Makah people.

The Hwy-112/113 route twists along the rocky and wooded shore of the Strait of Juan de Fuca, but reaching the actual cape itself isn't difficult. From Neah Bay, the well-maintained western half of the Cape Loop Road winds along the Pacific to a parking area which gives access to a trail that brings you to the top of a 65-foot-high cliff overlooking the crashing surf and offshore Tatoosh Island. On a sunny day it's a gorgeous vista, but if the weather's less than perfect (which it often is) your time would be much better spent inside the Makah Museum.

## **FORKS**

Bending southwest along the banks of the Sol Duc River, US-101 passes through miles of green forests under ever-gray skies to reach Forks (pop. 3,120), the commercial center of the northwestern Olympic Peninsula. Named for its location astride the Sol Duc and Bogachiel Rivers, Forks is a die-hard lumber town grappling with the inevitable change to more ecologically sustainable alternatives, mainly tourism. Visitors come to fish for steelhead during the late-summer runs, to beachcomb along the rugged coast, or to visit the remarkable rainforests of Olympic National Park to the southeast. The main attraction in Forks proper is the quirky Timber Museum (daily; donations; 360/374-9663), on US-101 on the south edge of town, packed with handsaws, chainsaws, and other logging gear as well as antique cooking stoves and displays telling the town's characterful history. There's also a forest-fire

lookout tower perched outside the upper floor gallery.

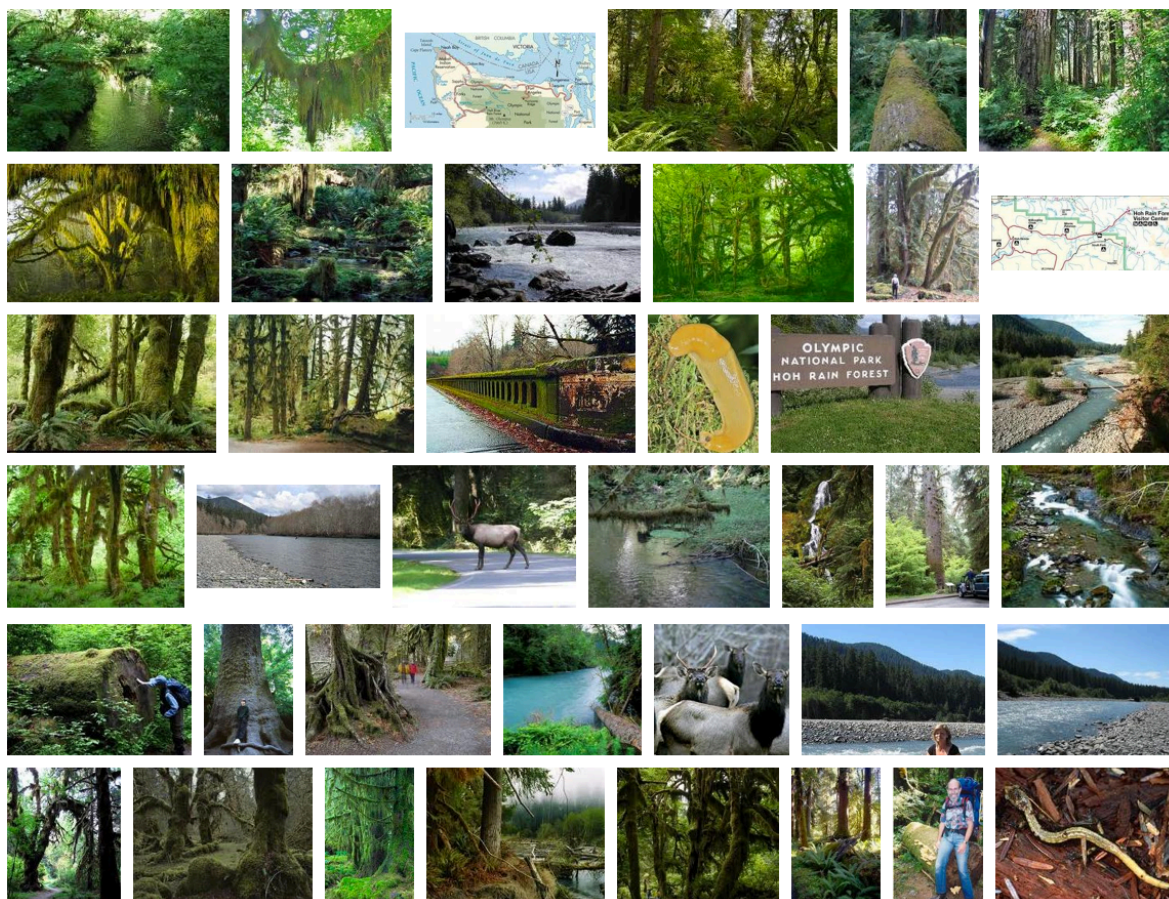
With four gas stations and four motels, Forks is not a metropolis by any stretch of the imagination, but it does offer the best range of services between Port Angeles and Aberdeen. Sully's at 220 N. Forks Avenue is a good burger stand on US-101 at the north end of town, and there are also two Chinese and two Mexican places, plus the great smoked salmon sandwiches at the Smoke House Restaurant. Stay at the Forks Motel (\$50–90; 360/374-6243), at 351 S. Forks Avenue, or a more peaceful B&B, the Miller Tree Inn (\$75–175; 360/374-6806), which sits on 30 acres at 654 E. Division Street, five blocks east of Forks's solitary stoplight.

South of Forks along US-101, Bogachiel State Park has over 100 forested acres of very nice campsites (with showers!) along the Bogachiel River. Sites are first-come, first-served, and cost around \$10 for tents, \$15 for RV hookups (360/374-6356).

For more-complete information, contact the Forks visitors center (800/443-6757), next to the Timber Museum.

## **HOH RIVER RAINFOREST**





If you have time to visit only one of the lush rainforest areas of Washington's northwest coast, head for the Hoh River Rainforest, 12 miles south of Forks then 18 miles east along a well-signed and well-paved road. Not only is this the most easily accessible of these incredibly lush, old-growth areas, the Hoh River forest is also among the least disturbed, with a thick wet blanket of vibrant green ferns, mosses, and lichens covering every inch of the earth at the foot of massive hemlocks, cedars, and towering Sitka spruce. Displays inside the visitors center tell all about the forest's flora and fauna. There's also a wheelchair-accessible nature trail and a wide range of hiking trails, including the quickest access to the icy summit of 7,965-foot Mt. Olympus, 22 miles away in the glacier-packed alpine highlands at the heart of the park.

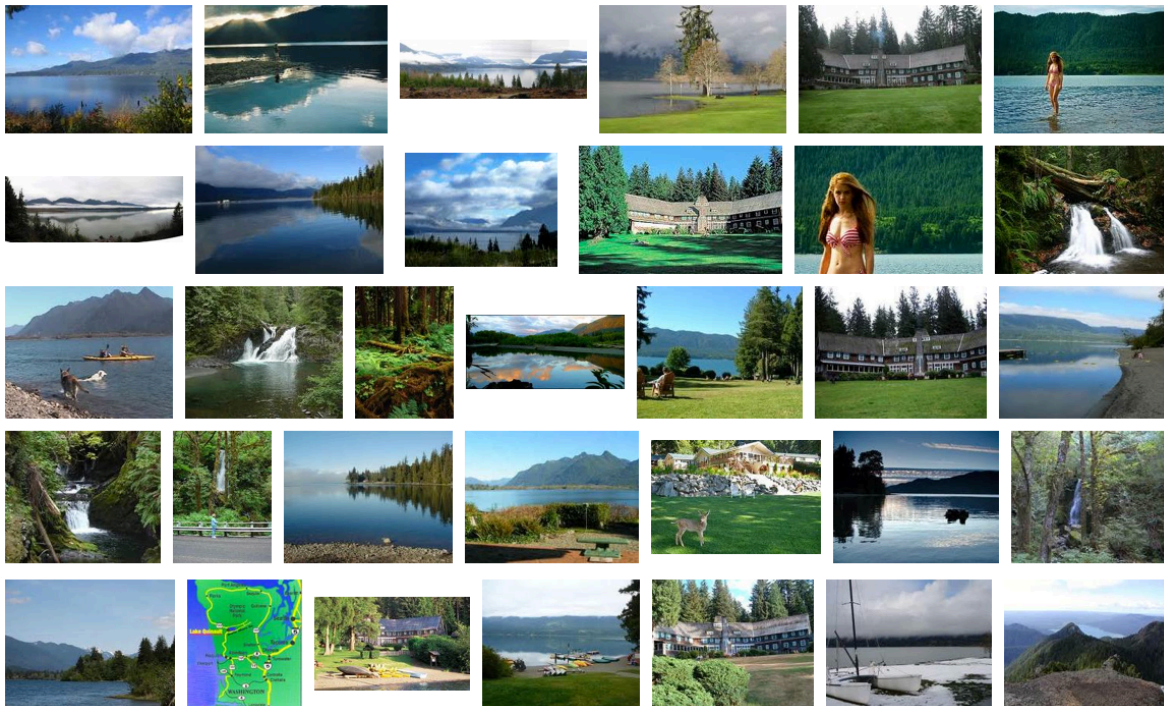
The closest services to the Hoh River Rainforest are in Forks, but budget travelers may want to take advantage of the \$12-a-night bunks at the amiable Rain Forest Hostel (360/374-2270), 23 miles south of Forks along US-101 (between milemarkers 169 and 170), midway between the Hoh River Rainforest and the coast at Ruby Beach.

## KALALOCH AND THE PACIFIC BEACHES





# LAKE QUINAULT



Spreading in a broad valley at the southwest corner of Olympic National Park, Lake Quinalt offers lush rainforest groves within a short walk or drive of most creature comforts. The lake has served for decades as a popular resort destination—cabins, lodges, and stores dating from the 1920s line the southern shore, just outside the park boundary—and the old-growth forests here have survived intact, though the naked tracts of clear-cut timber along US-101 north and south of the lake give a good sense of what the area might have looked like had Teddy Roosevelt and friends not stepped in to protect it around the turn of the 20th century.

The best first stop is the USFS ranger station (360/956-2400) on the south shore, where you can get details of the many excellent hikes in the Lake Quinalt area, and pick up a map of the guided driving tour around the lake, including the location of the many record-size trees. The roughly four-mile-long Quinalt Loop Trail winds on a paved path from the ranger station along crashing Cascade Creek up through an old-growth rainforest of alders and bigleaf maples, whose leaves grow upwards of 12 inches across. Midway along, the trail crosses a raised wooden boardwalk through a fecund cedar swamp, then drops down again along another creek before returning by way of the lakeshore.

The nicest place to stay, right next to the ranger station, is historic Lake Quinalt Lodge (\$80–180; 360/288-2900), with a rustic but spacious lobby

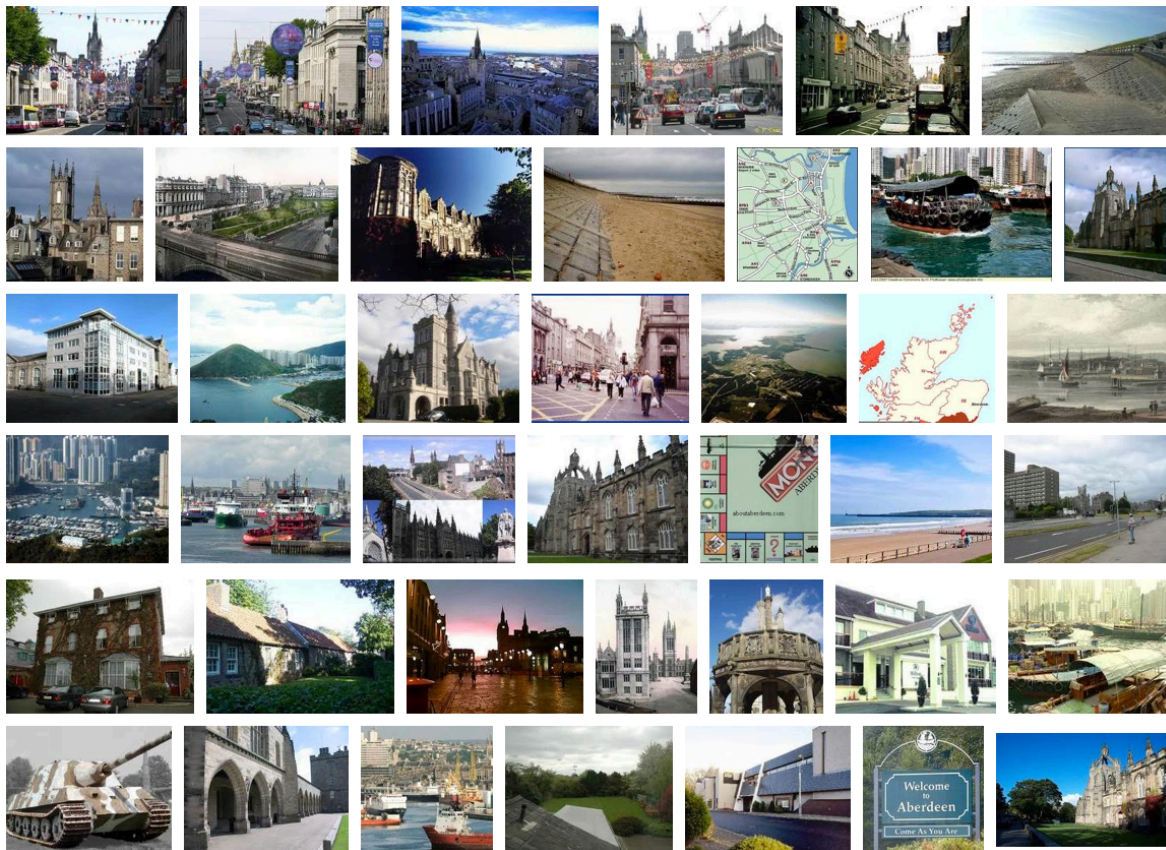
opening onto lakefront lawns and a very nice restaurant, the Roosevelt Room, serving gorgeous grilled salmon, oysters, and other local delicacies. Besides offering comfortable and reasonably priced accommodations and very good food, the nearby Rain Forest Village (360/288-2535 or 800/562-0948), at the east end of the lake, also holds the World's Largest Spruce, a 191-foot giant.







## GRAYS HARBOR: HOQUIAM AND ABERDEEN



The Olympic Peninsula is cut off from the southern Washington coast by the spade-shaped bay of Grays Harbor, named for the early American sea captain and explorer, Robert Gray. Long the state's prime lumber port, Grays Harbor still processes huge piles of trees, but in many ways what's most interesting is the contrast between the two towns here, Hoquiam and Aberdeen.

At the western end of Grays Harbor, tidy Hoquiam (pop. 9,097; kind of rhymes with requiem) celebrates its lumber-based history with an annual Logger's Playday bash, complete with ax-throwing and tree-climbing

competitions, the second weekend in September. The rest of the year, get a feel for the bygone days of the lumber industry at red-shingled Hoquiam's Castle (daily; \$4; 360/533-2005), on a hillside three blocks off US-101 at 515 Chenault Avenue, a 20-room mansion built in 1897 by a local lumber baron. If you like the looks of it, you can stay overnight in a B&B room for \$90–150. Another grand old timber-magnate mansion now houses the Polson Museum (Wed.–Sun; \$2; 360/533-5862), on US-101 at 1611 Riverside Drive. It's devoted to the history of logging.

East of Hoquiam along the Chehalis River at the head of Grays Harbor, Aberdeen (pop. 16,600) is much more heavily industrialized and thus has been even harder hit by the continuing downturn in the Northwest timber industry. The downtown area has more than a few rough edges, but it also holds one of the more high-profile of the state-sponsored efforts to move from timber to tourism: Grays Harbor Historical Seaport (daily; \$3; 360/532-8611), a half mile east of US-101. A reconstruction of American explorer (and Grays Harbor namesake) Capt. Robert Gray's ship, the *Columbia Rediviva*, can be toured—when she's not off on one of her regular “goodwill” cruises. The original ship was the first American vessel to visit the area, way back in 1788, and the replica was completed here in 1989 to celebrate the Washington State centennial. When the *Columbia Rediviva* is in port, you can hop on board for an unforgettable trip (\$40).

Across the river from Aberdeen, the region's largest employer, a Weyerhaeuser pulp mill, looms alongside US-101 through the inappropriately named town of Cosmopolis, before the road cuts inland toward Raymond and Willapa Bay.

Heading east from Aberdeen, US-12 cuts inland, passing the Satsop nuclear power plant and one of the most heavily logged areas in Washington before joining the I-5 freeway at the state capital of Olympia. Midway along, the Grays Harbor HI Hostel in Elma (360/482-3119) has \$14-a-night beds (and a small golf course!).

## **HWY-105: WESTPORT AND TOKELAND**

Between Hoquiam and Raymond, US-101 cuts inland from the coast, while an alternative route, Hwy-105, loops to the west past miles of cranberry bogs (and occasional wild elk) through the salmon-fishing town of Westport. Once called “The Salmon Capital of the World,” and still a prime place for watching migrating gray whales, Westport is a very busy port—and one of Washington's few good surfing and surf-kayaking beaches. The whole place really comes to life during the Labor Day seafood festival. For details on Westport or

anywhere along Hwy-105, contact the very helpful visitors center (360/268-9422 or 800/345-6223).

One of coastal Washington's best-loved destinations, the seaside red-cedar Dunes Restaurant south of Westport in Grayland, burned to the ground in 1997—with no insurance, and therefore no chance of rebuilding. Now, the only real place nearby with anywhere near comparable character is the 120-year-old Tokeland Hotel (360/267-7006), off Hwy-105 on the north shore of Willapa Bay, with \$65 rooms and a very nice dining room.

## **WILLAPA BAY: RAYMOND AND SOUTH BEND**

One of the country's prime oystering grounds, Willapa Bay is sheltered from the Pacific by the Long Beach Peninsula and fed by the Nasalle, Willapa, and North Fall Rivers. There are very few towns or even villages on this stretch of US-101, which winds past tidal marshes, cattle ranches, and some engaging roadside sculptures of people canoeing, bird-watching, cycling, fishing, and generally enjoying the Great Outdoors. The landscape is also marked by extensively clear-cut forests—which billboards proclaim to be "America's first industrial tree farm," giving dates of harvest, planting, and re-harvest, on a roughly 40-year cycle.

At the northeast corner of Willapa Bay, on the south bank of the Willapa River, stand two towns that jointly embody the natural resource-based history and economy of the Pacific Northwest: Raymond (pop. 2,975) has the lumber mills, while South Bend (pop. 1,807) calls itself the "Oyster Capital of the World"—a claim supported by the piles of oyster shells flanking the road outside packing houses like Bendickson's Seafood on the north side of town. South Bend's other claim to fame is its landmark Pacific County Courthouse (Mon.–Fri. only), which since 1910 has loomed like a mini-Taj Mahal on a hill just east of US-101. Step inside for a look at the 30-foot stained-glass dome above the rotunda, and wander through the lushly landscaped park next door.

If you want to stretch your legs, Raymond and South Bend are linked by a nice walking and cycling path, which follows an old railroad right-of-way along the Willapa River.

## **LONG BEACH PENINSULA**



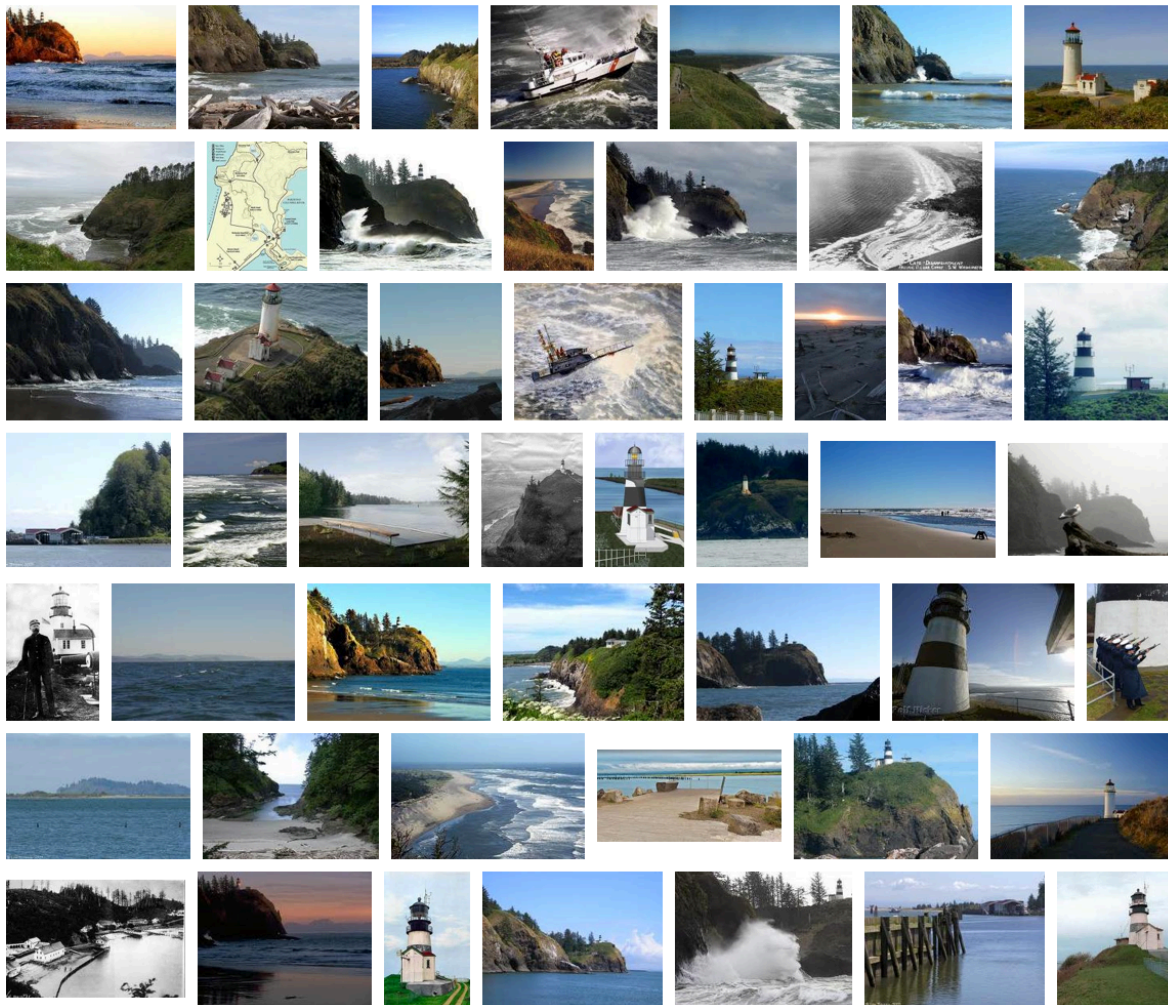




homes dating back to the 1850s. The peninsula comes to an end in the north at Leadbetter Point State Park, a great place for watching gulls, hawks, eagles, and migratory seabirds passing through on the Great Pacific Flyway.

For further information on the Long Beach Peninsula, contact the visitors bureau (360/642-2400 or 800/451-2542) at the US-101/Hwy-103 junction.

## CAPE DISAPPOINTMENT



The high headland marking the place where the Columbia River finally merges into the Pacific Ocean, Cape Disappointment was named by the early explorer Capt. John Meares, who in 1788 incorrectly interpreted the treacherous sandbars offshore to mean that, despite reports to the contrary, there was neither a major river nor any mythical Northwest Passage here.

Besides the grand view of the raging ocean, the best reason to visit the cape is to tour the small but worthwhile Lewis and Clark Interpretive Center (daily; free; 360/642-3029), incongruously built atop a WW II-era artillery

emplacement a short walk from the end of the road. On November 7, 1805, after five months and more than 4,000 miles, the explorers finally laid eyes on the Pacific from this point; they sat through nine days of continuous rain before fleeing south to Oregon. Displays inside the museum give the overall context for their journey of discovery, walking you through the different stages of their two-year round-trip. The small “Cape D” lighthouse stands atop the 60-foot-high cliff, a half-mile walk from the museum.

The entire area around the cape is protected from development within Cape Disappointment State Park, and the nearest services—gas stations and a couple of cafés—are in nearby Ilwaco, a small rough-and-tumble fishing port two miles west of US-101.

Southeast of Cape Disappointment, toward the Oregon border, US-101 winds along the north bank of the Columbia River. Along with good views of the river’s five-mile-wide mouth, the road passes through the quaint town of Chinook, home of “Washington’s First Salmon Hatchery,” which started here way back in 1893.

## OREGON

Rarely losing sight of the Pacific Ocean during its 365-mile jaunt along the Oregon coast, US-101 winds past rockbound coast, ancient forests, and innumerable towns and villages. While the region also has its share of strip towns and places where the timber boom went bust, the beach loops, historic restorations, and more state parks per mile than any place in the country soften its few hard edges. Every 20 miles or so, you’ll pass through attractive, if moderately touristy, towns populated by at most a couple thousand people, but as a general rule it’s the mileage between these hamlets that explains why most people visit: To take in one of the most dramatic meetings of rock and tide in the world.

Starting in the north along the Columbia River at historic Astoria, one of the oldest settlements in the western United States, the route winds along the ocean past the very different beachfront hamlets of Seaside and Cannon Beach before edging slightly inland through the rich dairy lands of Tillamook County. Midway along, the popular vacation spots of Lincoln City, Newport, and Florence form the most developed corridor along the coast, but it’s still easy to reach unpeopled stretches, especially at the remarkable Oregon Dunes stretching to the south. The dunes end abruptly at the heavily industrial port of Coos Bay, beyond which the natural beauty returns with a string of state parks and the diverse coastal towns of Bandon, Port Orford, Gold

Beach, and Brookings.





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US-101 crosses across the Columbia River on the toll-free, high-level Astoria Bridge, completed in 1966, which drops you at the west end of the downtown waterfront. To get a sense of the lay of the land, follow the signs along 16th

Street up Coxcomb Hill to the Astoria Column (daily 8 am–dusk; \$1) for a view of the Columbia meeting the ocean, the coastal plain south to Tillamook Head, and the snowcapped Cascade Range (including, on a clear day, Mt. St. Helens) on the eastern horizon. A mosaic chronicling local history is wrapped like a ribbon around the column, tracing the many significant events in the town's past. A spiral staircase climbs to the top.

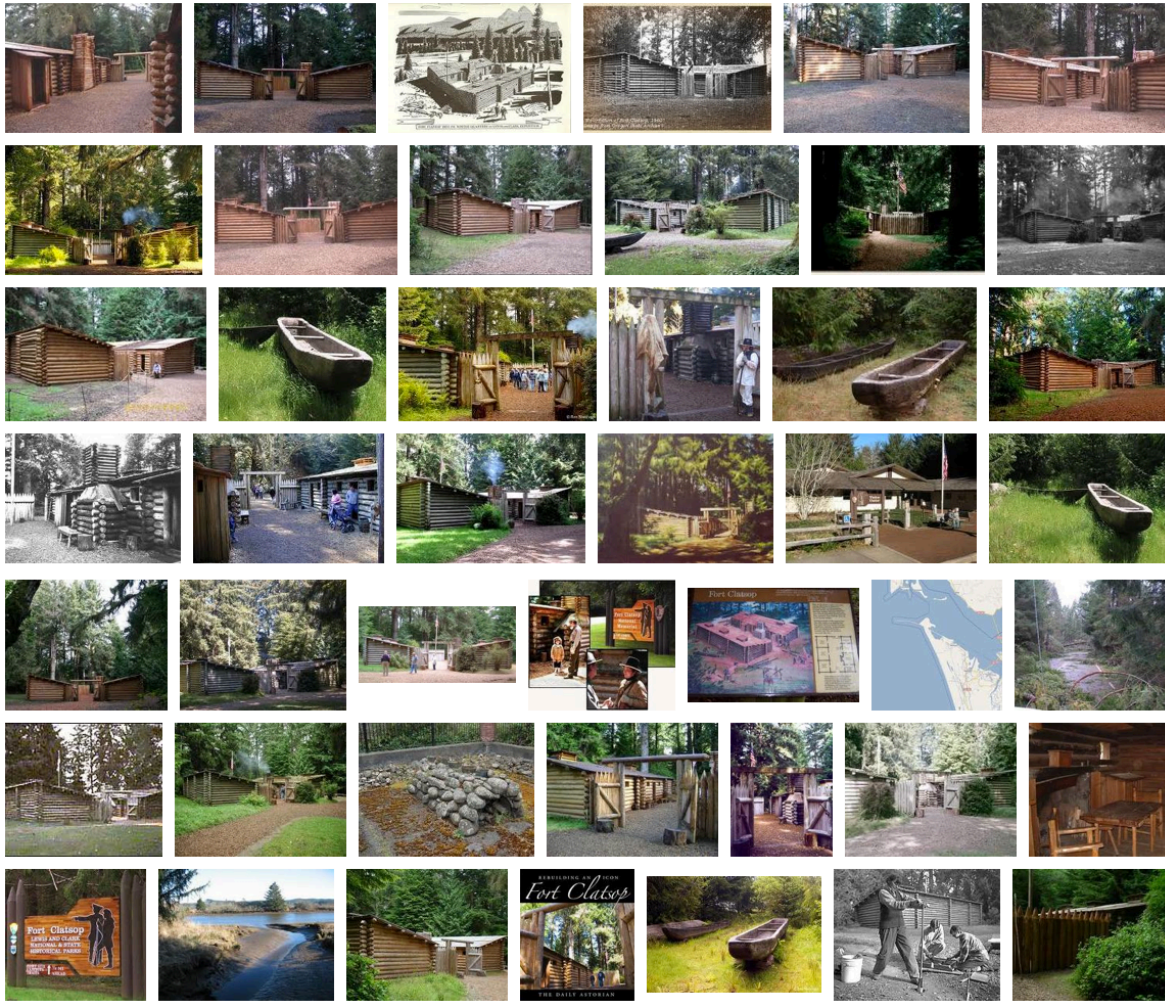
Back downtown at 441 8th Street, Flavel House (daily in summer; \$5) is a red-roofed Queen Anne–style Victorian showplace restored as an elegantly furnished museum of Astoria's first millionaire, Columbia River pilot George Flavel. A half mile east, near the foot of 17th Street on the north side of waterfront Marine Drive, the Columbia River Maritime Museum (daily; \$8; 503/325-2323) displays a large and very impressive collection that tells the story of the lifeblood of this community: the Columbia River.

Fortify yourself at one of the many good seafood places along the water, starting at the ever-popular Columbian Cafe (503/325-2233), 1114 Marine Drive, where chef Uriah Hulsey prepares all sorts of ultra-fresh food in an impossibly cramped galley kitchen, just a countertop away from his legions of foodie fans. Meals are massive yet reasonably priced, so be sure to arrive with an appetite; breakfast and lunch are served daily, dinner Wednesday–Saturday. Other Astoria eating options include the casual Cafe Uniontown or the pub-like Ship Inn, both under the bridge at Marine Drive and 2nd Street. Gourmets might want to visit adjacent Josephson's Smokehouse (503/325-2190), at 106 Marine Drive, to sample the delicious array of smoked salmon, which is prepared on the premises and sold all over the country.

To absorb a full portion of Astoria's addictive ambience, stay the night at the riverview Crest Motel (\$55–120; 503/325-3141), three miles east of town along US-30 at 5366 Leif Erickson Drive, or at one of Astoria's handful of nice B&Bs like the 1890s Astoria Inn (\$80–100; 503/325-8153), at 3391 Irving Avenue. For detailed listings or further information, contact the Astoria Chamber of Commerce (503/325-6311), located at 111 W. Marine Drive.

## **FORT CLATSOP**





In the conifer forests six miles south of Astoria and three miles east of US-101, the Fort Clatsop National Memorial (daily; \$5 per car; 503/861-2471) is a credible reconstruction of the encampment Lewis and Clark and company constructed during the winter of 1805–06. A range of exhibits in the visitors center, a full-scale replica of the 50- by 50-foot log fort, and summertime living history reenactments help conjure the travails of that time. The expedition spent three miserable months near here, mingling occasionally with the native Clatsop and Chinook tribes but mostly growing moldy in the incessant rain and damp while being bitten by fleas, sewing new moccasins, and making salt in preparation for the return journey across the continent.

## GEARHART

Just north of boisterous Seaside, but a world away in character and ambience, the tiny town of Gearhart (pop. 995) was the home of influential chef and cookbook author James Beard. Beard's culinary legacy lives on in the Pacific Way Bakery and Cafe (503/738-0245), a half mile west of US-101 at 601

Pacific Way, which offers the coast's best coffees and croissants, along with four-star lunches and dinners. Like many places along the Oregon coast, it's closed Tuesday and Wednesday.

## **SEASIDE**

Nothing along the Oregon coast prepares you for the carnival ambience of downtown Seaside (pop. 5,900), Oregon's oldest seafront resort. Ben Holladay, who built the place in 1873, included a racetrack, zoo, and plush hotel to lure Portlanders to ride his rail line to the beach. Come during spring break, or on a weekend during July or August, and join the hordes wandering among the saltwater-taffy stands and video-game arcades along Broadway, or cruising the concrete boardwalk (called The Prom) along the beach.

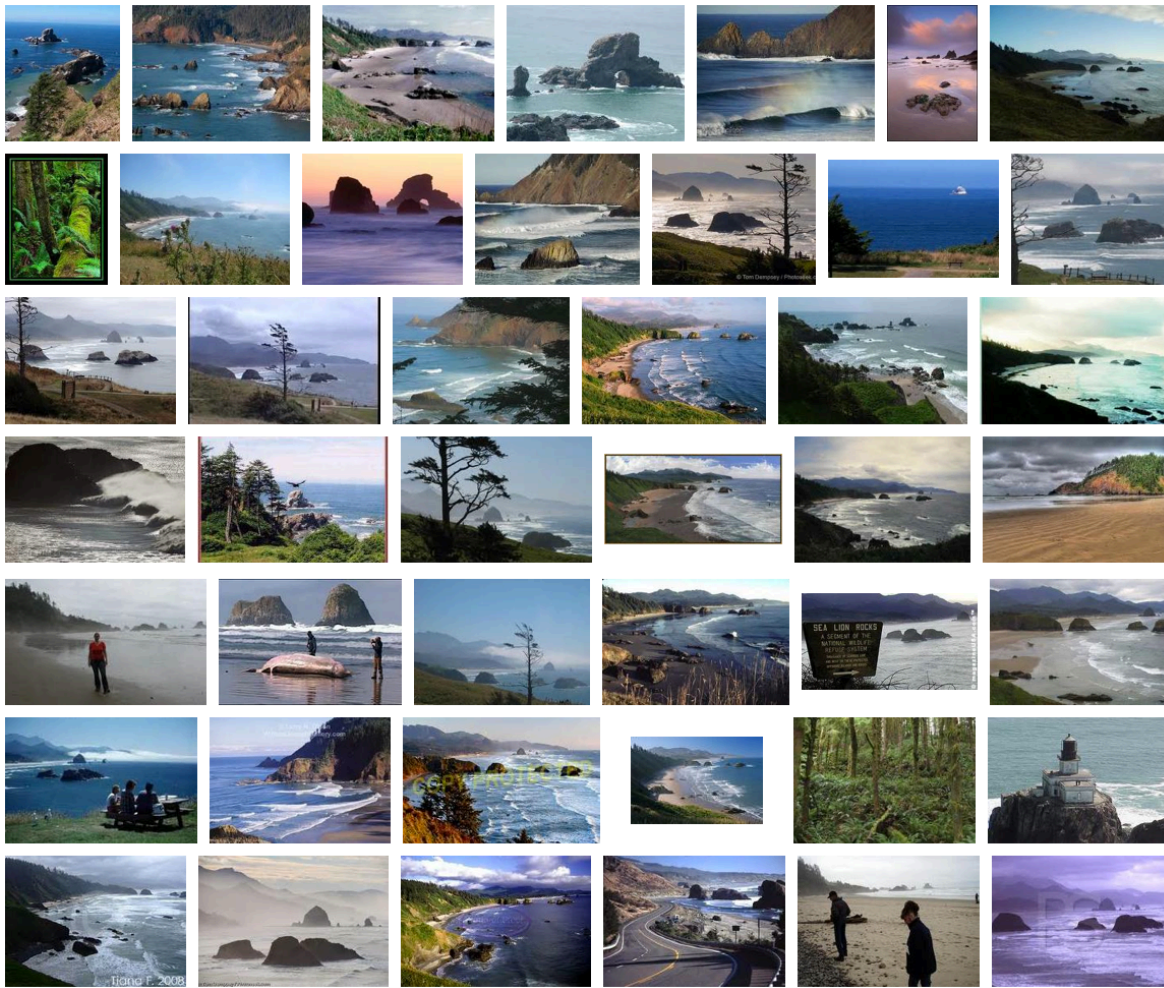
Where Broadway meets the beach, a small traffic circle known locally as The Turnaround is marked by a statue and a sign proclaiming Seaside "The End of the Lewis and Clark Trail." South of here, between Beach Drive and The Prom, is a replica of the Lewis and Clark salt cairn, where the explorers boiled seawater nonstop for seven weeks to produce enough salt to preserve meat for their return trip east.

For food, sample the clam chowder at Dooger's (503/738-3773), at 505 Broadway.

A half mile north of downtown, housed in a wood-shingled old motor court on the banks of the Necanicum River, the HI Seaside Hostel (503/738-7911), at 930 Holladay Drive, has \$19-a-night dorms, \$46 private rooms, canoes and kayaks, an espresso bar—and nightly movies. There are dozens of inexpensive motels and a handful of B&Bs; for listings and other information, contact the Seaside Visitors Bureau (503/738-3097 or 888/306-2326), at 7 N. Roosevelt Drive.

## **ECOLA STATE PARK**



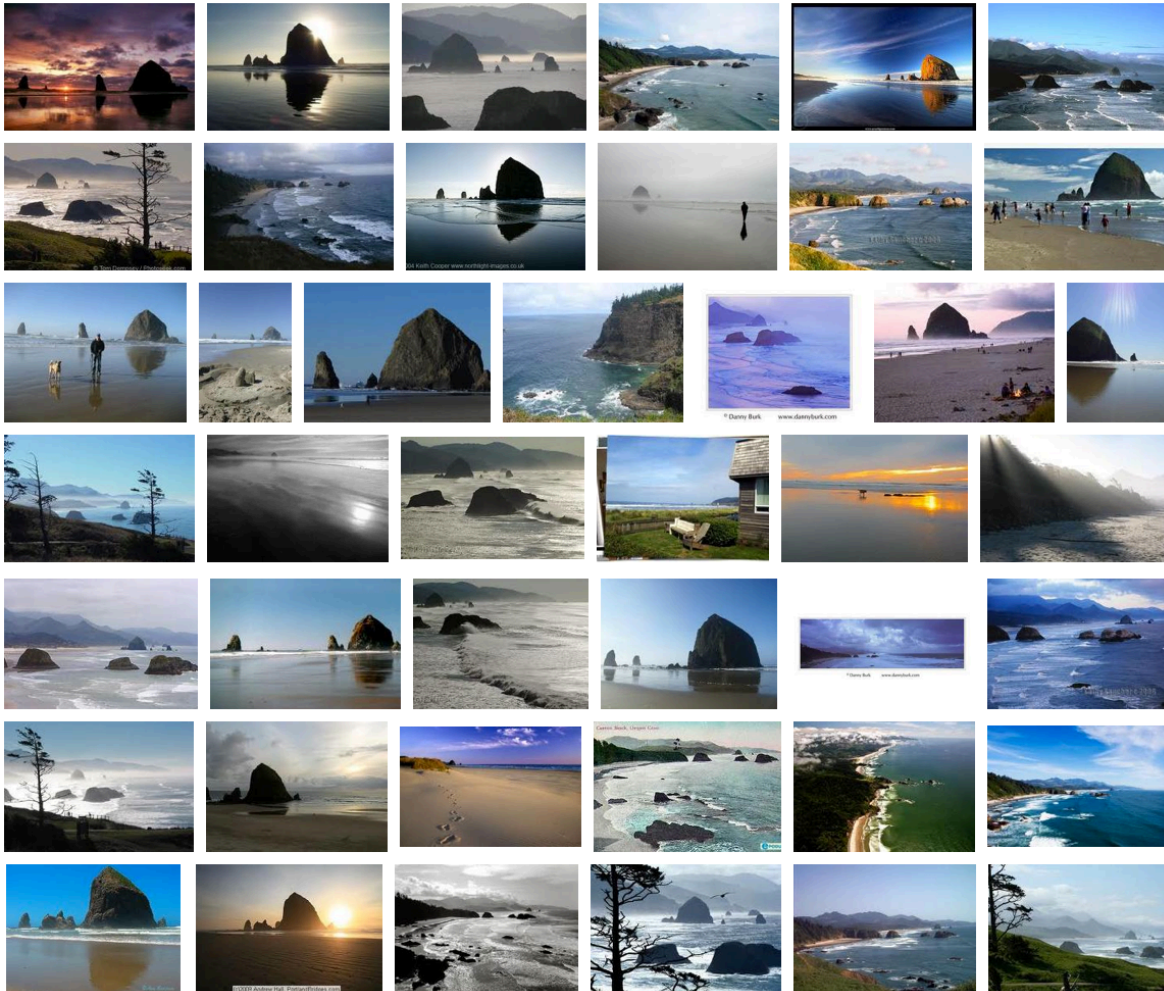


Just north of Cannon Beach, a mile south of the junction between US-101 and US-26 from Portland, the rainforested access road through Ecola State Park (day use only; \$3 per car; 503/436-2844) leads you to one of the most photographed views on the coast: Looking south you can see Haystack Rock and Cannon Beach with Neahkahnie Mountain looming above them. Out to sea, the sight of Tillamook Rock Lighthouse to the northwest is also striking. Operational from 1881 to 1957, the lighthouse is now used as a repository for the ashes of people who've been cremated.

The rest of Ecola State Park protects a series of rugged headlands stretching for nine miles along the coast, with many forested hiking trails including some of the most scenic portions of the Oregon Coast Trail System. The park also marks the southernmost extent of Lewis and Clark's cross-country expedition. Clark and a few other members of the Corps of Discovery expedition traversed the area in search of supplements to their diet of hardtack and dried salmon. The word "ecola" means whale in the Chinookan tongue and was affixed to this region by the Lewis and Clark expedition, who found one of these leviathans washed up on a beach. They happily bought 300 pounds of tangy whale blubber from local Indians, but these days you'd better bring your

own lunch to picnic atop bluffs with sweeping views of the rock-strewn Pacific.

## CANNON BEACH



Unlike many Oregon coast towns, Cannon Beach (pop. 1,588) is hidden from the highway, but it's one place you won't want to miss. Though it's little more than a stone's throw south of boisterous Seaside, Cannon Beach has long been known as an artists' colony, and while it has grown considerably in recent years thanks to its popularity as a weekend escape from Portland, it retains a rustic atmosphere. The view from the top of Tillamook Head, which rises 1,200 feet above the sea between Seaside and Cannon Beach, was memorialized by explorer William Clark as "the grandest and most pleasing prospect" he had ever beheld.

At the start of summer, Cannon Beach hosts the largest and most enjoyable sand castle competition on the West Coast, with some 10,000 spectators and as many as 1,000 participants turning out with their buckets and spades. But in terms of traditional "tourist attractions," there's not a lot to do, but Cannon

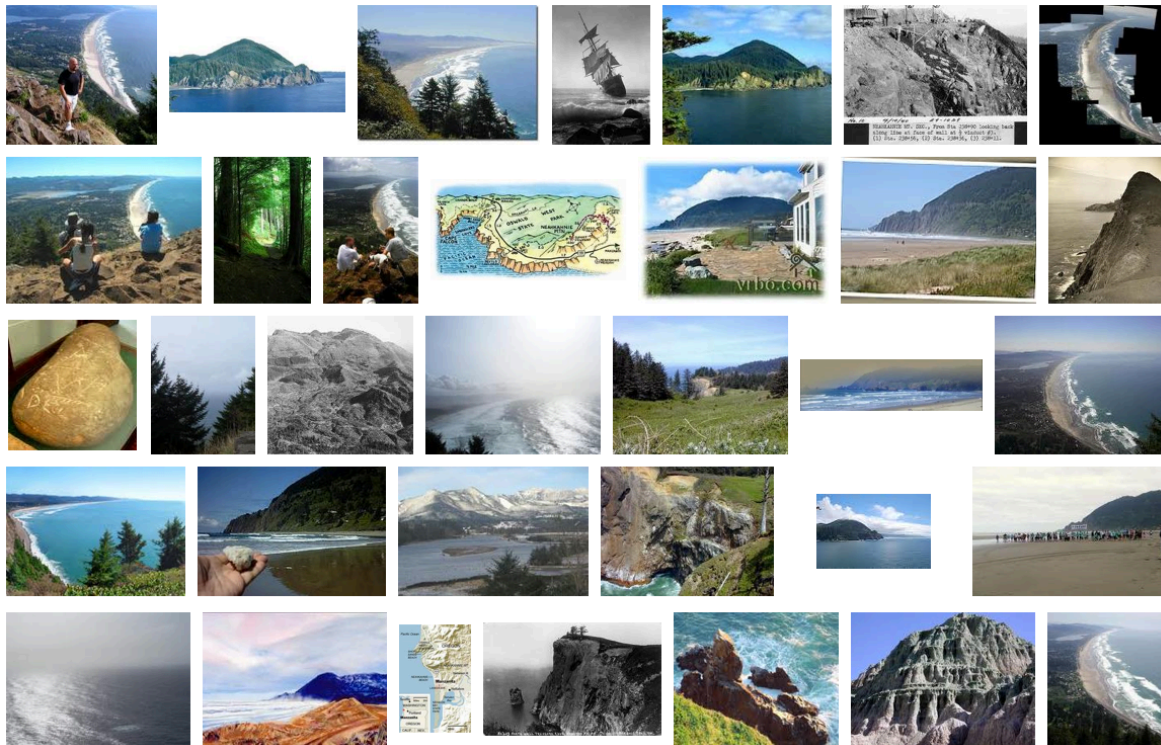


Beach is an unbeatable place in which to stop and unwind, or to take long walks along the seven-mile strand and then retreat indoors to the many good galleries, cafés, and restaurants. For breakfast or brunch, fill up on eggs Benedict at the Lazy Susan Cafe (closed Tues. and Wed. in winter; 503/436-2816), at 126 N. Hemlock Street; they also serve a stupendous array of ice cream at their “scoop shop” up the street. Reasonably priced rooms near the beach and town can be found at the McBee Motel Cottages (\$69–129; 503/436-2569), at 888 S. Hemlock.

South of Cannon Beach, the Beach Loop, an extension of Hemlock, runs along a spectacular grouping of volcanic plugs, notably 235-foot-high Haystack Rock.

For further information, or details on the annual events and festivals, contact the Cannon Beach visitors bureau (503/436-0434), at 201 E. 2nd Street.

## NEAHKAHNIE MOUNTAIN AND MANZANITA

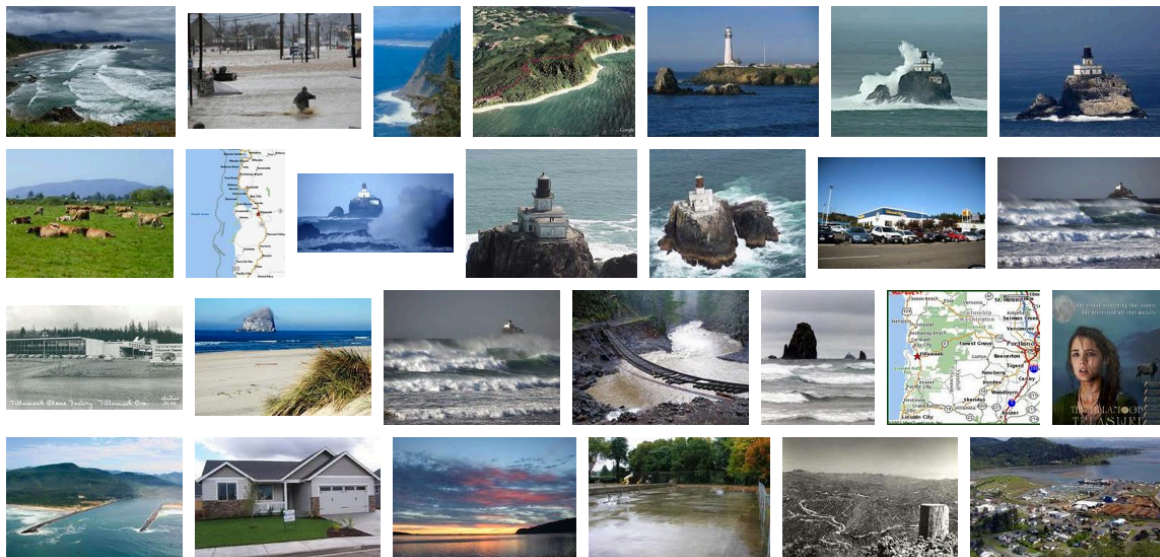


South of Cannon Beach, US-101 rises 700 feet above the Pacific. Nowhere else along the Oregon coast does the roadbed sit so high above an ocean view. Soaring another thousand feet above you on the other side of this WPA-built stretch of highway is Neahkahnie Mountain. Of the dozen marked scenic overlooks and hiking trails in the next 20 miles, your itinerary should include Neahkahnie Wayside, which looks southward at the Nehalem Valley and the

ocean between Manzanita and Cape Meares. South of the mountain, and thus spared much of the stormy coastal weather (annual rainfall hereabouts averages 80 inches), is the upscale resort town of Manzanita, where you'll find one of the coast's best restaurants, the Blue Sky Cafe (Wed.–Sun. dinner only, no credit cards; 503/368-5712), at 154 Laneda Avenue. The multi-ethnic, seasonally changing seafood specialties here can be very expensive, but are worth it for celebrating special occasions—like a road trip along the Oregon coast.

South of Manzanita, Nehalem Bay State Park (503/368-5154) has a large campground with hundreds of sites and plenty of hot showers. US-101 continues through a series of small towns before winding inland past the sloughs and dairy country along Tillamook Bay.

## TILLAMOOK



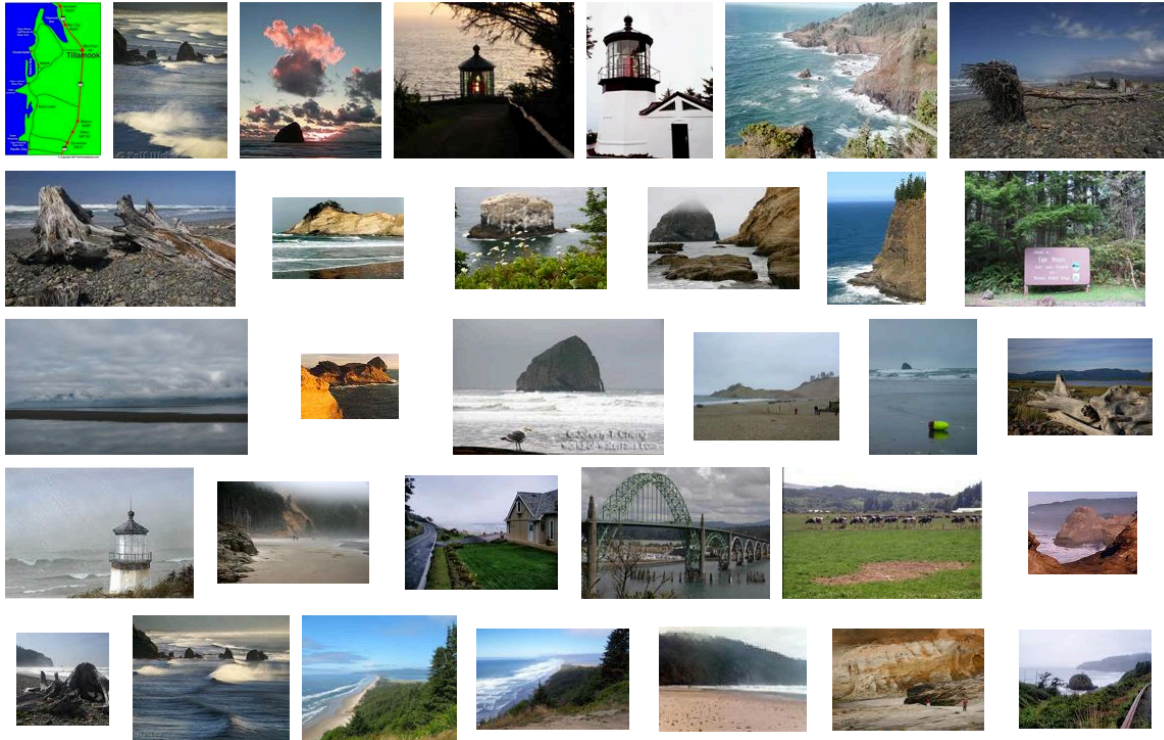
With cows outnumbering people by more than two to one, Tillamook (pop. 4,352) sprawls over lush grasslands at the southern end of Tillamook Bay. Its motto, “Cheese, trees, and ocean breeze,” conjures a clear sense of the place. Tillamook (a Salish word meaning land of many waters) is dominated by the Tillamook Cheese Factory at the north end of town, one of the busiest tourist draws in the state. Inside, a self-guided tour with informational placards traces Tillamook cheese-making from the last century to the present, and a glassed-in observation area lets you watch the stuff being made and packaged.

Tillamook's other odd attraction is east of US-101 and south of town. One of the world's largest wooden structures—300 feet wide, 1,100 feet long, and nearly 200 feet tall—has been preserved as the Tillamook Air Museum (daily;



\$9.50 adults, under 7 free; 503/842-1130), wherein the story of the WW II surveillance blimps built and maintained here by the U.S. Navy is recounted. There are also displays about these dirigible craft as well as other vintage airplanes, a theater, and a restaurant, all making for a fascinating and unusual stop. This used to be one of a pair of hangars, but the other one burned down.

## THREE CAPES LOOP



US-101 veers inland for 50 miles between Tillamook and Lincoln City, the next sizeable town south. If time and weather are on your side, head west along the coast via the well-signed, 35-mile-long Three Capes Loop. Running northwest from Tillamook, the loop reaches the mouth of Tillamook Bay at Cape Meares State Park, which has a restored 1890 lighthouse and an oddly contorted Sitka spruce known as the Octopus Tree.

Heading south through the coastal villages of Oceanside and Netarts, the loop proceeds through dairy country until it climbs onto the shoulder of Cape Lookout, where a small sign proclaiming Wildlife Viewing Area marks the beginning of a 2.5-mile trail that leads through an ancient forest to the tip of the cape, 100-plus feet above the water. Besides the coastal panorama, in winter and spring this is a prime place to view passing gray whales. From the trailhead, the middle path leads to the cape, while others to the left and right lead down to the water. Cape Lookout State Park (800/551-6949) has the area's most popular campground, with hot showers and other creature

comforts costing around \$18 a night per campsite, less in winter.

The Oregon coast's most famous promontory, Cape Kiwanda, sees some of the state's wildest surf battering the sandstone headland. Across from the cape is Haystack Rock, a 327-foot sea stack a half mile offshore. Along the beach south of the cape, surfers ride waves while fisherfolk skid their small dories along the sands every afternoon: a sight worth hanging around to see. The southernmost settlement on this scenic alternative to US-101 is neighboring Pacific City, where two great places to eat, the Grateful Bread Bakery (503/965-7337) and The Riverhouse (503/965-6722), sit beachside on Brooten Road.

## **LINCOLN CITY**

The most overdeveloped section of the Oregon coast stretches for miles along US-101 through Lincoln City (pop. 7,437), seven miles of strip malls, outlet stores, motels, and fast-food franchises. With more than 1,000 oceanside rooms, Lincoln City does offer some of the coast's cheapest lodging, especially in the off-season when sign after sign advertises rooms for as low as \$25 a night. Apart from cheap rooms, with so much scenic splendor nearby there's no great reason to stop—unless you're a cheeseburger fanatic, in which case you ought to stop by the Dory Cove (541/994-5180), a marshland shack at 5819 Logan Road off US-101 near Road's End State Park. They also make great pies, as many as a dozen different kinds every day, so bring an appetite.

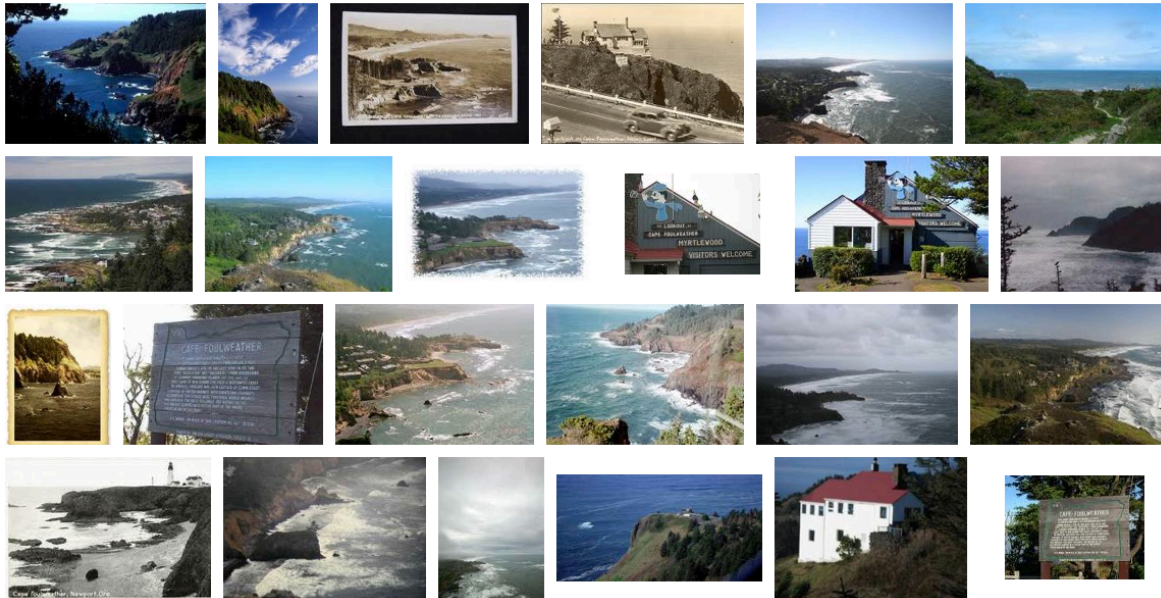
Five miles northeast of Lincoln City, just east of US-101 on Hwy-18, the Otis Cafe (541/994-2813) immortalizes American road food, offering excellent waffles and other breakfast treats along with epicurean lunches and berry pies for dessert. It's open for breakfast and lunch daily, plus dinner Thursday–Sunday.

Seven miles south of Lincoln City, a sign announces the Salishan Lodge (541/764-3600 or 800/452-2300), a beautifully landscaped rustic resort with good off-season value packages (three nights for \$239), a five-star dining room, and a surprisingly affordable coffee shop, The Sun Room. Down the hill across US-101, Siletz Bay is a birdwatcher's paradise.

## **DEPOE BAY**





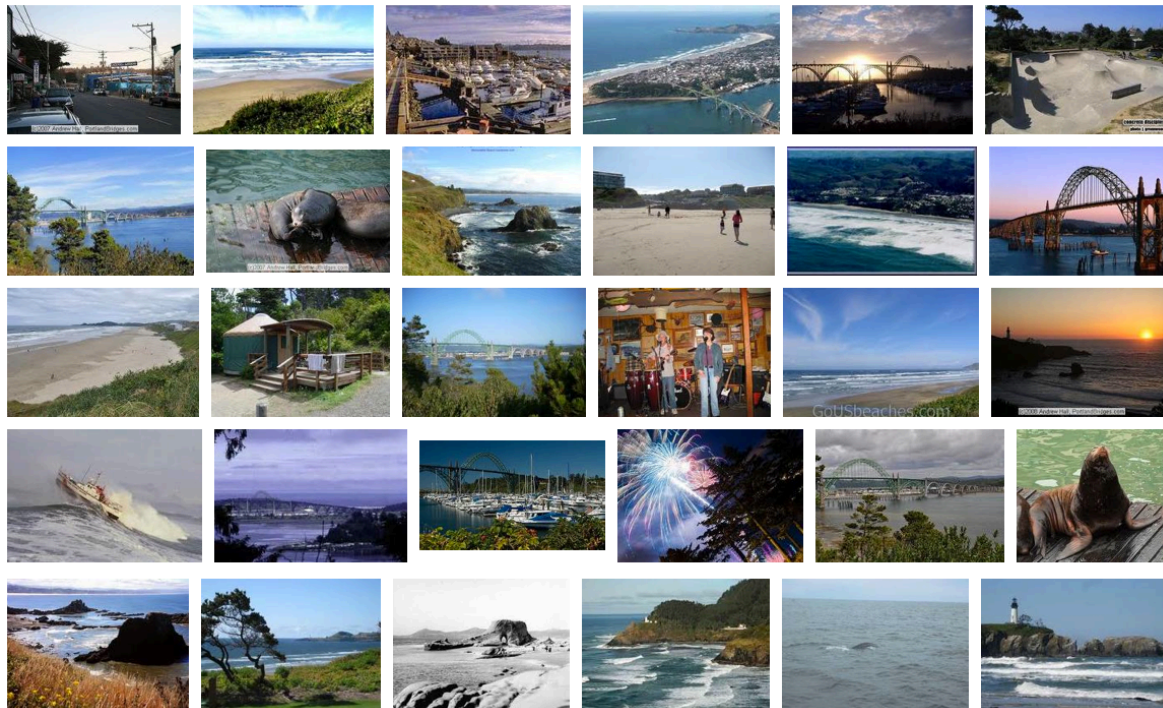


Between Depoe Bay and Newport, the roadside scenery along US-101 and the parallel “old road,” now signed as the Otter Crest Loop, is dominated by miles of broad beaches and sandstone bluffs, including the 453-foot headland of Cape Foulweather, named by Capt. James Cook and offering a 360-degree coastal panorama. (The Otter Crest Loop has frequently been closed by slides and reconstruction efforts, but you can reach it from many access roads.)

Farther south, midway between Depoe Bay and Newport, the aptly named Devil’s Punchbowl gives a ringside seat on a frothy confrontation between rock and tide. In the parking area you’ll find a small lunch café (a branch of Newport’s Mo’s) graced by a chair where “The Boss” (singer Bruce Springsteen) sat on June 11, 1987.

## NEWPORT





Another old fishing community turned tourist nexus, Newport (pop. 9,532) started in the 1860s on the strength of sweet-tasting Yaquina Bay oysters, which were in demand from San Francisco to New York City and are still available at local restaurants. Oysters, crabs, and clams, along with sea otters, sharks, and seabirds, are the stars of the show at the large and modern Oregon Coast Aquarium (daily; \$12; 541/867-3474), south of Newport across the Yaquina Bay Bridge. The aquarium includes an aquatic aviary, where sea lions, tufted puffins, and other shorebirds cavort in a simulated rockbound coastal habitat, and over 40,000 square feet of similarly eco-friendly exhibits.

On the north side of the US-101 bridge over Yaquina Bay, turn onto Hubert Street and head for the bayfront, where boatyards and fish-packing plants service a working harbor. Though it's still the state's second-largest fishing port, much of Newport's bayfront has been consumed by souvenir shops, a wax museum, a Ripley's Believe It or Not, and other tourist traps. But you'll find the original Mo's (541/265-2979), a locally famous seafood restaurant, at 622 Bay Boulevard; it and its annex across the street are the area's best dining values.

Dining options can also be found at Nye Beach, a mélange of old-fashioned beach houses and destination resorts north of the harbor; just look for signs on the western side of US-101. Don Petrie's (541/265-3663), serves excellent Italian food at 613 NW 3rd Street. Nye Beach is also home to the bohemian Sylvia Beach Hotel (\$80–180; 541/265-5428), 267 NW Cliff Street, the place to stay in Newport for anyone of literary bent. If you can't afford the private rooms—with decor evocative of different authors, including a scary Edgar

Allan Poe room based on “The Pit and the Pendulum”—there are dormitory bunk beds for around \$25 a night. All rates include breakfast.

The very helpful Newport Information Center (800/262-7844), at 555 SW Coast Highway, has complete accommodations listings and other useful information.

## WALDPORT

If you want to avoid lines and general tourist bustle, Waldport is a nice alternative to the resort towns surrounding it. Tourism is low-key here, and you can still sense the vestiges of the resource-based economy, a by-product of the town’s proximity to rich timber stands and superlative fishing. Stop along US-101 at the Alsea Bay Bridge Interpretive Center (541/563-2002) for interesting exhibits on coastal transportation and the local Alsea tribe, as well as a telescope trained on waterfowl and seals in the bay. The center sits at the south foot of the modern span that, in 1991, replaced the historic (circa 1936) art deco–style bridge. From the north end of the bridge, you can follow Hwy-34 seven miles upstream to the Kozy Kove Kafe (541/528-3251), a floating restaurant with good food and bucolic riverside ambience.

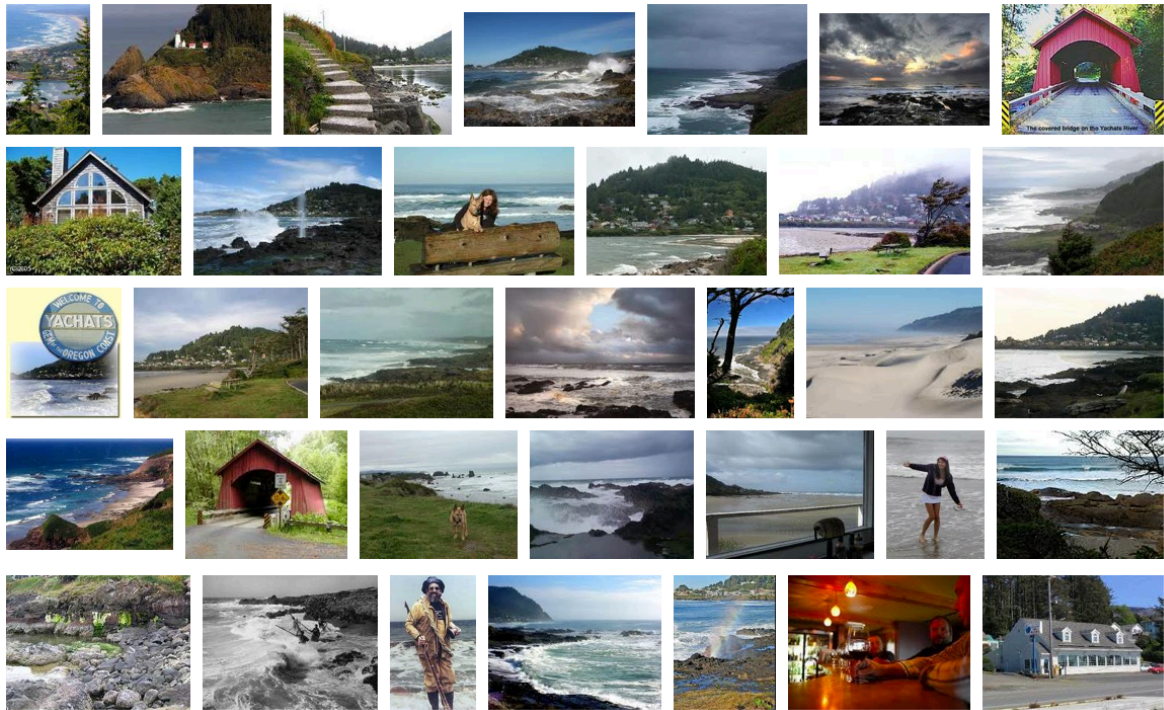
Four miles south of Waldport, Beachside State Park (800/551-6949) has a very popular campground, with hot showers, RV hookups, even a laundromat.







# YACHATS



On the way into Yachats (pop. 617; pronounced YA-hots), beach loops on either side of the Yachats River give a sense of why the area is called “the gem of the Oregon coast.” It’s a great place to wander and get lost and found again, but one place to catch up on life hereabouts is on US-101 at 4th Street, where the New Morning Coffeehouse and Bookstore has good espresso and a (sometimes) sunny outdoor deck-cum-sculpture garden. For the past 25 years, Leroy’s Blue Whale (541/547-3399), on US-101 at 580 Coast Highway, has been serving breakfast, lunch, and dinner every day, featuring fluffy pancakes, fresh chowders, and fine fish-and-chips.

The word “cottage” is a popular lodging label here, usually referring to a moderately priced, self-contained cabin or duplex with kitchen. On US-101 between Waldport and Yachats are a half dozen different cottage complexes, each fronting the beach. Cape Cod Cottages (\$55–95; 541/563-2106), two-plus miles south of Waldport at 4150 US-101, is a good choice for location and comfort. If you want more than a simple place to spend the night, the Oregon House (\$75–175; 541/547-3329) on US-101 nine miles south of Yachats has spacious apartment-like rooms, some with fireplaces and ocean views, and all with access to the well-tended grounds and trails leading down the bluffs to a gem of a sandy cove.

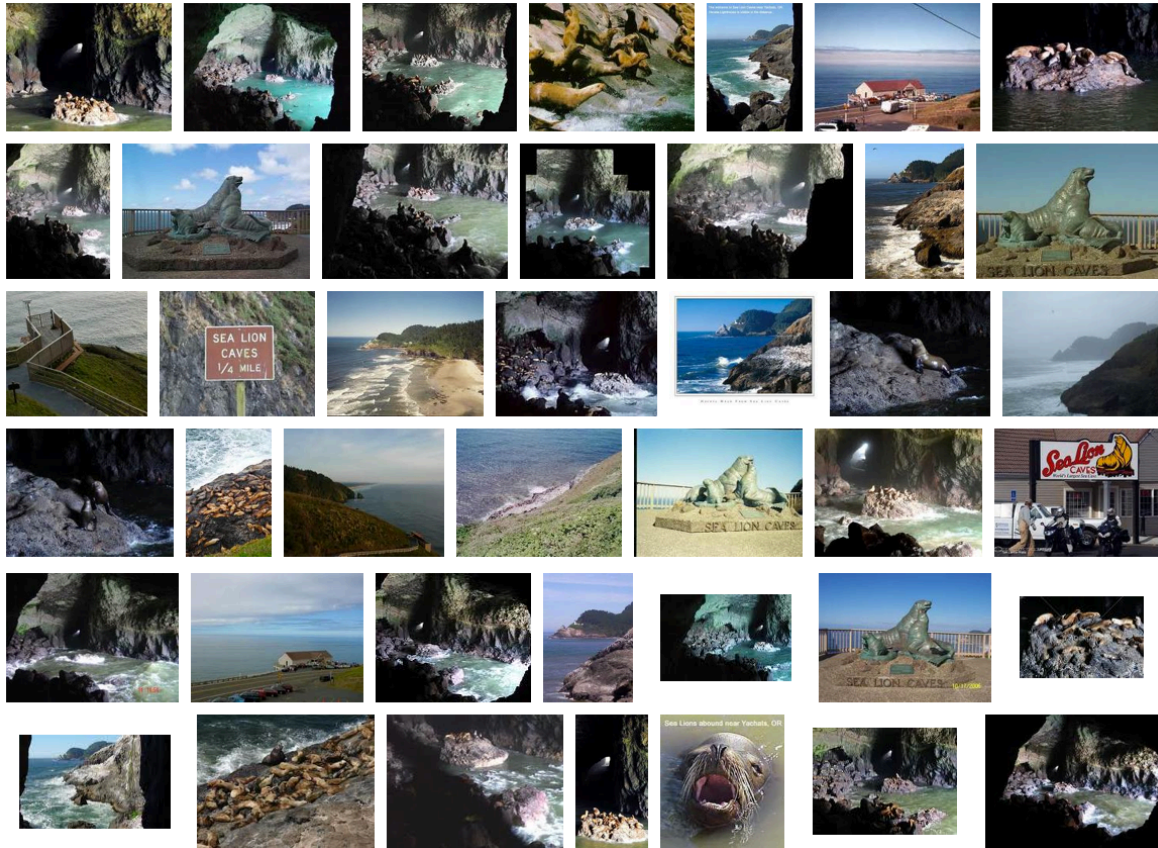
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You can reach the top of 800-foot-high Cape Perpetua itself by following a two-mile-long road, marked by Cape Perpetua Viewpoint signs and leaving US-101 100 yards or so north of the visitors center. Once atop the cape, walk the Trail of the Whispering Spruce, a half-mile loop around the rim of the



promontory that yields, on a clear day, 150-mile views of the Oregon coast from a rustic, WPA-built stone observation point.

## HECETA HEAD AND THE SEA LION CAVES



Halfway between Cape Perpetua and Florence, a small bridge just south of Carl Washburne State Park marks the turnoff to Heceta Head Lighthouse, perhaps the most photographed beacon in the United States. Built in 1893, it was named for the Spanish mariner who is credited with being the first European to set foot in the region. You'll have to be content with gazing at it across the cove from a small but rarely crowded beach, unless you stay at the quaint old lighthouse keeper's quarters, restored as an unforgettable B&B (\$150 and up; 541/547-3696).

Farther along US-101, 10 miles north of Florence, traffic slows to a stop at the gift shop that serves as the entrance to Sea Lion Caves (daily; \$8). You can ride an elevator down to America's largest sea cave and the only mainland rookery for the Steller sea lion. Fall and winter offer the best times to see (and smell!) these animals. They are visible for free from a viewpoint 100 yards up US-101.



## **FLORENCE**

If first and last impressions are enduring, Florence is truly blessed. As you enter the city from the north, US-101 climbs high above the ocean; coming from the south, travelers are greeted by the graceful Siuslaw River Bridge, perhaps the most impressive of a half dozen WPA-built spans designed by Conde McCullough and decorated with his trademark Egyptian obelisks and art deco stylings. Unfortunately, the rest of town, visible from US-101, is a bland highway sprawl of motels, gas stations, and franchised restaurants.

The best part of Florence, Old Town, is just upstream from the bridge along the north bank of the river. Here, among Bay Street's three blocks of interesting boutiques and galleries, you'll find a number of cafés and seafood restaurants. Old Town Florence is also home to the very welcoming Edwin K. B&B (\$100–150; 541/997-8360) at 1155 Bay Street, a lovely white Craftsman-style home built in 1914 by one of the town's founders.

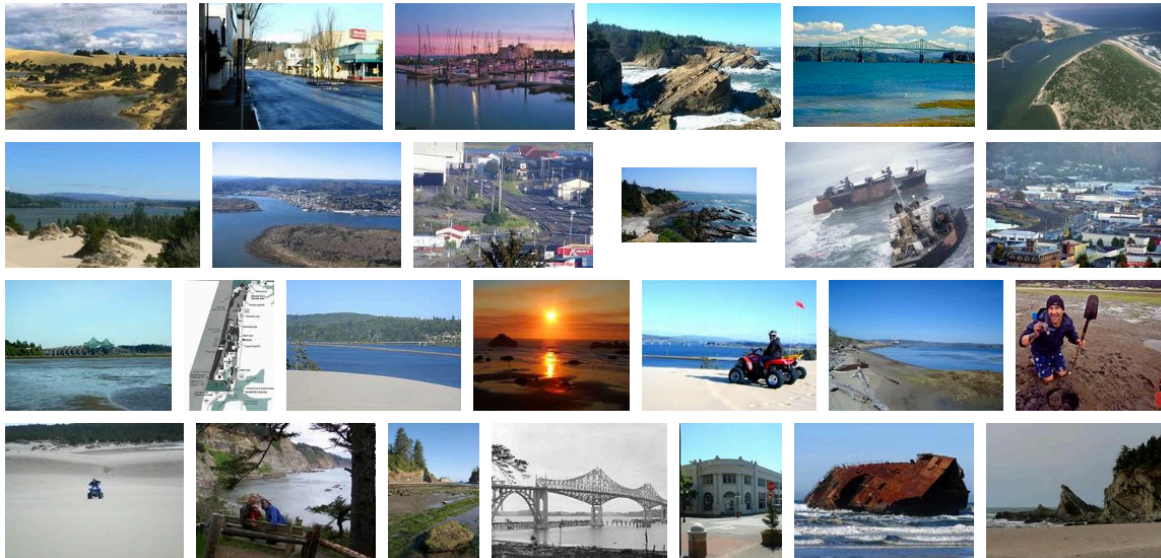
## **"DUNE COUNTRY": OREGON'S SAHARA**

For nearly 50 miles south of Florence, US-101 has an extensive panorama of oceanfront dunes. Though the dunes are often obscured from view by forests, roadside signs indicate access roads to numerous dunescapes on both sides of the highway. Coming from the north, the first of these access points is Honeyman State Park, 10 miles south of Florence, where rhododendrons line a half-mile trail leading to a 150-foot-high dune overlooking a mirage-like lake. A longer trek, leaving from the very pleasant Tahkenitch Lake campground (reservations essential; 800/452-5687), gives a more in-depth look at the dunes' diverse flora and fauna, including swans and occasional black bears. Perhaps the best introduction is at Umpqua Dunes, nine miles south of the visitors center in Reedsport. From Eel Creek Campground, a 1.5-mile trail leads across small marshes and conifer groves en route to the sea, negotiating lunar-like dunes soaring 300–500 feet—some of the tallest in the world.

Before setting out on any extended exploration, your first stop should be the USFS-run Oregon Dunes visitors center (541/271-3611) at the junction of US-101 and Hwy-38 in Reedsport, along the Umpqua River midway between Florence and Coos Bay at the heart of the dunes. The helpful rangers can provide detailed information on hiking and camping throughout the park. Reedsport itself has a line of motels and burger joints—Don's Diner, on

US-101 at 2115 Winchester Avenue (541/271-2032), has legions of fans—and you'll find one more interesting option in the Gardiner Guest House (541/271-4005), which offers comfortable B&B rooms in a restored Victorian home at 401 Front Street.

## COOS BAY



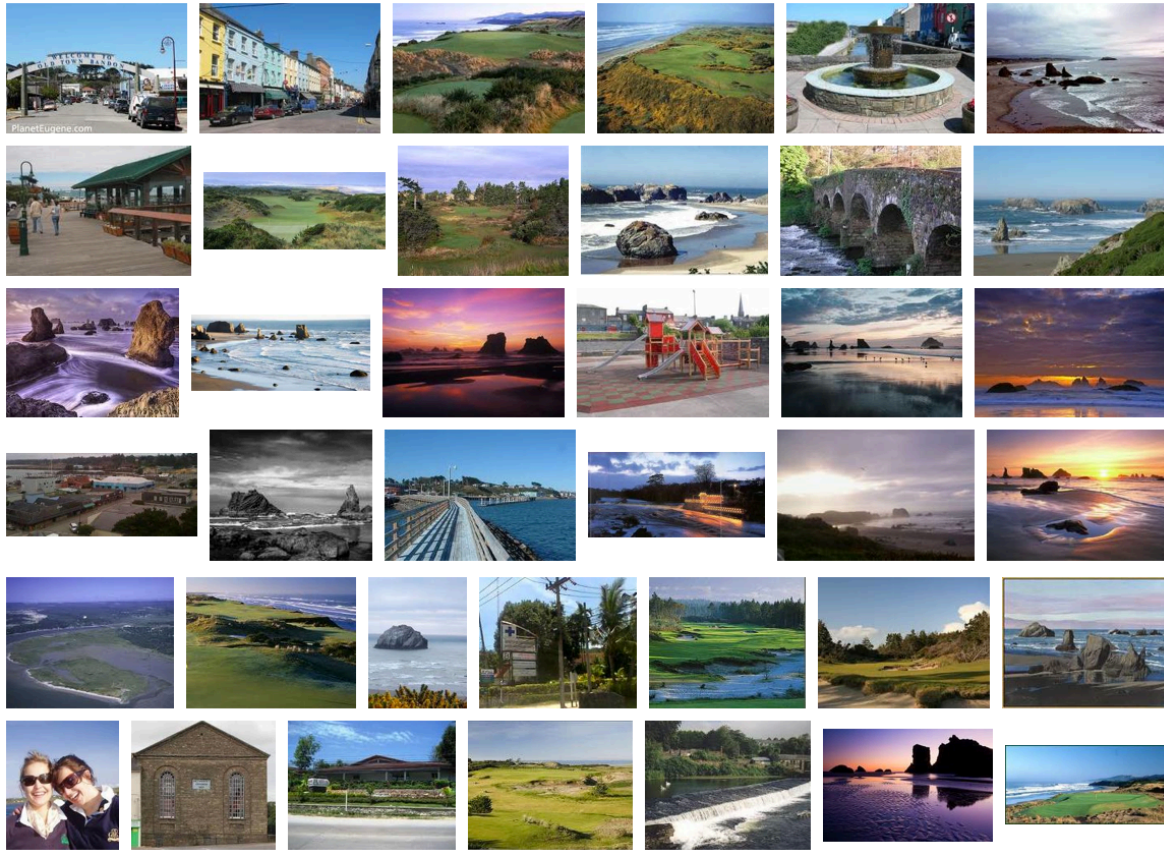
Even if you race right through, it's quite apparent that Coos Bay (pop. 15,374), once the world's largest lumber port, retains a core of heavy industry. Though many of the big mills have closed, you can still watch huge piles of wood chips, the harbor's number-one export, being loaded onto factory ships in the harbor east of US-101. The chips are sent to Asia where they're turned into low-grade paper. You can also get a sense of Coos Bay's seagoing heritage by visiting the tiny, church-run Seamen's Center, a block west of US-101 at 171 N. Broadway, where old salts mingle with foreign sailors and make model ships almost every evening. The handy Coos Bay visitors bureau (541/269-0215 or 800/824-8486), at 50 Central Avenue, has maps and information on the entire "Bay Area" region.

Big breakfasts, eclectic but inexpensive lunches and dinners, great pies, and a good range of microbrews are served at The Blue Heron (541/267-3933), at 100 Commercial Avenue, across from the visitors bureau. There's no shortage of easy-to-find lodging, including Motel 6 (\$45–65; 541/267-7171) on US-101 at 1445 N. Bayshore.

## SHORE ACRES STATE PARK







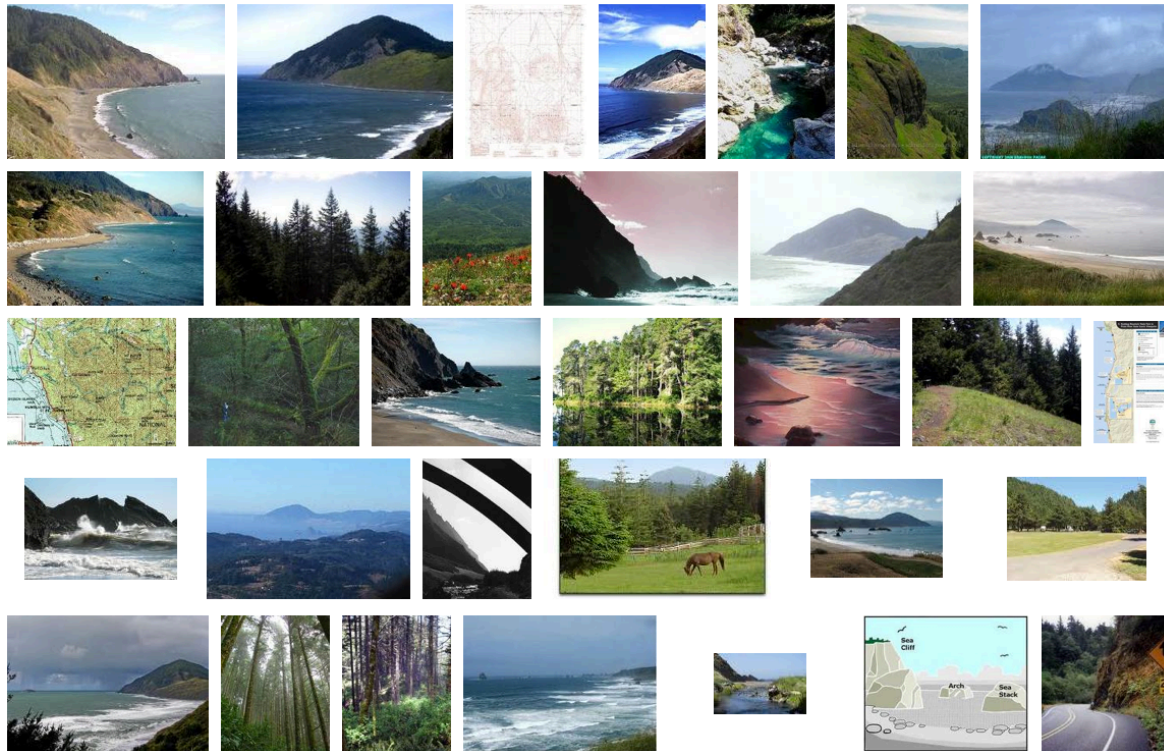
There's no sharper contrast on the Oregon coast than the difference between industrial Coos Bay and earthy Bandon (pop. 2,833), 23 miles to the south. Here, in the Old Town section along the banks of the Coquille River, are several blocks of galleries, crafts shops, and fine restaurants, marked by a gateway arch off US-101. Start a tour of Old Town at the corner of 1st and Baltimore, where Big Wheel Farm Supply houses the Bandon Driftwood Museum (daily; free). The combination of sculpted tree roots and fertilizer displays gives a good sense of Bandon's back-to-the-land, hippie ethos. A more academic introduction to the town and region can be had at the new and improved Coquille River Museum (Mon.–Sat., plus Sun. in summer; \$2; 541/347-2164), at 270 Fillmore Street. Its exhibits on area history, cranberries, and local color are artfully done, and the building on US-101 is easy to find, so be sure to stop. South of town from 1st Street, a Beach Loop runs along a ridge overlooking a fantastic assemblage of coastal monoliths.

For fish-and-chips along the waterfront, the Bandon Fish Market (541/347-4282), at 249 1st Street, is cheap and cheerful; for more sit-down fare and a view of the lighthouse, head to Bandon Boatworks (541/347-2111), 275 SW Lincoln Avenue.

Outside of town, the exclusive (but open to the public) new Bandon Dunes Golf Resort (golf \$225/round, rooms \$250 and up; 541/347-4380 or 888/345-6008) has been drawing raves from golfers and well-heeled

vacationers alike. Designed to preserve the “natural” landscape in the style of Scottish “links” courses rather than the anodyne green swathes that characterize most country club courses, Bandon Dunes also offers select accommodations and a nice restaurant.

## PORT ORFORD AND HUMBUG MOUNTAIN



Pastoral sheep ranches, cranberry bogs, berry fields, and Christmas tree farms dominate the 25-mile stretch south of Bandon, but as you pull into Port Orford (pop. 1,025), you'll notice a huge volcanic plug abutting the crescent-shaped shoreline. Known as Battle Rock, it's where early settlers fought off a party of hostile Indians; the rock is most impressive from the harbor below. Due to the southwest orientation, which subjects the harbor to turbulent winds and constant waves, fishing boats have to be lowered into the water by crane.

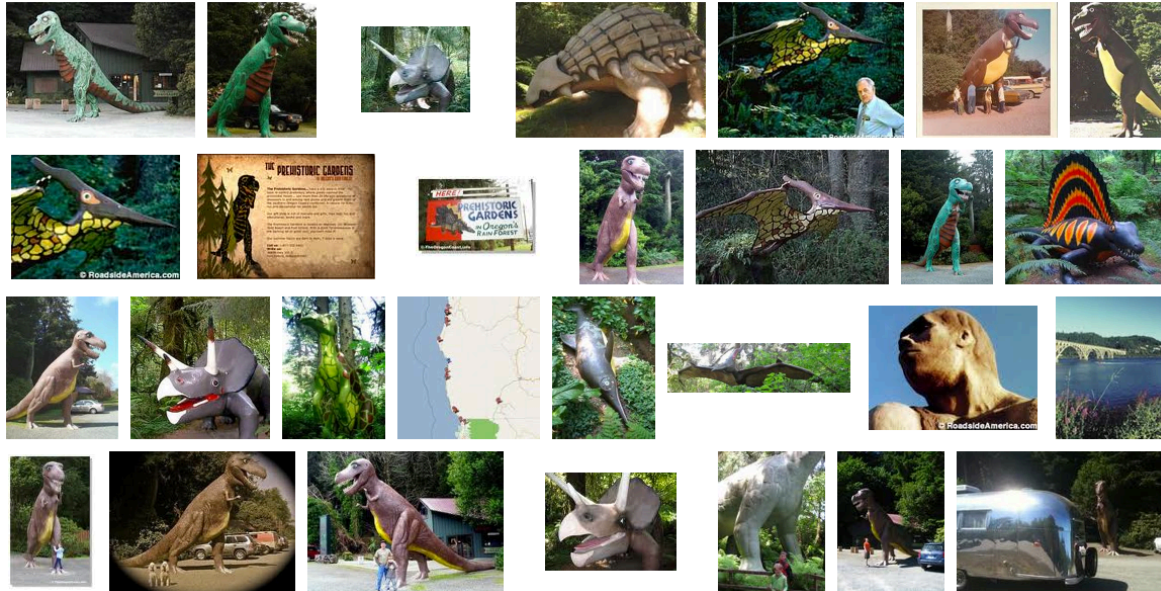
A nice place to stay in Port Orford is the Home by the Sea B&B (\$90–120; 541/332-2855 or 800/480-2144), at 444 Jackson Street, within walking distance to town along a stunning stretch of coastline.

Six miles south of Port Orford you'll come to Humbug Mountain, whose 1,756-foot elevation flanks the west side of the highway. It's the coast's highest peak rising directly off the beach, and its steep contours and tree-covered slopes impart an eerily beautiful quality to the light on this section of US-101. The mountain's name was bestowed by prospectors who found that



tales of gold deposits here were just “humbug.”

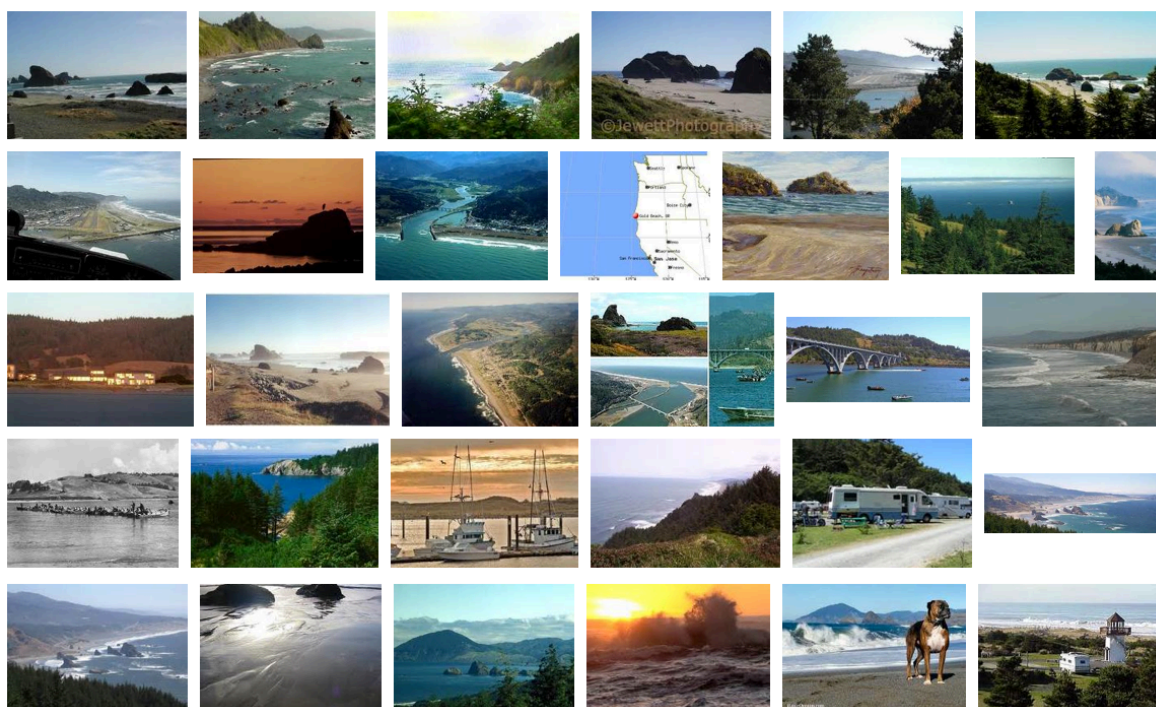
## PREHISTORIC GARDENS



On the west side of the highway, midway between Port Orford and Gold Beach, you'll come across one of the Oregon coast's tackiest but most enduring and enjoyable tourist traps, the Prehistoric Gardens (daily; \$7 adults, under 3 free; 541/332-4463). Standing out like a sore thumb on this otherwise unspoiled stretch of US-101, a collection of brightly colored, more or less life-sized dinosaur sculptures inhabits the evocatively lush green forest. Since 1953, when amateur paleontologist E. V. Nelson sculpted his first concrete T. rex, two dozen more have been added to the forest menagerie.

## GOLD BEACH

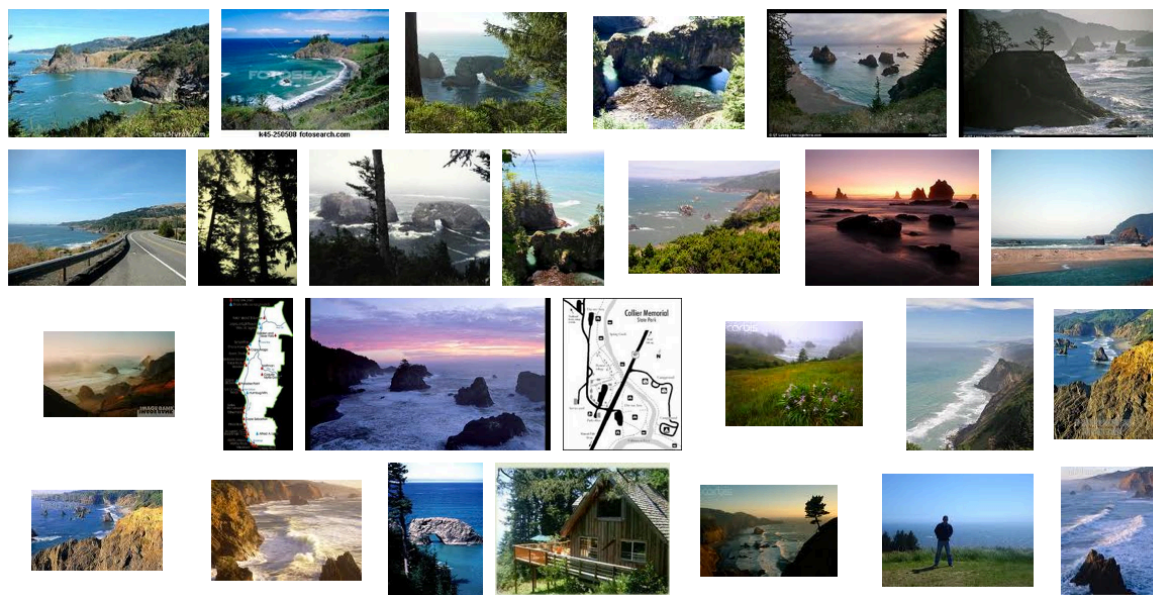




Gold Beach was named for the nuggets mined from the area's black sands during the mid-19th century, but despite its name this is one coastal town where the action is definitely away from the beach. The Rogue River defines the northern city limits and is the town's economic *raison d'être*. During salmon season, Gold Beach hotels and restaurants fill up with anglers, while jet-boat tours of the wild river are also a draw. Along with many other operators hawking their services with billboards next to the highway, Jerry's Jetboats (\$39; 541/247-4571 or 800/451-3645), by the bridge at the north end of town, takes passengers upstream to the isolated hamlet of Agness, where a homespun mountain lodge serves family-style fried-chicken lunches and dinners (though the food is not included in the price of the jet-boat ride). Other trips head farther upstream to the Rogue River rapids and the roadless wilderness areas of the Siskiyou National Forest; these cost \$50–75.

Oceanview rooms are available at Ireland's Rustic Lodges, on US-101 at 1120 S. Ellensburg Avenue (\$60–100; 541/247-7718). For a more memorable visit, try the Tu Tu Tun Lodge (\$90–250; 541/247-6664 or 800/864-6357), 96550 North Bank Rogue. Set on a hill above the Rogue River, seven miles upstream from the coast, this upscale fishing lodge (pronounced ta-TWO-tun) has plushly rustic rooms and a great restaurant.

## **SAMUEL BOARDMAN STATE PARK**



Between Gold Beach and Brookings, US-101's windy, hilly roadbed is studded with the cliffside ocean vistas, giant conifers, and boomerang-shaped offshore rock formations of Samuel Boardman State Park. The park covers most of the "Fabulous 50" miles between the two towns, and all of the above-mentioned features come together at Natural Bridges Cove, just north of the Thomas Creek Bridge, the highest bridge on the coast north of San Francisco's Golden Gate. Despite being signed, this turnout is easy to miss because, from the highway, it appears to be simply a parking lot fronting some trees; from the south end of the lot, however, a short trail through an old-growth forest leads to a viewpoint several hundred feet above three natural rock archways standing out from an azure cove.

South of the bridge, just north of suburban Brookings, one final piece of nature has been preserved at Harris Beach State Park, across US-101 from the Oregon Welcome Center. Here you can walk down to a driftwood-laden beach and look out at numerous bird-infested islands.

## BROOKINGS

The drive through Brookings's malled-over main drag offers only fleeting glimpses of the Pacific, and after the last 350-plus miles of coastal Oregon's scenic splendor, the final few miles south to California are somewhat anticlimactic. Just over the border, however, is Redwood National Park, truly one of the West Coast's great places.

# CALIFORNIA

Stretching along the Pacific Ocean for roughly a thousand miles from top to tail, the California coast includes virgin wilderness, the cutting edge of cosmopolitan culture, and the full spectrum in between. For almost the entire way, coastal roads give quick and easy access to the best parts, with panoramic views appearing so often you'll simply give up trying to capture it all.

Starting in the north, the green forests of the Pacific Northwest continue well beyond the state border, forming a mountainous seaside landscape that lasts until the edge of metropolitan San Francisco. Along this stretch you'll find a number of old logging and fishing towns, varying from the burly blue-collar likes of Eureka and Crescent City to the upscale ambience of Mendocino, in and amongst endless acres of redwood forest.

At the approximate midpoint of the California coast sits San Francisco, deservedly ranked among the world's favorite cities. The 100 miles of coast stretching south from San Francisco hold numerous remnants of the Spanish and Mexican eras, exemplified by the town of Monterey and the beautiful mission at Carmel. Beyond here is another stretch of wild coastline, the rugged country of Big Sur.

Beyond the southern edge of Big Sur, opulent Hearst Castle marks the start of what most people consider Southern California, the rivers and trees of the north giving way to golden beaches, grassy bluffs, and considerably denser populations. A pair of very pleasant small cities, Midwestern-feeling San Luis Obispo and ritzy Santa Barbara, make excellent stops in themselves, smoothing the transition into the environs of Los Angeles, the unwieldy megalopolis that, seen from the I-5 freeway that links Los Angeles and San Diego, seems like one monstrous, 100-mile-long suburb. While it's true that the natural beauty that brought so many people to Southern California in the first place is increasingly endangered, some lovely, almost untouched places remain, hidden away but within easy access of the fast lane. We've pointed them out; enjoy them while they last.







## A collage of 30 images related to redwood forests. The images include: giant redwood trees (Sequoia and Redwood), waterfalls, maps of the parks, people visiting the parks, and various forest scenes. The images are arranged in a grid-like fashion, with some larger images and some smaller ones. The collage is a visual representation of the information provided in the text, showing the scale and beauty of the redwood forests.

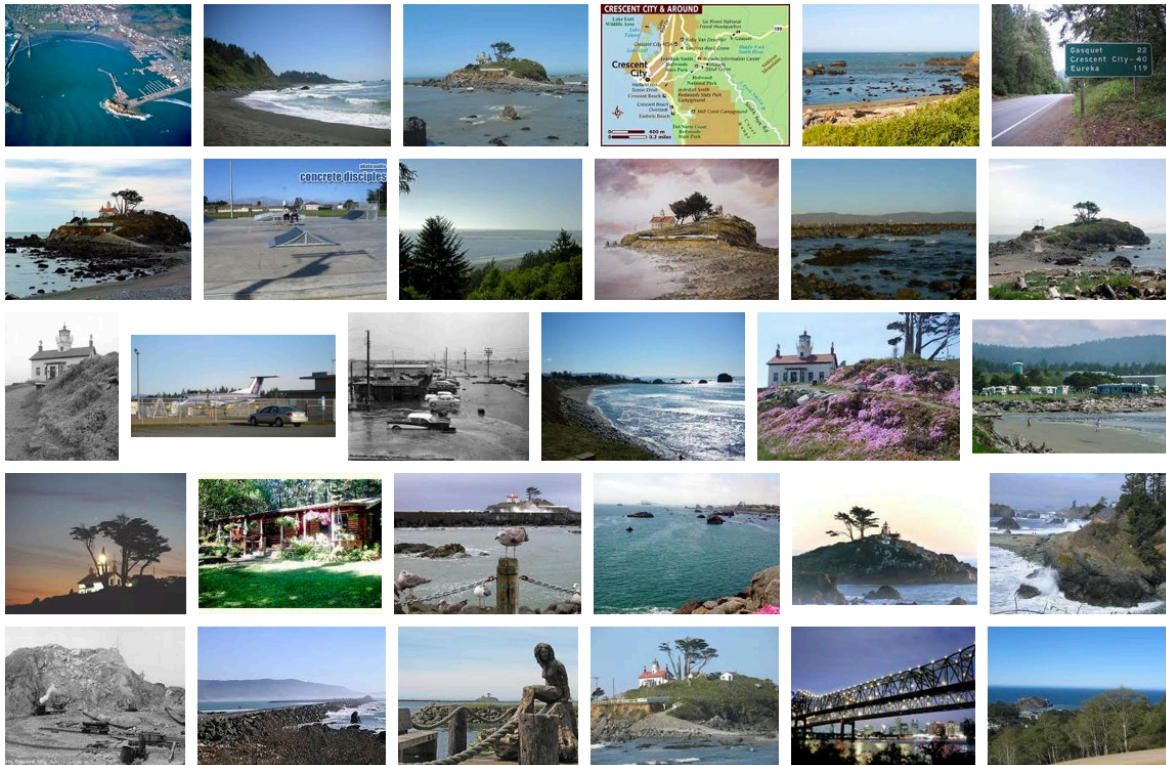
The park is jointly managed by the state and federal governments, and you can get full hiking and camping information from the ranger station (707/464-6101) along US-199 at the main entrance to the park, four miles east of US-101. There's also a good campground (800/444-7275) with hot showers.







## CRESCENT CITY

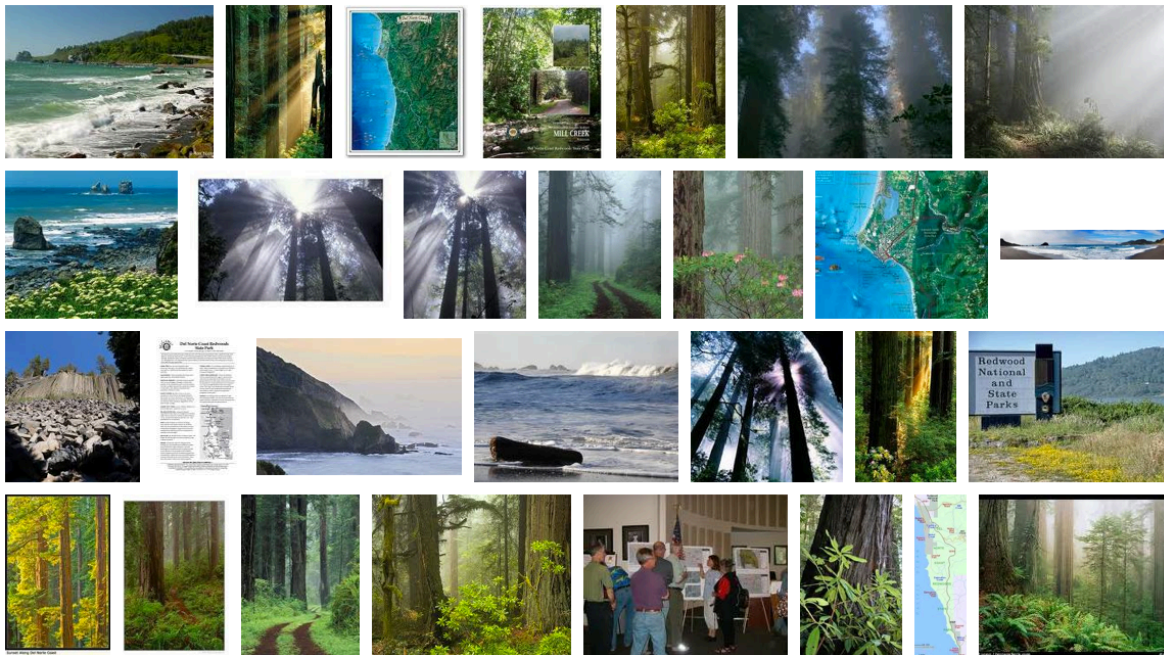


The county seat and largest city in Del Norte County, Crescent City (pop. 4,006) is best treated as a base from which to explore the surrounding wilderness. The foggy weather that helps the redwoods thrive makes the city fairly depressing and gray, and what character it developed since its founding in 1853 has been further eroded by storms; a giant tidal wave, caused by the 1964 earthquake off Alaska, destroyed nearly the entire city.

Crescent City includes the usual motels and restaurants, like the Beacon Burger (707/464-6565), at 160 Anchor Way. There's one unique spot 10 miles north of town: the Ship Ashore (707/487-3141), a gift shop, restaurant, and motel along US-101, marked by a grounded ship.

Crescent City does have the headquarters for Redwood National Park (707/464-6101); a block east of US-101 at 1111 2nd Street, this is the best source of information for southbound travelers.

## DEL NORTE COAST REDWOODS STATE PARK



Spreading south from the Jedediah Smith redwoods, Del Norte Coast Redwoods State Park runs along the Pacific Ocean (and US-101) for about 10 miles, containing more than 6,000 acres of first- and second-growth redwoods as well as brilliant blooms of rhododendrons, azaleas, and spring wildflowers. Del Norte also protects miles of untouched coastline, the best stretch of which is accessible from the end of Enderts Beach Road, which cuts west from US-101 just north of the park entrance. From here, a 30-mile trail follows the coast to Prairie Creek.

The state park area is bounded on the south by an undeveloped section of Redwood National Park. Amongst the trees, the HI Redwood Hostel (707/482-8265), 12 miles south of Crescent City and two miles north of the Trees of Mystery at 14480 US-101, is housed in a historic farmhouse and offers cozy dormitory accommodations and a few private rooms for about \$15 per person for members, \$18 nonmembers.

## TREES OF MYSTERY AND KLAMATH



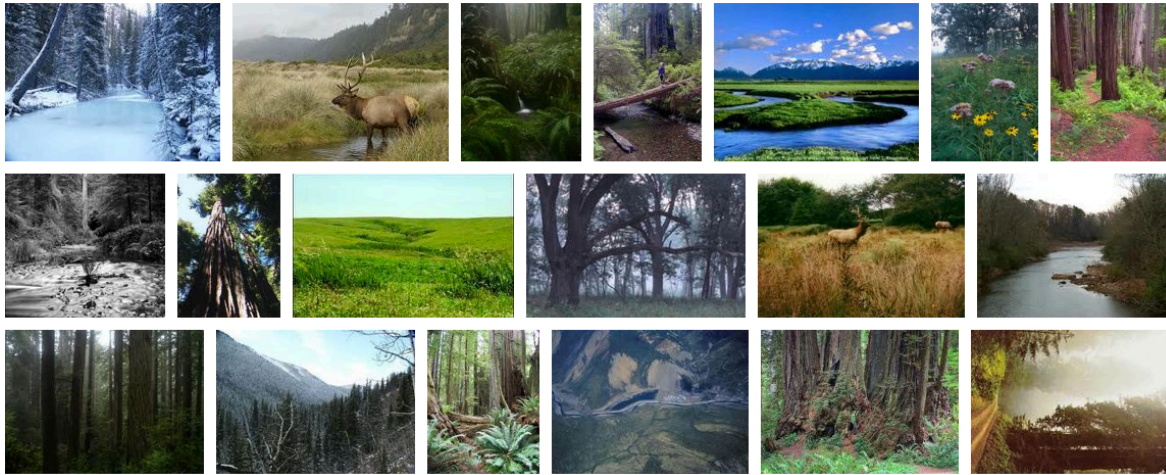


Hard to miss along US-101, thanks to the massive statues of Paul Bunyan and Babe the Blue Ox looming over the highway, the Trees of Mystery (daily 8 am–dusk; \$12; 707/482-2251) are literally and figuratively the biggest tourist draws on the Northern California coast. Along the “Tall Tales Trail,” chainsaw-cut figures, backed by audio-taped stories, stand in tableaux at the foot of towering redwoods. There’s also a Sky Trail gondola lifting passengers up into the treetop canopy, a huge gift shop, and a small free museum of Native American art and artifacts. Across the highway, Motel Trees (707/482-3152) has standard rooms from \$60 and a coffee shop.

Along the banks of the mighty Klamath River, four miles south of the Trees of Mystery, the town of Klamath (pop. 650) is a brief burst of highway sprawl, supported by anglers who flock here for the annual salmon runs. At the south end of town, drive through the Tour-Thru Tree (\$2), then cross the Klamath River on a bridge graced by a pair of gilded cement grizzly bears.

## PRAIRIE CREEK REDWOODS STATE PARK





The largest of the trio of north coast redwood parks, Prairie Creek Redwoods State Park is best known for its large herd of endangered Roosevelt elk, which you can usually see grazing in the meadows along US-101 at the center of the park, next to the main ranger station (707/464-6101). A new freeway carries US-101 traffic around, rather than through, the Prairie Creek redwoods; to reach the best sights, detour along the well-signed Newton B. Drury Scenic Parkway, which follows Prairie Creek along the old US-101 alignment through the heart of the park.

Another elk herd can be spotted among the coastal dunes at Gold Bluffs Beach, which stretches for 11 miles through untouched wilderness; there's a primitive campground and trails leading from US-101, or you can follow Davison Road northwest from US-101, three miles south of the ranger station. Apart from the elk, Prairie Creek offers the usual mix of old-growth redwood trees, which here, more than in the other parks, mingle with dense growths of Sitka spruce and Douglas firs to form a near rainforest of greenery.

## REDWOOD NATIONAL PARK

Established in 1968, and later enlarged at a total cost of over \$500 million, Redwood National Park protects some 100,000 acres of redwood forest, including the 30,000 acres previously preserved in the adjacent Smith, Del Norte, and Prairie Creek State Parks. To be honest, apart from the adjacent state parks, the trees preserved here aren't by any means the oldest, largest, or most beautiful; in fact, much of the federal parkland is second- or third-growth timber, clear-cut as recently as the 1960s. Though redwoods are the fastest-growing softwoods on earth—growing three to five feet a year when young—the groves here are rather disappointing compared to those in nearby areas, and serve more as an environmental buffer zone than a tree-lover's pilgrimage site.

That said, Redwood National Park does hold two special sights, including the Lady Bird Johnson Grove, on Bald Hill Road a mile east of US-101, where the new park was dedicated in 1969. Ten miles further up this road, and a long hike beyond that, the Tall Trees Grove holds the world's tallest tree, the 370-plus-foot Libbey Tree, whose trunk measures over 14 feet across.

At the south end of the park, enjoy Teutonic breakfasts at the German-run Rolf's Park Cafe, attached to the handy Prairie Creek Motel (\$70; 707/488-3841), which for over 15 years has made a good budget-travelers' base for exploring Redwood National Park and environs. The roadside-strip town of Orick stretches south toward the coast, where the main Redwood National Park visitors center (707/464-6101) stands at the mouth of Redwood Creek.

## **PATRICK'S POINT STATE PARK**

If your idea of heaven is sitting on a rocky headland listening to the roar of the Pacific while watching the sunset or looking for passing gray whales, you won't want to pass by Patrick's Point State Park. Three different 200-foot-high promontories at the heart of the park provide panoramic views, while the surrounding acres hold cedar and spruce forests (no redwoods), open pastures bright with wildflowers, great tidepools, a wide dark-sand beach, and two campgrounds (800/444-7275) with hot showers. There's also preserved and restored remnants of a Yurok village; obtain further information and camping reservations from the visitors center (707/677-3570).

Continuing south, US-101 becomes a four-lane freeway along the ocean to Arcata and Eureka, but the old US-101 alignment winds along the cliff tops between Patrick's Point and the small town of Trinidad. Along this road you'll find some nice older motels, like the Patrick's Point Inn (707/677-3483 or 800/354-7006) at 3602 Patrick's Point Drive, just a half mile from the park entrance, with oceanside rooms from around \$60 a night. Also here is the excellent Larrupin Cafe (707/677-0230), at 1658 Patrick's Point Drive, which serves up bountiful portions of very fresh all-American food in a friendly, homey ambience—it's California cuisine without the snooty pretense you sometimes find farther south. It's open for dinner only, nightly except Tuesday and Wednesday, and is cash-only; two can dine very well for around \$60.

## **ARCATA**

The most attractive and enjoyable town on the far north coast of California,

Arcata (pop. 16,651) makes the best first (or last, depending upon the direction you're traveling) overnight stop south of the Oregon border. The presence of Humboldt State University's campus on the hills above US-101 accounts for the town's youthful, non-conformist energy, especially in the cafés, bookstores, bars, and crafts shops that surround the lively Town Plaza, two blocks west of US-101 at 9th and G Streets, incongruously graced by palm trees and a statue of President McKinley. The *Utne Reader* recently rated Arcata as "the most enlightened small town in California," and spending even a little time in this vibrant, cooperative Ecotopia may make you wonder whether or not you really do have to race back to the big-city 9-to-5 grind.

You can admire the town's many elaborate Victorian-era cottages, hunt wild mushrooms, clamber over sand dunes, or hike in the redwoods; afterwards, relax with a cup of tea or, better yet, a soak in a hot tub at homey Cafe Mokka, the coast's only combo sauna and espresso bar, at 5th and J Streets (707/822-2228). Microbrews flow from the taps of Arcata's amiable bars, many of which feature live music; for food, drink, and entertainment all under one roof, try the Humboldt Brewery (707/826-2739), just off the plaza at 856 10th Street. For a complete selection of foodstuffs and supplies, and more insight into the local community, head to the large and stylish North Coast Co-op, at 8th and I Streets uphill from the plaza.

For a place to stay, the centrally located Hotel Arcata (\$60–90; 707/826-0217 or 800/344-1221) is right on the plaza at 708 9th Street, or you can take your pick of the usual motels along US-101.







## EUREKA

Evolving into a lively artists' colony from its roots as a fairly gritty and industrial port, Eureka (pop. 26,128) was well known to fur-trappers and traders long before it became a booming lumber and whaling port in the 1850s. Thanks to the lumber trade, Victorian Eureka grew prosperous, building elaborate homes, including the oft-photographed but closed to the public Carson

Mansion along the waterfront at 2nd and M Streets, two blocks west of US-101. Along with dozens of well-preserved Victorian houses, Eureka has done a fine job of finding new uses for its many ornate commercial buildings, most of which have been preserved to house art galleries, cafés, and restaurants in what's now called Old Town, a half-dozen blocks between the waterfront and US-101. This historic downtown quarter has a number of good places to eat and drink, including Ramone's Bakery (707/445-2923) at 209 E Street, the pub-like Cafe Waterfront (707/443-9190) at 1st and F Streets, and the popular Sea Grill (707/443-7187), a block from US-101 at 316 E Street. Another good place is the no-frills Seafood Grotto (707/443-2075), south of Old Town along US-101 at 6th and Broadway, whose motto is "We Ketch 'em, Cook 'em, Serve 'em".

Accommodation options range from roadside motels to upscale places like the Carter House Inn (\$125 and up; 707/445-1390) at 1033 3rd Street, a re-created Victorian manor with spacious rooms and a big breakfast in the morning. For a more authentic Victorian experience, stay at one of California's most delightful B&Bs, the Elegant Victorian Mansion (\$120 and up; 707/444-3144), at 1406 C Street. A real treasure in a land of nice B&Bs, this magnificently restored 1888 Eastlake-style home has been opulently decorated with real antiques and Bradbury & Bradbury wallpapers by the hospitable Belgian-born innkeeper, Lily Vieyra.

For further information, contact the Eureka! Humboldt County Convention and Visitors Bureau (707/443-5097 or 800/346-3482), 1034 2nd Street.

## **KINETIC SCULPTURE RACE**

Arcata's creative community comes alive every Memorial Day weekend for the world-famous Kinetic Sculpture Race, in which participants pedal, paddle, and otherwise move themselves and their handmade vehicles on a multiple marathon across land and sea. Part art, part engineering, and part athletic competition, the kinetic sculpture race is like nothing you've seen before. Beginning midday Saturday and running around the clock until Monday afternoon, a mind-boggling array of mobile contraptions—past winners have included everything from dragons and floating flying saucers to Egyptian pyramids (named "Queen of Denial") and a Cadillac Coupe de Ville—make their way over land, sand, and sea from the town square of Arcata to the main street of Ferndale, twice crossing chilly Humboldt Bay.

Rule Number One of the Kinetic Sculpture Race is that all of the "sculptures" must be people-powered; beyond that, imagination is the primary guide. Many "rules" have developed over the years since the race was first run in 1969,

including such pearls as: “In the Event of Rain, the Race Is Run in the Rain,” but most of these emphasize the idea that maintaining style and a sense of humor are at least as important as finishing the fastest. Since the Grand Prizes are valued at somewhere around \$14.98, racers take part solely “for the glory,” but prizes are awarded in many categories: First- and last-place finishers are winners, and the racer who finishes in the exact middle of the pack gets the coveted Medio-Car Award—a broken-down old banger.

Spectators are expected to be active participants, too, so be prepared to shout and scream and applaud the competitors, or even jog or bike or kayak alongside them. There are many great vantage points along the route, but you have to be in the right place on the right day. The Kinetic Sculpture Race begins at noon on Saturday with a pre-race line-up around Arcata’s Town Square, from where racers wind along country roads to the sandy Samoa Peninsula before spending the first night in downtown Eureka. Sunday morning the racers head across Humboldt Bay from Field’s Landing, then camp out overnight along the ocean. Monday’s trials include another water crossing and the muddy mess of the Slimey Slope, culminating in a mad dash down the Main Street of Ferndale surrounded by cheering multitudes. It’s all good fun, and a great focus for a visit to this remarkable corner of the world.

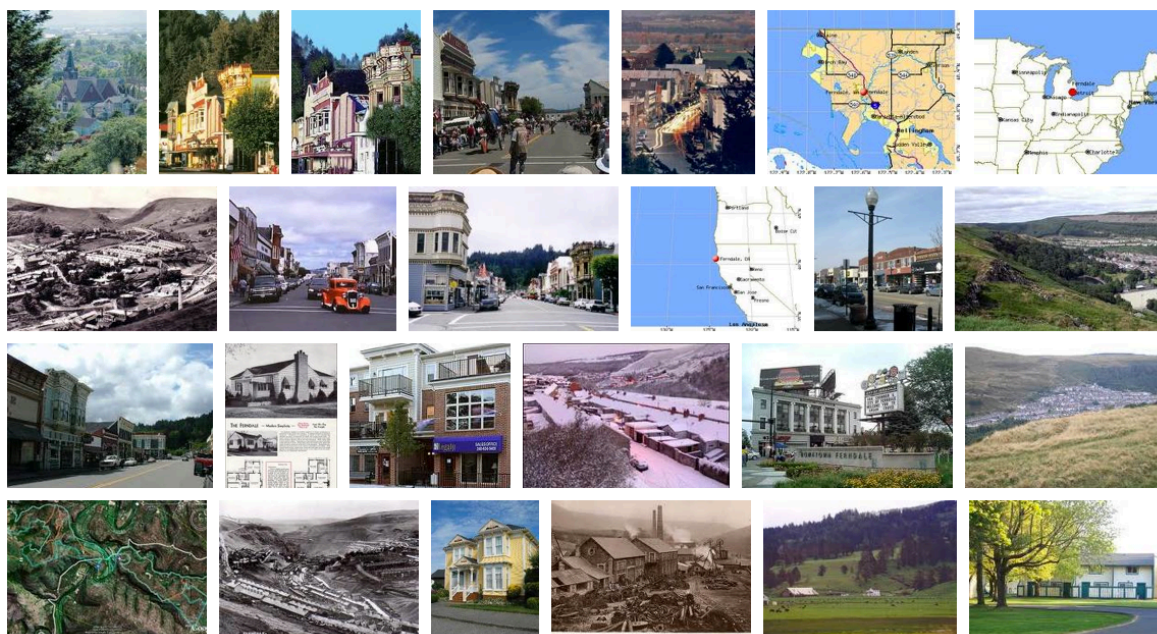
For further information, call the Eureka visitors bureau at 800/346-3482.

## **SAMOA**

Even if you’re just passing through, don’t miss the chance to visit the busy mill town of Samoa, across the bay from Eureka but easily reachable via the Hwy-255 bridge. Follow the signs past the piles of logs and belching mill chimneys to the unique Samoa Cookhouse (707/442-1659), built at the turn of the 20th century by the Louisiana Pacific lumber company, which still owns most of the peninsula. Inside the cookhouse, which is packed with logging memorabilia, take a seat at one of the 20-foot-long tables (redwood, of course, covered in checkered oilcloth) and dig into the family-style feast. There are no menus, just huge platters of food at ridiculously low prices.

## **FERNDALE**





Well worth the 10-mile detour west of US-101, the historic town of Ferndale (pop. 1,382) is an odd fish along the woodsy Northern California coast, a century-old dairy town that would look more at home in middle America. The three-block-long, franchise-free Main Street includes a fully stocked general store (the Golden Gait/Gate Mercantile), and whitewashed farmhouses dot the pastoral valleys nearby. Ferndale's diverse history is well-documented inside the Ferndale Cultural Center (hours vary; 707/786-4466), off Main Street at Shaw and 3rd Streets, where some of the wacky racers that take part in the annual Kinetic Sculpture Race are displayed.

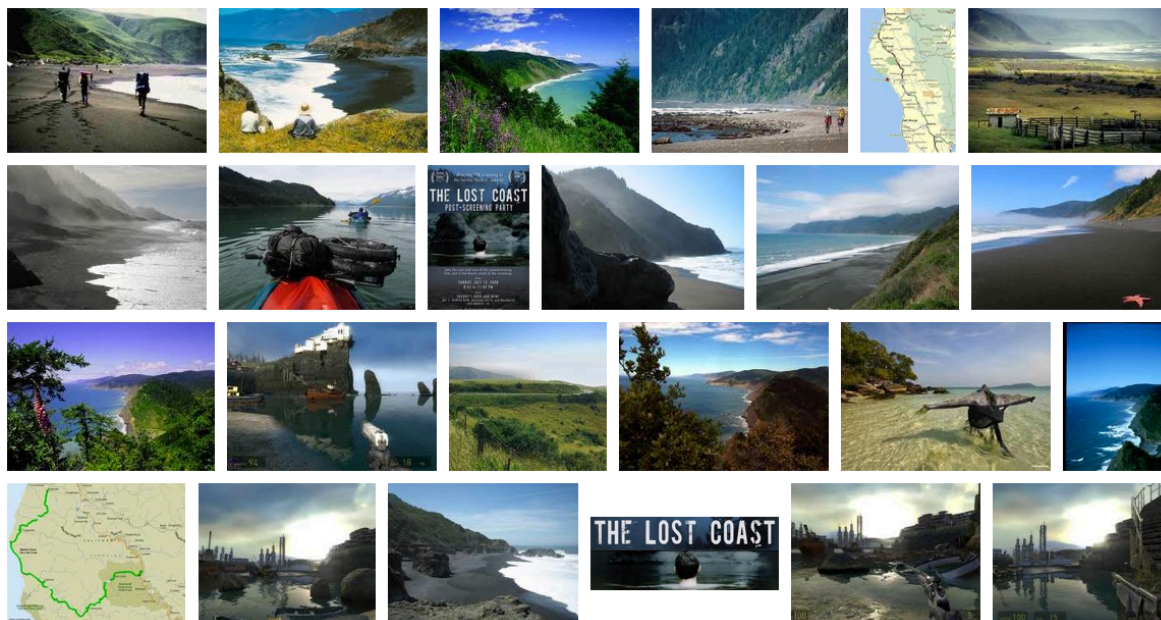
Ambling along Main Street is the best way to get a feel for Ferndale, and if you build up an appetite, there are many good places to eat. One of the oldest cafés in the West, Poppa Joe's (707/786-4180), is housed in a Victorian storefront at 409 Main Street, while the self-proclaimed "Oldest Hotel" is now a family-friendly Italian restaurant, Ivanhoe (707/786-9000), open for dinner only at 315 Main Street.

Ferndale is equally well-supplied with places to stay. Right off the heart of Main Street is the clean and tidy Fern Motel (\$75; 707/786-5000) at 332 Ocean Avenue, while for the full Victorian experience, the place to stay (or at least to see) in Ferndale is the lushly landscaped Gingerbread Mansion (707/786-4000) at 400 Berding Street, with deluxe rooms in a fabulously ornate home starting around \$120 a night. Also nice is the Shaw House (707/786-9958), an 1854 American Gothic masterpiece with B&B rooms and bikes for rent at 703 Main Street.

Pick up free walking-tour maps and other visitor information inside the Cultural Center, or contact the volunteer-run chamber of commerce

(707/786-4477).

## THE LOST COAST



Between Ferndale and Mendocino, the main US-101 highway heads inland along the Eel River, but if you have time and a taste for adventure, head west from Ferndale along the narrow, winding Mattole Road, which loops around Cape Mendocino through the northern reaches of the so-called Lost Coast, a 100-mile stretch of shoreline justly famous for its isolated beauty. By road, you can only get close to the ocean at a few points—the few miles south of Cape Mendocino, and again at the fishing resort of Shelter Cove, west of Garberville—but hikers can have a field day (or week) exploring the extensive coastal wilderness. Some 50 miles of rugged, untouched coastline, packed with tidal pools and driftwood-strewn beaches, have been preserved in a pair of parks, the Kings Range National Conservation Area in the north, and the Sinkyone Wilderness State Park farther south.

Besides the Hwy. 211/Mattole Road, which makes a 73-mile loop between Ferndale and the Rockefeller Forest section of Humboldt Redwoods State Park, a network of rougher and even more remote routes allows auto access to the Lost Coast, linking the hamlet of Honeydew with coastal Hwy-1 near Rockport. If you do explore this wild (and very rainy) region, take a good map and plenty of food and water, and be careful.

For further information on the Lost Coast, contact the Bureau of Land Management (707/825-2300); their office is at 1695 Heindon Road in Arcata.

## **SCOTIA**

Back along US-101, on the banks of the Eel River midway between the coast and the Humboldt Redwoods, Scotia is the only true company town left in California. The Pacific Lumber Company (aka “PALCO”) built it and still owns everything, from the two huge mills to the 10 blocks of pastel-painted houses, church, and schools that constitute this little community of about 1,000 people.

Stop first at the small museum, housed in the redwood Greek Revival former bank at the center of town, to pick up passes for self-guided tours (Mon.–Fri. 7:30 am–2 pm; free) of the world’s largest redwood mill. Following a yellow painted line through the mill at your own pace, you can gawk at (and listen to—it’s a noisy business) every stage of the milling process. First, cut logs get de-barked by a powerful jet of water, then laser-guided band saws slice the logs into rough boards, which are turned into finished lumber. A raised catwalk runs through the center of the mill, and signs explain what’s happening at each stage.

The one place to stay in town is the rustic Scotia Inn (\$120 and up; 707/764-5683), which has B&B rooms and a very good restaurant; it’s on Main Street, a block from the museum.

## **HUMBOLDT REDWOODS STATE PARK**





this neck of the woods.

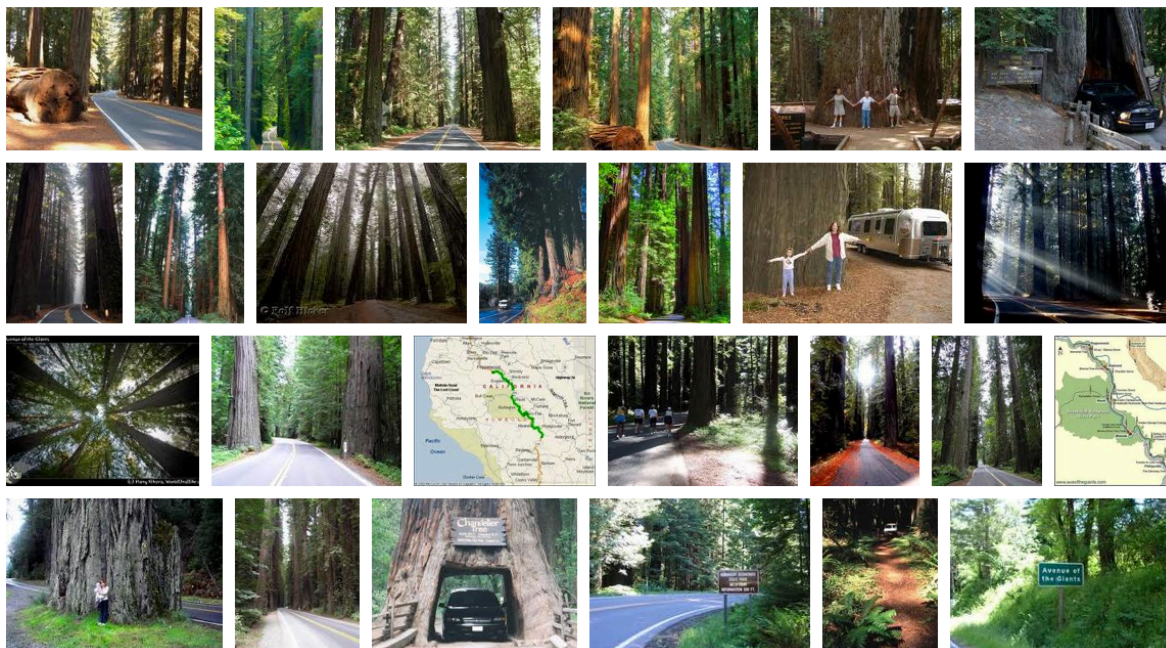
The best source of information on the park is the visitors center (707/946-2263), midway along the Avenue of the Giants in Weott. There's a pleasant campground (800/444-7275) with showers right next door. You may have to drive a ways north (to Ferndale, Eureka, or Arcata) or south (to Garberville) from the park to find a good meal, though there are a few nice places to stay, like the Redcrest Resort (\$55–75; 707/722-4208), across from the Eternal Treehouse. Midway along the Avenue of the Giants, the historic Myers Inn (707/943-3259) in Myers Flat has B&B rooms from around \$125, while farther south the hamlet of Miranda holds the pleasant Miranda Gardens Resort (\$50–140; 707/943-3011), with motel rooms and rustic cabins.







## AVENUE OF THE GIANTS





The stretch of historic US-101 through the redwood country of Humboldt County, frequently called the “Avenue of the Giants,” is lined by pristine groves of massive trees and provides boundless opportunities to come face-to-face with your own insignificance in nature’s greater scheme of things. If you tire of this display of natural majesty, or simply want to keep it in context with the modern “civilized” world, you’re in luck: Every few miles, amongst the stately trees, you’ll come upon shameless souvenir stands selling redwood burl furniture and chainsaw sculptures, as well as wonderfully tacky tourist traps like the “Legend of Bigfoot” or “Hobbitown USA,” in Phillipsville. None of these is big or bold enough to detract from the main event—the big trees—and since they’ve been in operation since the early days of car-borne tourism, they’re as much a part of the redwood experience as the trees themselves. Most charge only a few dollars’ admission, so there’s not a lot to lose.

While you’re encouraged to stop at any and all of them—at least long enough to buy a postcard or two—some of the more tried-and-true attractions are the Trees of Mystery, marked by huge statues of Paul Bunyan and Babe the Blue Ox along US-101 in Klamath; the One-Log House in Phillipsville, a mobile home carved from a single, 32-foot redwood log; and the Drive-Thru Tree, 13078 Avenue of the Giants (old US-101) in Myers Flat, which wagon-borne travelers drove through more than a century ago. In the south, near the town of Leggett, are two more. One of the best stops in Redwood Country, Confusion Hill (\$4) is one of those places where water runs uphill and the rules of physics seem not to apply; there’s also a little railway train here that chugs uphill to a very nice grove of trees. Finally, at the Chandelier Drive-Thru Tree, south of Leggett off old US-101 on Drive-Thru Tree Road, \$3 buys you the chance to drive your car through a 315-foot redwood tree, still growing strong despite the gaping hole in its belly.

## **GARBERVILLE AND REDWAY**

Since its recurring presence in the national media during the government’s high-profile, late-1980s raids on local marijuana plantations, Garberville has returned to its previous sleepy self. The US-101 freeway bypasses the town, which stretches for a half-dozen blocks along Redwood Drive, the well-signed business loop off the highway.

Enjoy an early-morning breakfast with the old-time locals at the Eel River Cafe (707/923-3783) at 801 Redwood Avenue, or enjoy an espresso and healthy food at the Woodrose Cafe (707/923-3191), a block south at 911 Redwood Avenue. Garberville also has all the motels you could want,

including the Motel Garberville (707/923-2422) at 948 Redwood Drive.

Just west of Garberville on the old highway, Redway is worth the short side trip for breakfast, lunch, or dinner at the Mateel Cafe (707/923-2030), a health-conscious gourmet haunt along Redwood Avenue at the center of town.

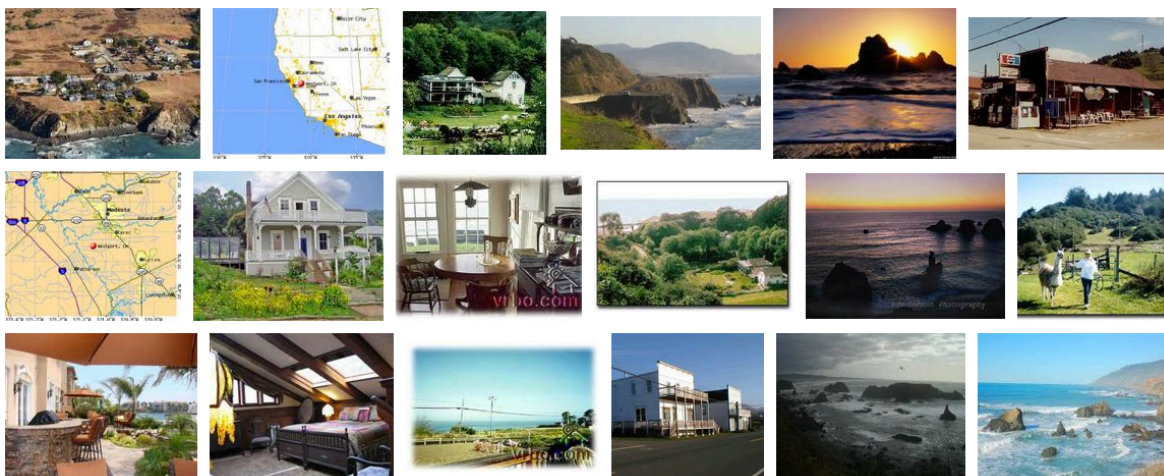
Along US-101, four miles south of Garberville, one of the region's most characterful places is the stately Benbow Inn (\$100–200; 707/923-2124), a circa 1926 mock Tudor hotel with a nice restaurant offering afternoon tea and scones on a sunny terrace overlooking Lake Benbow.

## LEGGETT: THE DRIVE-THRU TREE

No longer even a proverbial wide spot in the road since the US-101 freeway was diverted around it, Leggett marks the southern end of the Humboldt redwoods. At the south end of “town,” a mile from the US-101/Hwy-1 junction along the old highway, stands one of the redwood region’s most venerable and worthwhile roadside attractions, the “original” Drive-Thru Tree (daily 8 am–dusk; \$3). In addition to the famous tree, which had the hole cut through it in the 1930s, there’s an above-average gift shop with a broad range of books, postcards, and schlocky souvenirs.

South of Leggett, US-101 runs inland, while scenic Hwy-1 cuts west over the coastal mountains to Mendocino, winding south along the Pacific to San Francisco.

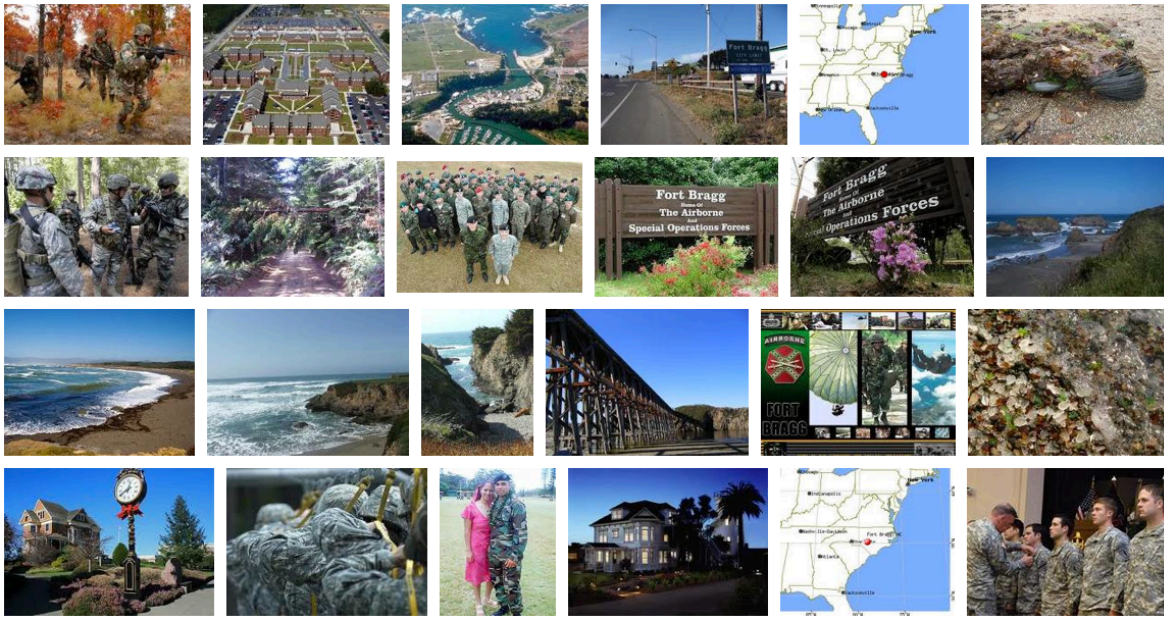
## ROCKPORT AND WESTPORT



From US-101 at Leggett, Hwy-1 twists up and over the rugged coastal

mountains before hugging the coast through the weatherbeaten logging and fishing communities of Rockport and Westport. The small and informal Howard Creek Ranch (707/964-6725) in Westport offers comfortable B&B rooms, an outdoor hot tub, and easy access to the driftwood-laden beach. Farther south, MacKerricher State Park protects seven miles of rocky coast and waterfront pine forest; there's also a nice campground (800/444-7275).

## FORT BRAGG



Cruising south along Hwy-1, the first real town you come to, Fort Bragg (pop. 7,026), has a burly, blue-collar edge that comes as something of a shock on the otherwise undeveloped, touristy Mendocino coast. Home to a large Georgia Pacific lumber mill and the region's largest commercial fishing fleet, Fort Bragg takes a mostly no-frills approach to the tourist trade, leaving the dainty B&B scene to its upscale neighbor, Mendocino. However, there are a few down-to-earth places to eat: Very good omelettes and other eggy dishes are available at the appropriately named Egghead's Restaurant (707/964-5005) at 326 N. Main Street, while The Wharf (707/964-4283), along the Noyo River at 780 N. Harbor Drive, serves good-value seafood dinners. Perhaps the most popular place in town is North Coast Brewing (707/964-2739) at 455 N. Main Street, which serves a full range of food and pints of their tasty Red Seal Ale.

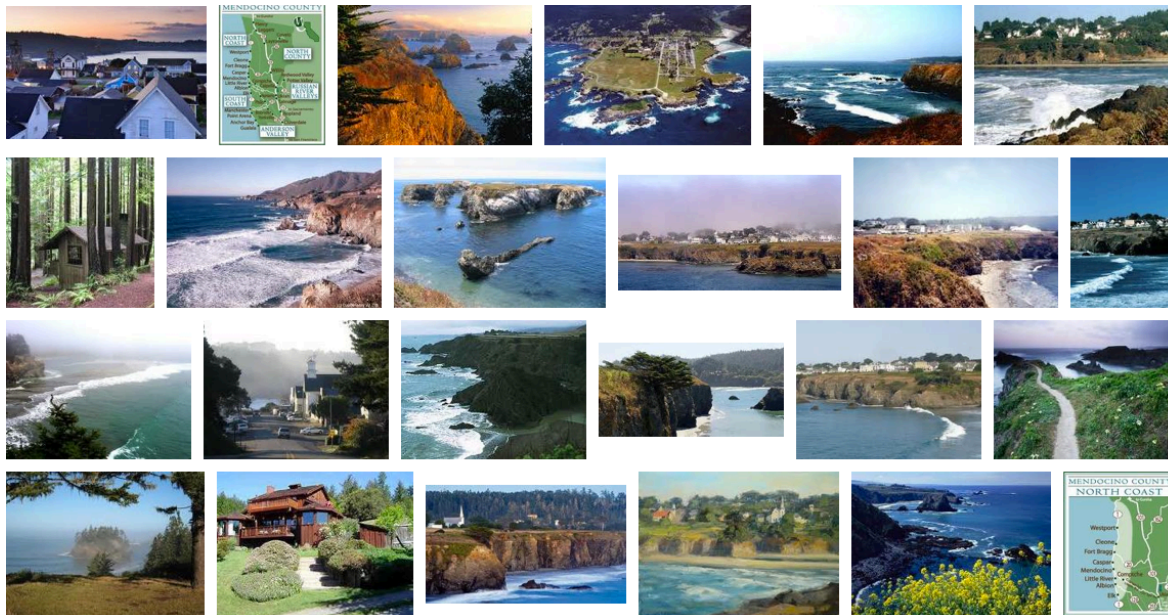
Fort Bragg also has many inexpensive (by Mendocino standards, at least) motels, including the Beachcomber Motel (\$59–199; 707/964-2402), at 1111 N. Main Street, which boasts the coast's only beachfront accommodation



options (apart from camping).

For more information on the Fort Bragg/Mendocino area, contact the North Coast Chamber of Commerce (707/961-6300 or 800/726-2780), located at 332 N. Main Street.

## MENDOCINO



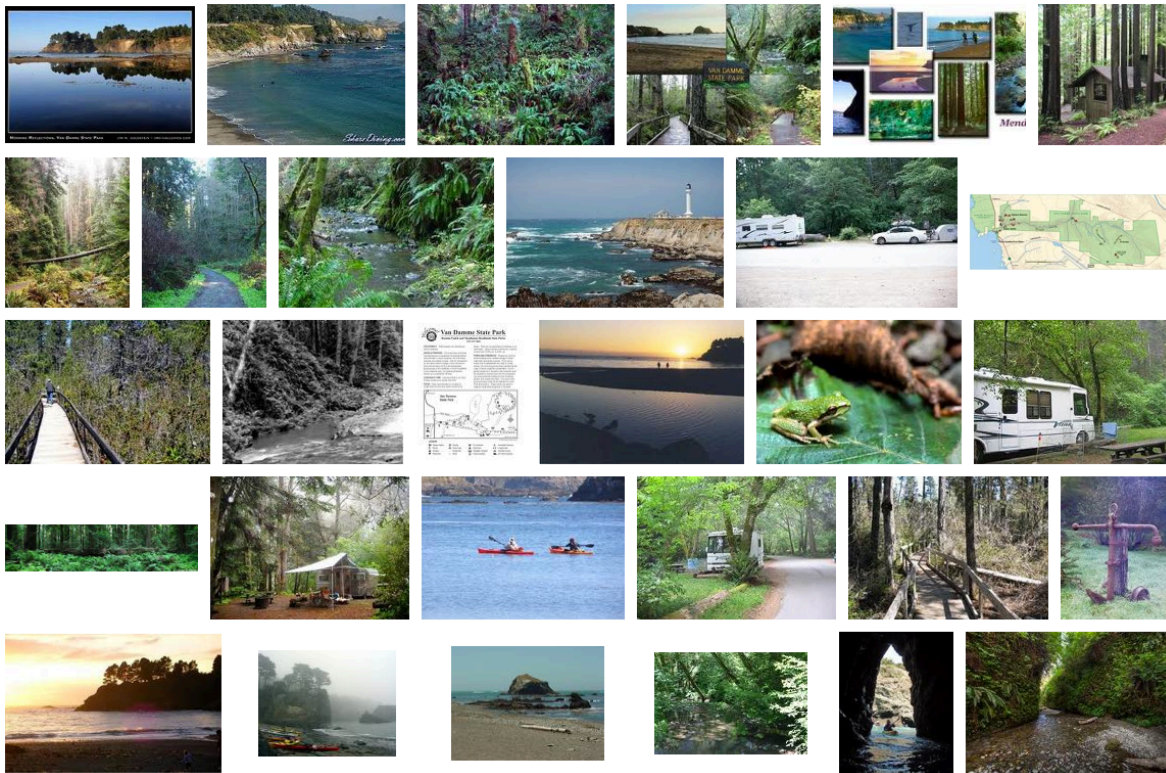
One of the prettiest towns on the California coast (as seen in TV shows like *Murder, She Wrote* and numerous movies), Mendocino (pop. 1,100) is an artists' and writers' community par excellence. Now firmly established as an upscale escape for wage-slaving visitors from San Francisco (hence the local nickname, "Spendocino"), the town was originally established as a logging port in the 1850s. In recent years, Mendocino has successfully preserved its rugged sandstone coastline—great for wintertime whale-watching—while converting many of its New England-style clapboard houses into super-quaint B&B inns. The area is ideal for leisurely wandering, following the many paths winding through Mendocino Headlands State Park, which wraps around the town and offers uninterrupted views across open fields, heathers, and other coastal flora to the crashing ocean beyond. For field guides, maps, or a look at Mendocino in its lumbering heyday, stop by the visitors center in the historic Ford House (707/937-5804) at 735 Main Street.

Along with its many fine art galleries and bookshops, Mendocino also has a delicious collection of bakeries, cafés, and restaurants. If you're not getting a breakfast at a B&B, come to the hippy-dippy Mendocino Cafe (707/937-2422), at 10451 Lansing Street, where locals have been starting their days for nearly 20 years. Lunch or dinner at the Moose Cafe (707/937-4323), at 390 Kasten

at Albion Street, is always unforgettable, and for a total splurge, try one of California's best restaurants, Cafe Beaujolais (707/937-5614), two blocks from the waterfront at 961 Ukiah Street, which serves a world-famous prix fixe gourmet feast of California cuisine delicacies for dinner, nightly 6–9 pm.

Places to stay in Mendocino are rather expensive but generally delightful. The lovely MacCallum House (\$150 and up; 707/937-0289), at 45020 Albion Street, includes a beautiful garden, good breakfasts, and a cozy nighttime bar and restaurant. Another place to stay is the circa 1858 Mendocino Hotel (\$95 and up; 707/937-0511), on the downtown waterfront at 45080 Main Street.

## VAN DAMME STATE PARK



South of Mendocino at the mouth of the Little River, Van Damme State Park stretches for five miles along the coastal bluffs and beaches and includes some 1,800 acres of pine and redwood forest. The park's unique attribute is the oddly contorted Pygmy Forest, a natural bonsai-like grove of miniature pines, cypress, and manzanita, with a wheelchair-accessible nature trail explaining the unique ecology; the trailhead is four miles east of Hwy-1. There's also a small, very popular campground, and a visitors center (707/937-0851) housed in a New Deal-era recreation hall.



# ANDERSON VALLEY



From Hwy-1 south of Mendocino, Hwy-128 cuts diagonally across to US-101 through the lovely Anderson Valley, home to numerous fine wineries (including Husch, Navarro, and Kendall-Jackson) and the Anderson Valley Advertiser, one of California's most outspoken local newspapers. Anderson Valley also has its own regional dialect, called "Boontling," combining English, Scots-Irish, Spanish, and Native American words into a lighthearted lingo created, some say, simply to befuddle outsiders—or "shark the bright-lighters," in the local lingo.

To find out more, stop in the valley's tiny main town, Boonville, at the "All That Good Stuff" gift shop and ad-hoc information center, alongside the Horn of Zeese coffee shop. Fans of local food and wine will want to cross the highway to the Boonville Hotel (\$85 and up; 707/895-2210), a wonderful restaurant (dinner only, alas) and wine bar. The historic building has upstairs rooms filled with art and furniture made by local craftspeople. Beer fans can make a pilgrimage east of town to the solar-powered home of the Anderson Valley Brewing Company(707/895-BEER), 17700 Hwy-253, where you can sample some of the world's best beers, including the legendary Boont Amber Ale.

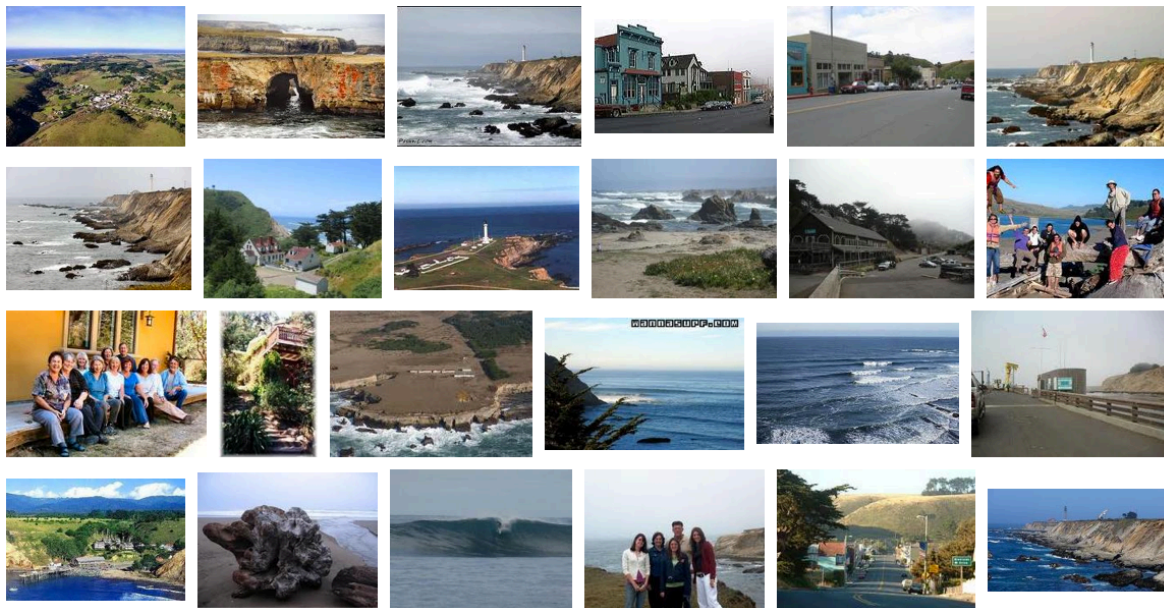
# ELK

While the coastal scenery is stupendous all the way, one place worth keeping an eye out for on the drive along Hwy-1 is the tiny roadside community of Elk



(pop. 450), 15 miles to the south of Mendocino. Elk is a wonderful little wide-spot-in-the-road, with what must be one of the oldest and most characterful service stations in California (the Elk Garage, in business since 1901) alongside a great little veggie-friendly breakfast-and-lunch road-food stop: Queenie's Roadhouse Café (707/877-3285). Elk also boasts a general store, some quirky cliffside cabins, and a steep trail leading down to the Pacific shore at Greenwood Cove.

## POINT ARENA AND GUALALA

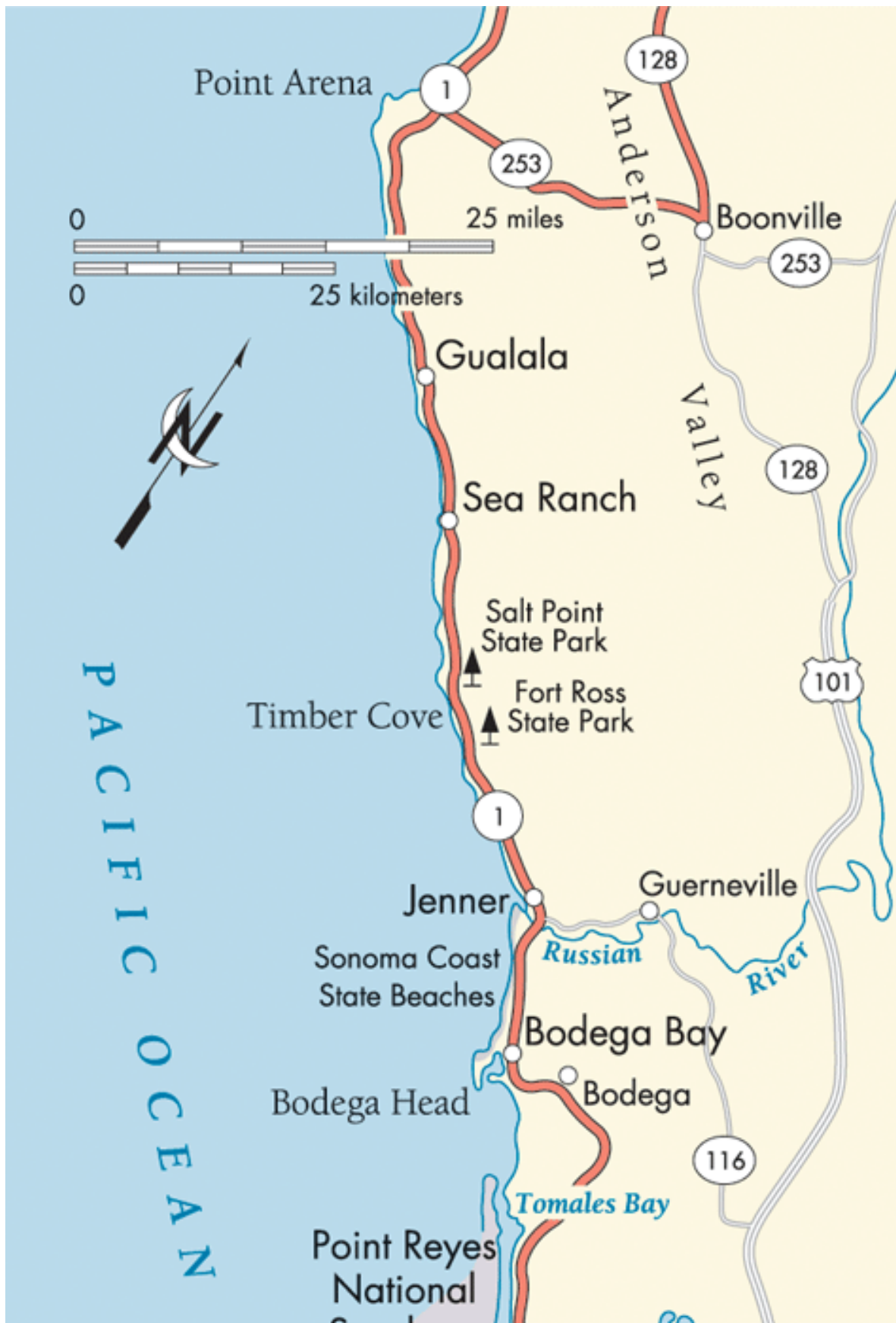


The southernmost 40 miles of Mendocino coastline are almost totally undeveloped and virtually uninhabited, with green forests and coastal coves as far as the eye can see. The westernmost point here, Point Arena, is about five miles northwest of Hwy-1 via Lighthouse Road (the namesake lighthouse, built in 1870, stands 10 stories tall).

15 miles further south, situated at the very southern edge of Mendocino County, the old logging port of Gualala (pop. 1,500) has one truly remarkable feature: the Russian Orthodox domes of St. Orres (707/884-3303), now a B&B inn and Francophile gourmet restaurant glowing with polished wood and stained glass, above Hwy-1 on the north side of town. Tiny Gualala has at least two more culinary landmarks as well. Pangaea (Wed.–Sun. dinner only; 707/884-9669) is one of the coast's most popular new restaurants, serving everything from beefy burgers to crab cakes with Thai curry sauce.

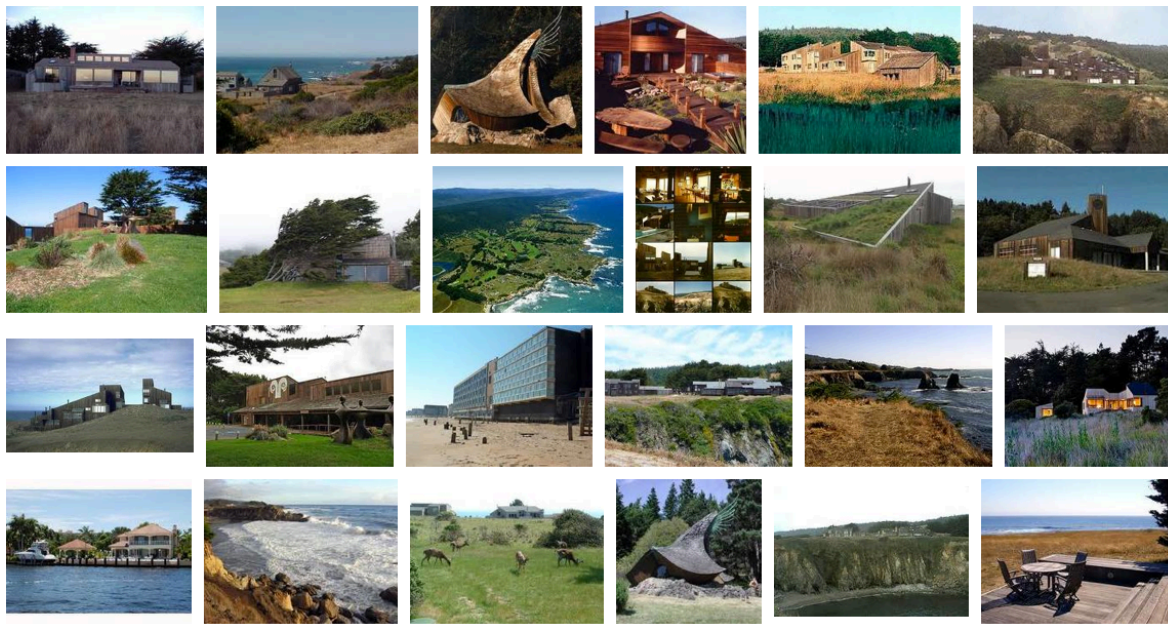
You'll also find inexpensive lodging (rooms for around \$75 a night, a real rarity in these parts) and a locally popular restaurant at the Gualala Hotel (707/884-3441) right in town. Great camping and an incredible coastal

panorama can be yours at Gualala Point Regional Park (707/785-2377), on the south side of the Gualala River.





## SEA RANCH



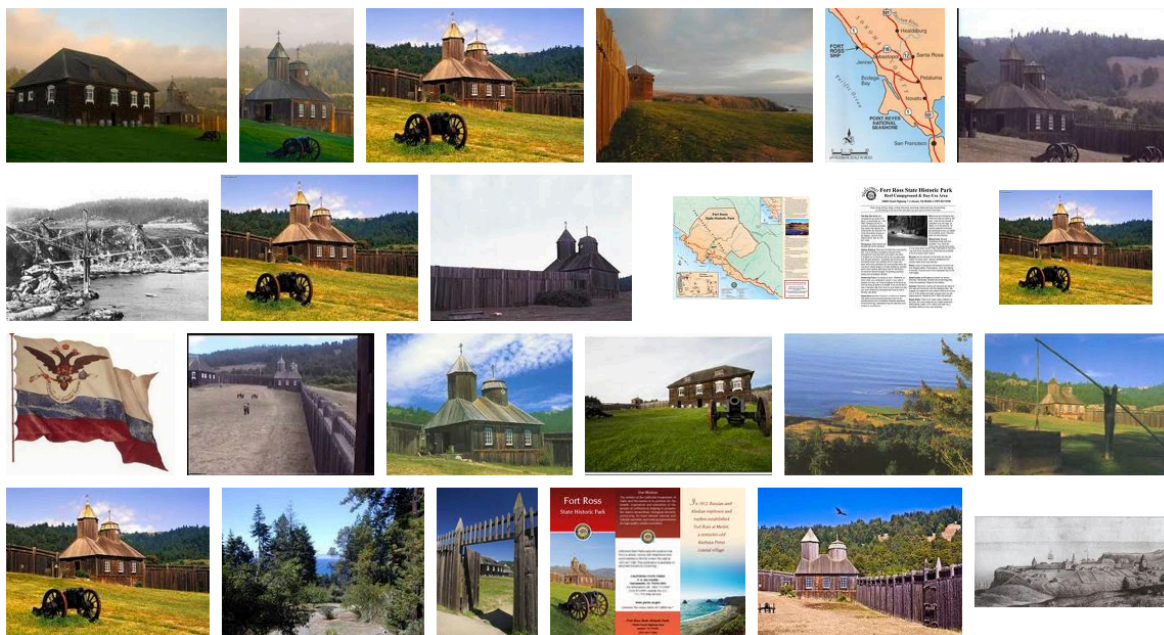
Midway between Mendocino and the San Francisco Bay Area, located astride the San Andreas Rift Zone, the vacation-home community of Sea Ranch was laid out in the mid-1960s by an enthusiastic group of then-young architects and planners, including Lawrence Halprin and the late Charles Moore, who hoped to show that development need not destroy or negatively impact the natural beauty of the California coast. Strict design guidelines, preserving over half the 5,000 acres as open space and requiring the use of muted natural wood cladding and other barn-like features, made it an aesthetic success, which you can appreciate for yourself at the Sea Ranch Lodge (\$160 and up; 707/785-2371), near the south end of the development.

The rest of Sea Ranch, however, is strictly private, which has raised the hackles of area activists, who after years of lawsuits finally forced through a few coastal access trails in the mid-1980s; these, such as Walk-On Beach at milepost 56.5, are marked by turnouts along Hwy-1.



One of the few positive effects of cutting down the native redwood forests that once covered the Northern California coast has been the emergence of giant-sized rhododendrons in their place. You'll find the most impressive display at the Kruse Rhododendron Preserve, high above Hwy-1 at the center of Salt Point State Park, where some 350 acres of azaleas and rhododendrons, some reaching 15 feet in height, burst forth in late spring, usually peaking around the first week of May.

# FORT ROSS STATE HISTORIC PARK



If you're captivated by California's lively history, one of the most evocative spots in the state is Fort Ross State Historic Park, the well-restored remains of a Russian fur-trapping outpost built here in 1812. During a 30-year residency, the Russians farmed wheat and potatoes, traded with native tribes, and trapped local seals and sea otters for their furs, which commanded huge sums on the European market. By 1840, the near-destruction of the sea otter population caused the company to shut down operations and sell the fort to Sacramento's John Sutter, who went bankrupt to finance the purchase. Later, the abandoned fort was badly damaged by the 1906 San Francisco earthquake and later fires, but the state has completed a high-quality restoration and reconstruction project, using hand-hewn lumber and historically accurate building methods to replicate the original barracks and other buildings, including a luminous redwood chapel.

Outside the fort's walls, a modern visitors center (daily; \$6 per car; 707/847-3286), traces the site's natural, native, and Russian history, and offers information on the park's many fine hiking trails.

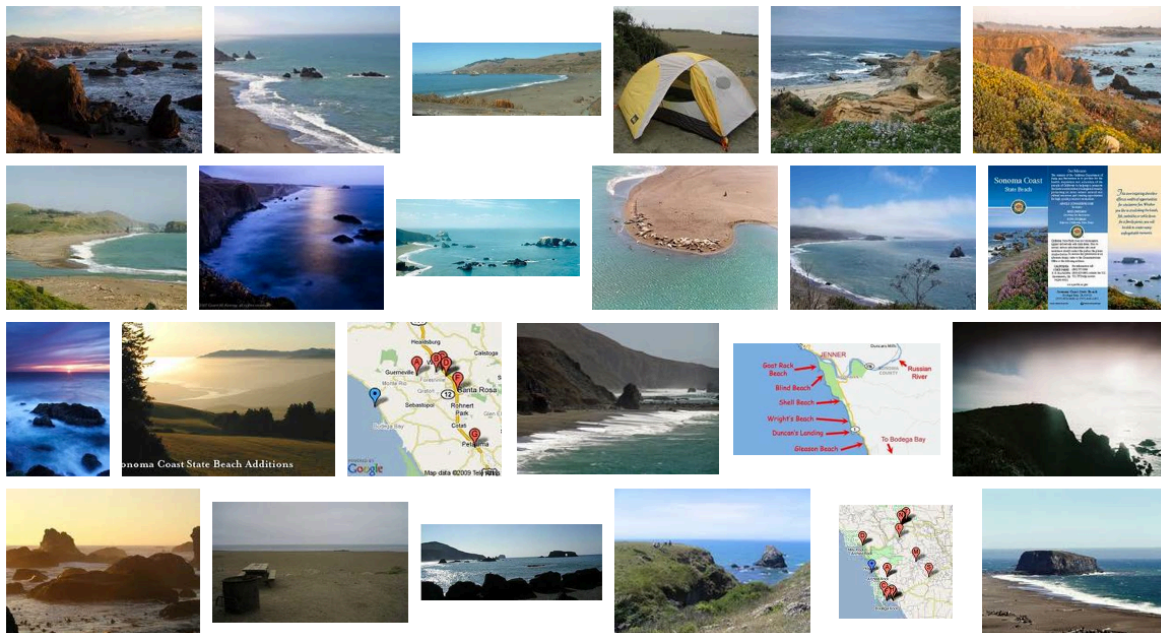
## JENNER, GUERNEVILLE, AND THE RUSSIAN RIVER

South of Fort Ross, Hwy-1 climbs high above the rugged coastline, offering breathtaking vistas of the Pacific Ocean hundreds of feet below. Twelve miles south of Fort Ross, Hwy-1 reaches the low-key resort community of Jenner (pop. 300), which stretches along the broad mouth of the Russian River. Harbor seals and sea lions sun themselves on the beach at Goat Rock,

houses climb the steep hillsides, and there's also a gas station, a post office (inside a mobile home), and the excellent River's End (707/865-2484), which has a range of great food (everything from burgers to Indonesian-spiced seafood) and oceanview tables (inside and outside, depending on the weather).

From Jenner, Hwy-116 runs east along the river, passing through forests, vineyards, and popular summertime resort towns, the largest of which is Guerneville, 12 miles away, with a number of worthwhile cafés and an alternative-minded (read: gay and lesbian) population. Fife's (\$65 and up; 800/734-3371) is the largest gay-oriented resort here, famous for its clothing-optional sunbathing, and can be found at 16467 River Road. A more traditional place, with boat rentals, cabins, and riverfront camping, is Johnson's (707/869-2022) at 16241 1st Street. After 35-odd miles, Hwy-116 eventually links up with the US-101 freeway to and from San Francisco, providing a faster alternative to coastal Hwy-1.

## SONOMA COAST BEACHES STATE PARK



South of Jenner and the Russian River, Hwy-1 hugs the coast along 10 miles of rocky coves and sandy beaches, collectively protected as Sonoma Coast Beaches State Park (707/875-3483). Starting with Goat Rock at the southern lip of the Russian River mouth, a bluff-top trail leads south past intriguingly named and usually unpopulated pocket strands like Blind Beach, Schoolhouse Beach, Shell Beach, Wright's Beach (site of the park's main beachfront campground; 800/444-7275), and Salmon Creek Beach.

At the southernmost end, Sonoma Coast Beaches State Park broadens to



include the wildflower-covered granite promontory of Bodega Head, which juts into the Pacific and provides a great vantage point for watching the gray whale migrations in winter.

## **BODEGA BAY AND VALLEY FORD**

Protected by the massive bulk of Bodega Head, the fishing harbor of Bodega Bay has grown into an upscale vacation destination, with Sea Ranch-style vacation homes lining the fairways of golf resorts, and deluxe hotels overlooking the still-busy commercial wharves. On the waterfront, the Lucas Wharf Deli at 595 Hwy-1 dishes up fish-and-chips and clam chowder; the nearby Tides Wharf is bigger and has a large fresh-fish market.

South of Bodega Bay, Hwy-1 cuts inland around the marshy coastal estuaries, passing by the photogenic small town of Bodega, whose church Alfred Hitchcock used for many of the scariest scenes in his 1960 movie, *The Birds*. The next town you pass through, Valley Ford, is another quaint little spot that holds a great old family-run roadhouse, Dinucci's (707/876-3260), serving huge portions of unreconstructed Italian food—minestrone, fresh bread, salad, and pasta—for around \$12 per person. Dinner only, plus lunch on Sundays.

## **POINT REYES**



on the road to Drake's Bay.

Dozens of delightful inns and restaurants operate in and around Point Reyes, but because they're a mere 20 miles from San Francisco, they're often booked solid weeks in advance. Everything from tree-top rooms to waterfront cabins can be found through Inns of Marin (415/663-2000).

## **BOLINAS AND STINSON BEACH**

Sitting at the southern end of the Point Reyes peninsula, Bolinas is a small town with a well-earned reputation for discouraging tourists; the signs leading you here from Hwy-1 are regularly torn down by locals bent on keeping the place—little more than a general store, a bakery, and a bar—for themselves. Bolinas also boasts one of the coast's best tidepool areas in Duxbury Reef, which curves around the western edge of Bolinas.

In contrast, the broad strands of Stinson Beach, four miles south along Hwy-1, are the Bay Area's most popular summertime suntanning spots. A grocery store and deli, the Livewater Surf Shop (which rents boards and the essential wetsuits), and a couple of outdoor bar-and-grills along Hwy-1 form a short parade at the entrance to the beach. The best place to eat hereabouts is the Parkside Cafe (415/868-1272), at 43 Arenal Avenue; if you want to stay overnight, try the basic but cheap Stinson Beach Motel (\$65 and up; 415/868-1712), at 3416 Hwy-1.

If you have the chance to plan ahead, try to book a night at the Steep Ravine Cabins (800/444-7275), just over a mile south of Stinson Beach on the ocean side of Hwy-1. Now part of Mt. Tamalpais State Park, these 10 rustic redwood cabins are very basic roofs-over-the-head (bring sleeping bags and food; water faucets are just outside the door) in an absolutely beautiful coastal chasm. These very popular cabins (originally owned by Bay Area bigwigs like Dorothea Lange) sleep up to 5 people and cost around \$60 a night.

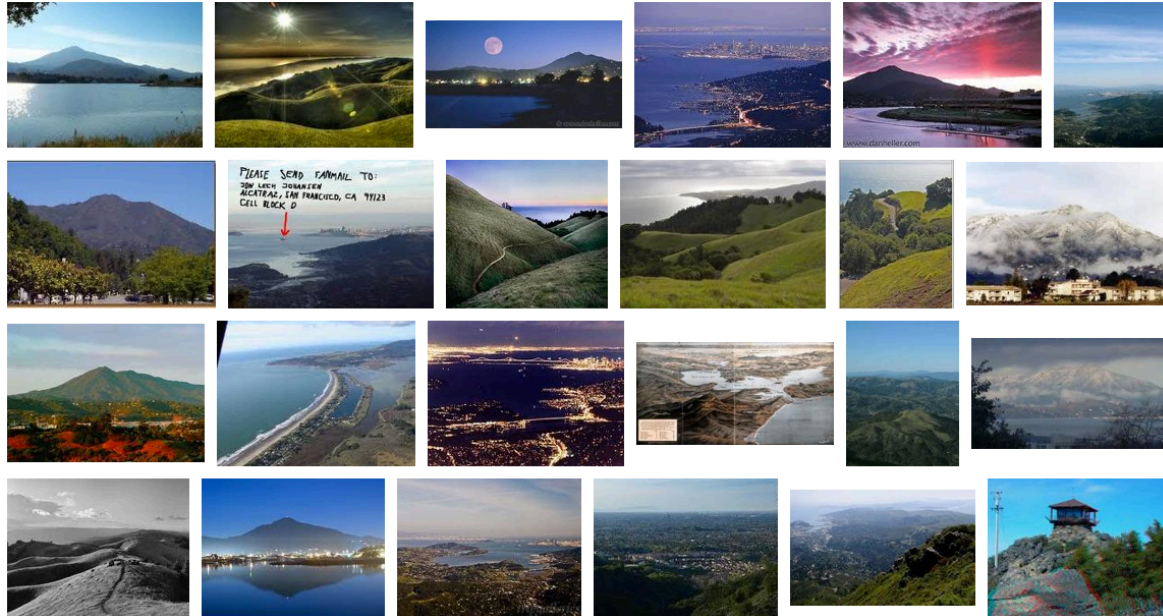








## MT. TAMALPAIS, MUIR WOODS, AND MUIR BEACH



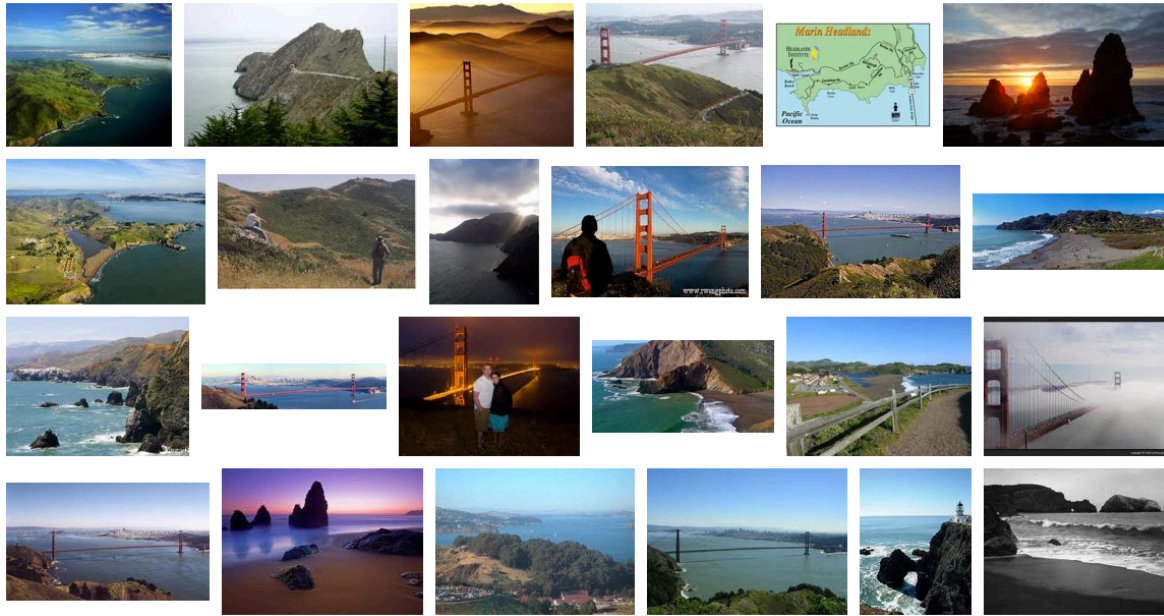
From the coast, a pair of roads—Panoramic Highway and the Shoreline Highway (Hwy-1)—twist up and over the slopes of Mt. Tamalpais (elev. 2,586), the signature peak of the San Francisco Bay Area. Known usually as “Mt. Tam,” the whole mountain has been protected in semi-natural state within a series of state and national parks, and its voluptuous slopes offer incredible views of the urbanized Bay Area and the untouched coastline; drive to within 100 yards of the top for a 360-degree panorama, or stop at the Pan Toll ranger station (415/388-2070) for a map of Mt. Tam’s hiking routes and fire roads.

A deep, dark valley between the coast and Mt. Tamalpais holds the last surviving stand of Marin County redwoods, preserved for future generations as the Muir Woods National Monument (daily 8 am–dusk; free), and named in honor of turn-of-the-century naturalist John Muir. A paved, mile-long trail takes in the biggest trees, but since the park is often crowded with busloads of sightseeing hordes making the tour from San Francisco, you may want to explore the farther-flung areas, climbing up Mt. Tamalpais or following Muir Creek two miles downstream to the crescent-shaped cove of Muir Beach, along Hwy-1. Besides stunning scenery, Muir Beach is also home to the welcoming Pelican Inn (415/383-6000), an “Olde English”—style pub serving food and fine beers.

Another enjoyably ersatz experience awaits at the junction of Hwy-1 and the US-101 freeway, where a historic roadside restaurant has been resurrected as

the Buckeye Roadhouse, near Mill Valley at 15 Shoreline Highway (415/331-2600), where you can feast on fine BBQ, great steaks and burgers, and delicious desserts in a lively, retro–Route 66 atmosphere.

## MARIN HEADLANDS



If you can avoid the magnetic pull of the Golden Gate Bridge and San Francisco, take the very last turnoff from US-101 (northbound drivers take the second turnoff after crossing the bridge) and head west to the Marin Headlands, a former military base that's been turned back into coastal semi-wilderness. A tortuous road twists along the face of 300-foot cliffs, giving incredible views of the bridge and the city behind it. The road continues west and north to the visitors center (415/331-1540), housed in an old chapel, with a reconstructed Miwok shelter and details on hiking and biking routes. And if you're so inclined, on Wednesday–Friday afternoons you can tour an intact but no longer functioning Nike missile silo (free).

Nearby, the barracks of old Fort Barry have been converted into the very peaceful HI Marin Headlands Hostel (415/331-2777), which has dorm beds and private rooms for around \$20 per person.

## ACROSS SAN FRANCISCO

From the north, Hwy-1 enters San Francisco across the glorious Golden Gate Bridge, where parking areas at both ends let you ditch the car and walk across the elegant two-mile-long span. South from the bridge, Hwy-1 follows 19th Avenue across Golden Gate Park, then runs due south through the outer

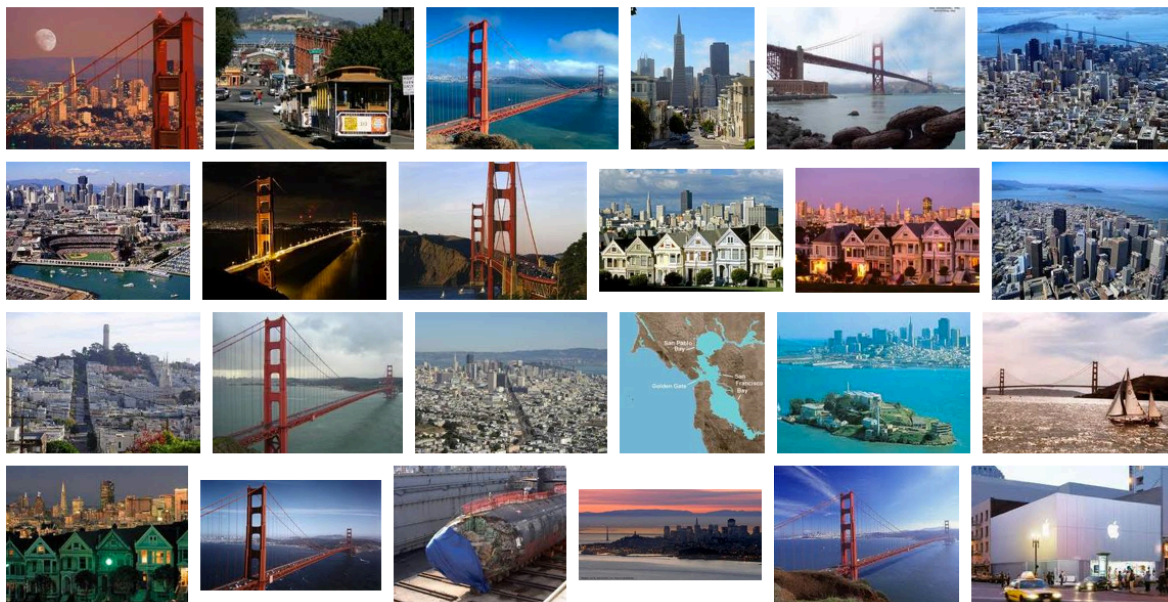


reaches of San Francisco, finally reaching the coast again at the often-foggy town of Pacifica. The most scenic alternate is the 49-Mile Drive, the best part of which heads west from the bridge through Presidio National Park, along Lincoln Boulevard and Camino del Mar, following the rugged coastline to Land's End, where you can hike around and explore the remains of Sutro Baths, eat at the wonderful new Cliff House, or experience the wonders of the Camera Obscura.

From Land's End, this scenic route runs south along the oceanfront Great Highway, which eventually links back up with Hwy-1 near the small but enjoyable San Francisco Zoo (daily; \$10; 415/753-7080). Across from the zoo, a semi-contentious landmark to the Bay Area's proletarian past—a giant, sleepy-eyed dachshund that years ago was the emblem of the Doggie Diner fast-food chain—stands next to the Carousel diner (415/564-6052), at 2750 Sloat Boulevard.

Since driving and parking in San Francisco can be frustrating and expensive (Steve McQueen could never make Bullitt in today's traffic!), consider parking out here in the 'burbs and taking public transportation into the center of town. The N-Judah MUNI trolley line runs between downtown and the coast just south of Golden Gate Park, where parking is plentiful.

## SAN FRANCISCO



San Francisco is easily the most enjoyable city in the United States. Its undulating topography turns every other corner into a scenic vista, while its many distinctive neighborhoods are perfect for aimless wandering. Museums document everything from Gold Rush history to cutting edge modern art, while stellar restaurants offer the chance to sample gourmet food from around the

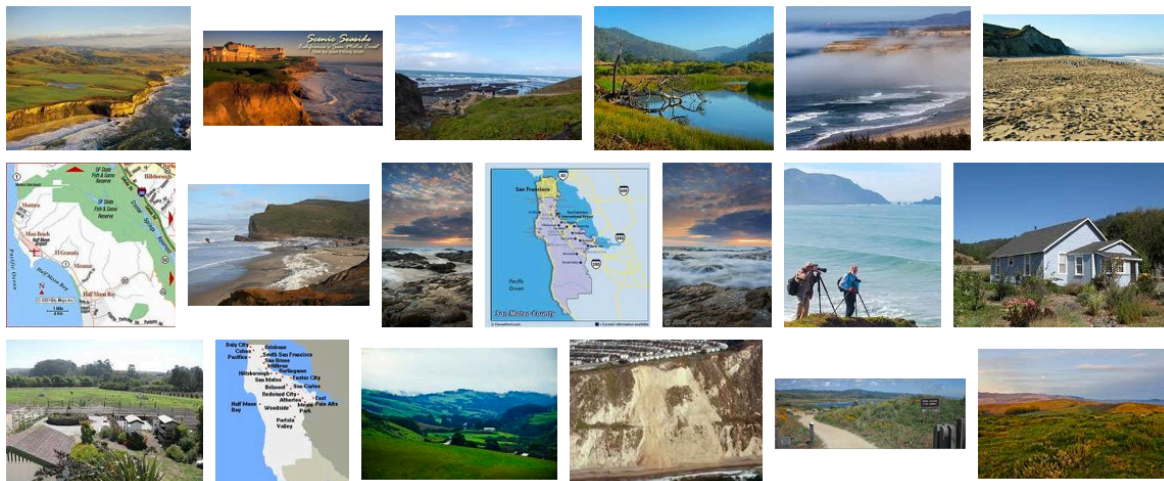
world—all in an easily manageable, densely compact small city.

If there's one place in the city you should stop to get your bearings, it's Fort Point, a massive, photogenic Civil War fort standing along the bay, directly beneath the Golden Gate Bridge. You can wander at will through the honeycomb of corridors, staircases, and gun ports, watch the fearless surfers and windsurfers offshore, and take in a panoramic view of the City by the Bay. From here you can walk up to and across the Golden Gate Bridge, or head west to Land's End or back into town via a popular bayfront walking and cycling trail.

If there's one other place that ought to be on your S.F. itinerary, it's Alcatraz. Aptly known as The Rock, from 1934 until 1963 this was America's most notorious prison. Now preserved as a historical park, the island is worth a visit as much for the views of San Francisco as for its grim past. To reach Alcatraz, take one of the Red & White Fleet ferries that leave throughout the day from Pier 41 at the east end of Fisherman's Wharf. Alcatraz is one of the city's prime tourist destinations, so buy your tickets as far in advance as possible (800/229-2784).

The San Francisco Giants (415/467-8000) play at retro-modern SBC Park, in downtown's South of Market district, while the Oakland Athletics (510/638-5100) play across the bay near Oakland Airport.

## SAN MATEO COAST



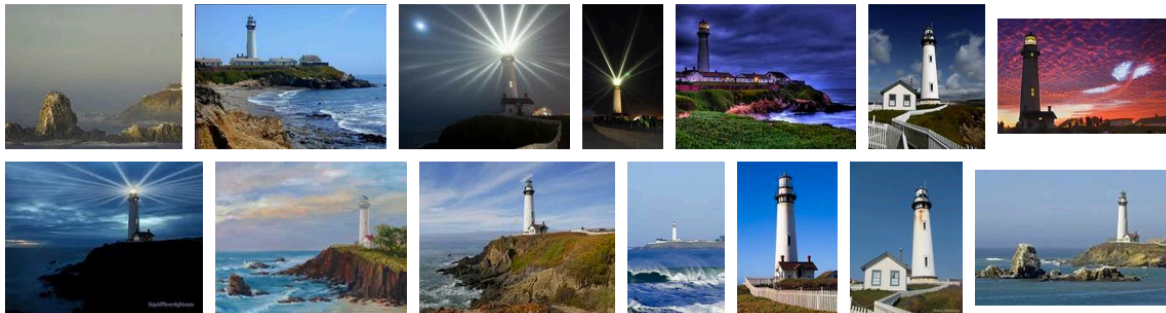
From the San Francisco city limits, Hwy-1 runs along the Pacific Ocean through the rural and almost totally undeveloped coastline of San Mateo County. The first eight miles or so are high-speed freeway, but after passing through the suburban communities of Daly City and Pacifica, the pace abruptly slows to a scenic cruise. Pacifica, which has a long pier, a popular surfing beach, a bowling alley, an oceanview Taco Bell, and a handy Holiday

Inn Express motel, makes a good edge-of-town base for seeing the San Francisco area; south of here, two-lane Hwy-1 hugs the decomposing cliff tops for the next few miles before reaching Montara, where the old but still functioning lighthouse has been partly converted into the HI Point Montara Hostel (650/728-7177).

South of Montara, Hwy-1 bends inland around the rugged shores of the James Fitzgerald Marine Preserve (650/728-3584), a wonderful (but very fragile) tidepool area filled with anemones and other delicate sea creatures; look, but don't touch!

The first sizeable coastal town south of San Francisco, Half Moon Bay is 25 miles from the city but seems much more distant. A quiet farming community that's slowly but surely changing into a Silicon Valley suburb, Half Moon Bay still has an all-American Main Street a block east of the Hwy-1 bypass, lined by hardware stores, cafés, bakeries, and the inevitable art galleries and B&Bs. The main event here is the annual Pumpkin Festival, held mid-October, which celebrates the coming of Halloween with a competition to determine the world's largest pumpkin—winning gourds weigh as much as a half ton!

## PESCADERO AND PIGEON POINT LIGHTHOUSE



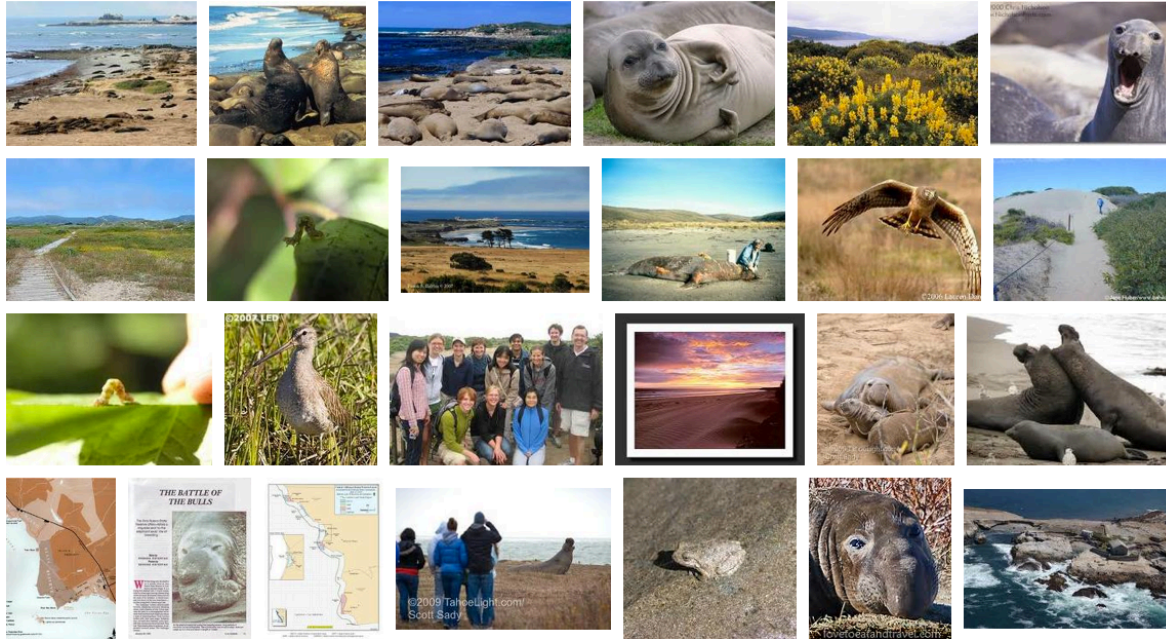
The 50 miles of coastline between Half Moon Bay and Santa Cruz are one of the great surprises of the California coast: The virtually unspoiled miles offer rocky tidepools and driftwood-strewn beaches beneath sculpted bluffs topped by rolling green fields of brussels sprouts, pumpkins, cabbages, and artichokes. The biggest town hereabouts, Pescadero (pop. 500), is a mile or so inland from Hwy-1, and well worth the short detour for a chance to sample the fresh fish, great pies, and other home-cooked treats at Duarte's Tavern, 202 Stage Road (650/879-0464), open daily for breakfast, lunch, and dinner at the center of the block-long downtown.

Ten miles south of Pescadero, the photogenic beacon of Pigeon Point Lighthouse has appeared in innumerable TV and print commercials; the graceful, 115-foot-tall brick tower is open for tours (Sun. 10 am–3 pm; \$2



donation), and the adjacent lighthouse quarters function as the very popular HI Pigeon Point Hostel (650/879-0633), with a hot tub perched above the crashing surf.

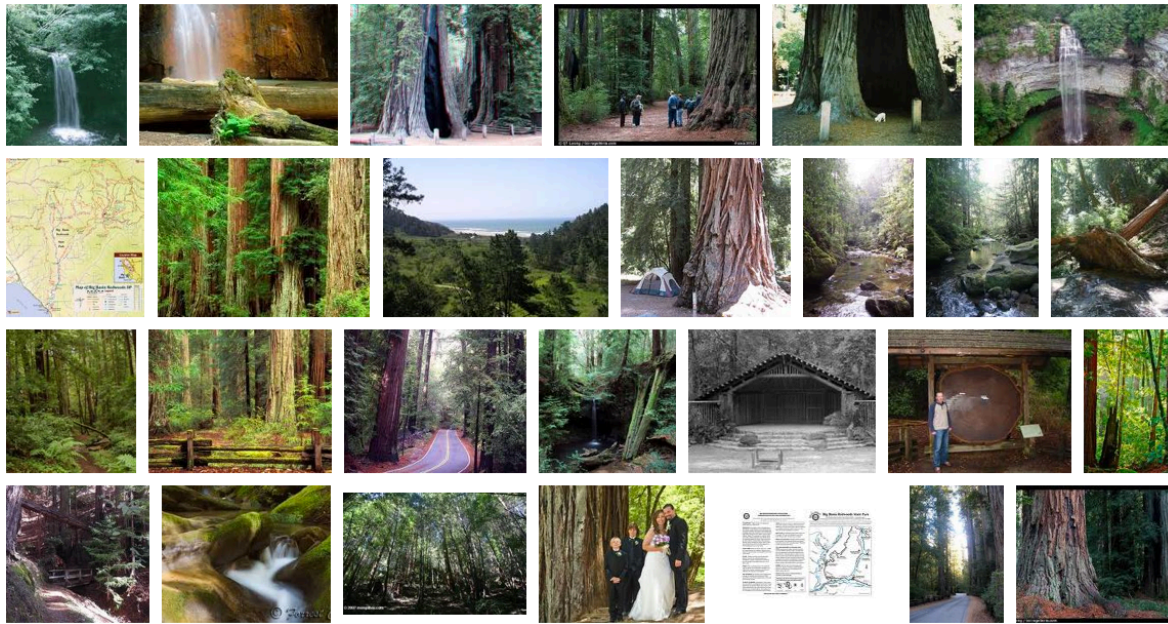
## AÑO NUEVO STATE RESERVE



One of nature's more bizarre spectacles takes place annually at Año Nuevo State Reserve (8 am–dusk daily; \$6 per car; 650/879-2025), where each winter hundreds of humongous northern elephant seals come ashore to give birth and mate. The males reach up to 20 feet head-to-tail, weigh as much as three tons, and have dangling proboscises that inspired their name. These blubbery creatures were hunted almost to extinction for their oil-rich flesh. In 1920, fewer than 100 were left in the world; their resurgence to a current population of more than 100,000 has proved that protection does work.

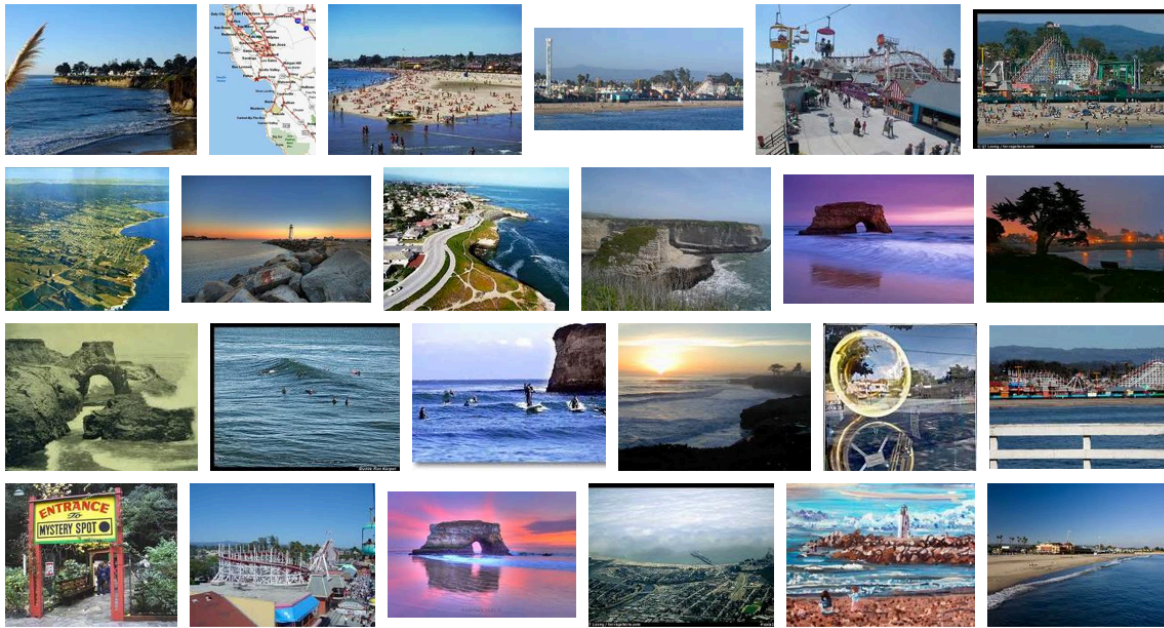
Every December, after spending the summer at sea, hordes of male elephant seals arrive here at Año Nuevo, the seals' primary onshore rookery, ready to do battle with each other for the right to procreate. It's an incredible show, with the bulls bellowing, barking, and biting at each other to establish dominance; the "alpha male" mates with most of the females, and the rest must wait till next year. Pups conceived the previous year are born in January, and mating goes on through March. During the mating season, ranger-led tours (\$5; 800/444-4445) are the only way to see the seals; these tours are very popular, so plan ahead and try to come midweek. The 3-mile walk from the parking area to the shore is worth doing at any time of year, since it's a very pretty scene and some of the seals are resident year-round.

# BIG BASIN REDWOODS STATE PARK



# SANTA CRUZ





The popular beach resort and college town of Santa Cruz (pop. 54,593) sits at the north end of Monterey Bay, a 90-minute drive from San Francisco, at the foot of a 3,000-foot-high ridge of mountains. Best known for its Boardwalk amusement park, which holds the only surviving wooden roller coaster on the West Coast, and for the large University of California campus in the redwoods above, Santa Cruz takes its name from the ill-fated mission settlement begun here in 1777 but wiped out by an earthquake and tidal wave in 1840. Modern Santa Cruz was all but leveled by another earthquake in 1989 but has since recovered its stature as one of the most diverting stops on the California coast.

The downtown area lies a mile inland, so from Hwy-1 follow the many signs pointing visitors toward the wharf and the beach, where plentiful parking is available. Walk, rent a bike, or drive along the coastal Cliff Drive to the world's first Surfing Museum (Wed.–Mon. noon–4 pm; donations), which is packed with giant old redwood boards and newer high-tech cutters, as well as odds and ends tracing the development of West Coast surfing. Housed in an old lighthouse, it overlooks one of the state's prime surfing spots, Steamer Lane, named for the steamships that once brought day-tripping San Franciscans to the wharf.

A large part of the Santa Cruz economy still depends upon visitors, and there are plenty of cafés, restaurants, and accommodation options to choose from. Eating and drinking places congregate west of Hwy-1 along Front Street and Pacific Avenue in downtown Santa Cruz, which has a number of engaging, somewhat countercultural book and record shops along with cafés like Zoccoli's (831/423-1711) at 1534 Pacific Avenue, which has great soups and sandwiches. The best burgers, veggie burgers and fries are a block west of



Pacific at Jack's Hamburgers (831/423-4421), 202 Lincoln Street.

Motels line Hwy-1, and older, funkier ones stand atop Beach Hill, between the Boardwalk and downtown, where you can also avail yourself of the HI Santa Cruz Hostel (831/423-8304) at 321 Main Street, with dorm beds in an immaculate 1870s cottage for less than \$20 per person. Another characterful old place is the Capitola Venetian Hotel (\$180 and up; 831/476-6471), a 1920s mission-style complex right on the beach at 1500 Wharf Road in Capitola, three miles east of Santa Cruz. Among the many nice B&Bs is the rustic Babbling Brook (\$189 and up; 831/427-2437 or 800/866-1131) at 1025 Laurel Street.

For more-complete listings or other information, contact the Santa Cruz Visitors Council (831/425-1234 or 800/833-3494), with an office at 1211 Ocean Street.

## **SANTA CRUZ BOARDWALK**

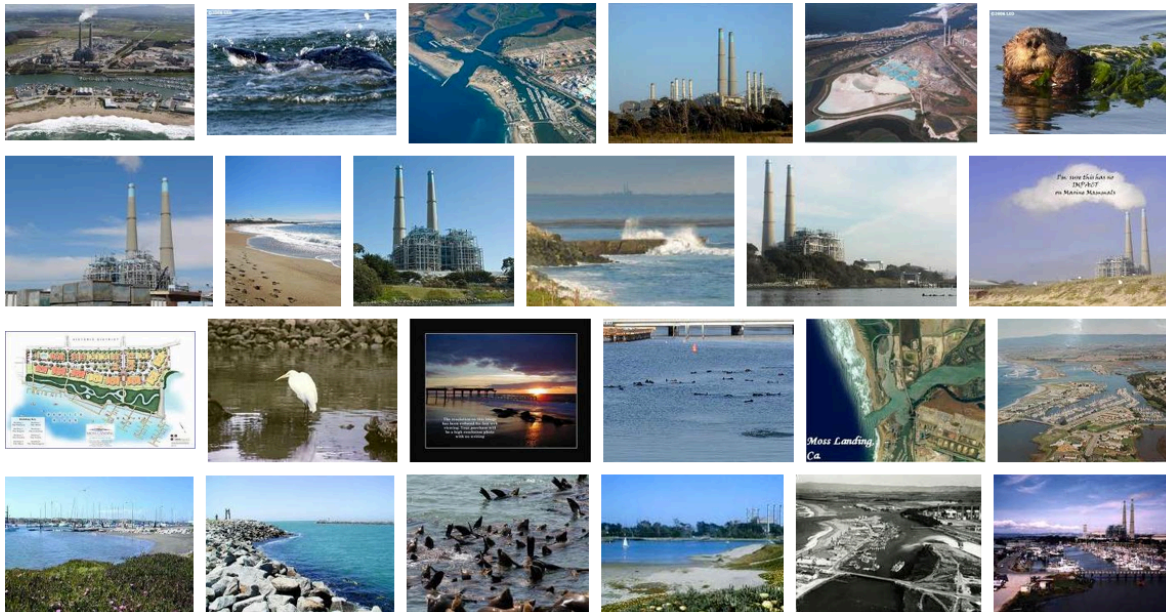
The bayfront Santa Cruz Boardwalk should really be your main stop; besides the dozens of thrill rides and midway games, it boasts the art deco Cocoanut Grove ballroom, where throughout the summer swing bands still play the sounds of the 1930s and 1940s, and two rides that are such classics of the genre they've been listed as National Historic Landmarks. The biggest thrill is the Giant Dipper roller coaster, open since 1924, a senior citizen compared to modern rides but still one of the Top 10 coasters in the country—the clattering, half-mile-long tracks make it seem far faster than the 40 mph maximum it reaches. Near the roller coaster is the beautiful Charles Looff carousel, one of only six left in the country, with 70 hand-carved wooden horses doing the same circuit they've followed since 1911; grab for the brass rings while listening to music pumped out by the 342-pipe organ, imported from Germany and over 100 years old.

Along with these and many other vintage arcade attractions, the amusement park also features a log flume ride, a sky ride, a two-story miniature-golf course installed inside the old bathhouse, plus a bowling alley and all the shooting galleries, laser tag, and virtual reality machines you could want. The Boardwalk, which has been paved but retains a great deal of charm and character, is open daily in summer, and weekends only during the rest of the year. Admission is free and individual rides vary in cost, with the Giant Dipper costing about \$4 a trip and all-day passes priced about \$25. For more information, call 831/423-5590.

## MYSTERY SPOT

In the hills above Santa Cruz, two miles east of Hwy-1 at 1953 Branciforte Drive, the Mystery Spot (daily; \$5; 831/423-8897) is one of those fortunate few tourist traps that actually gets people to come back again. Like similar places along the Pacific coast, the Mystery Spot is a section of redwood forest where the usual laws of physics seem not to apply (trees grow in oddly contorted corkscrew shapes, and balls roll uphill). Among those who study vortexes and other odd geomantic places, the Mystery Spot is considered to be the real thing, but you don't have to take it seriously to enjoy yourself.

## WATSONVILLE, CASTROVILLE, AND MOSS LANDING



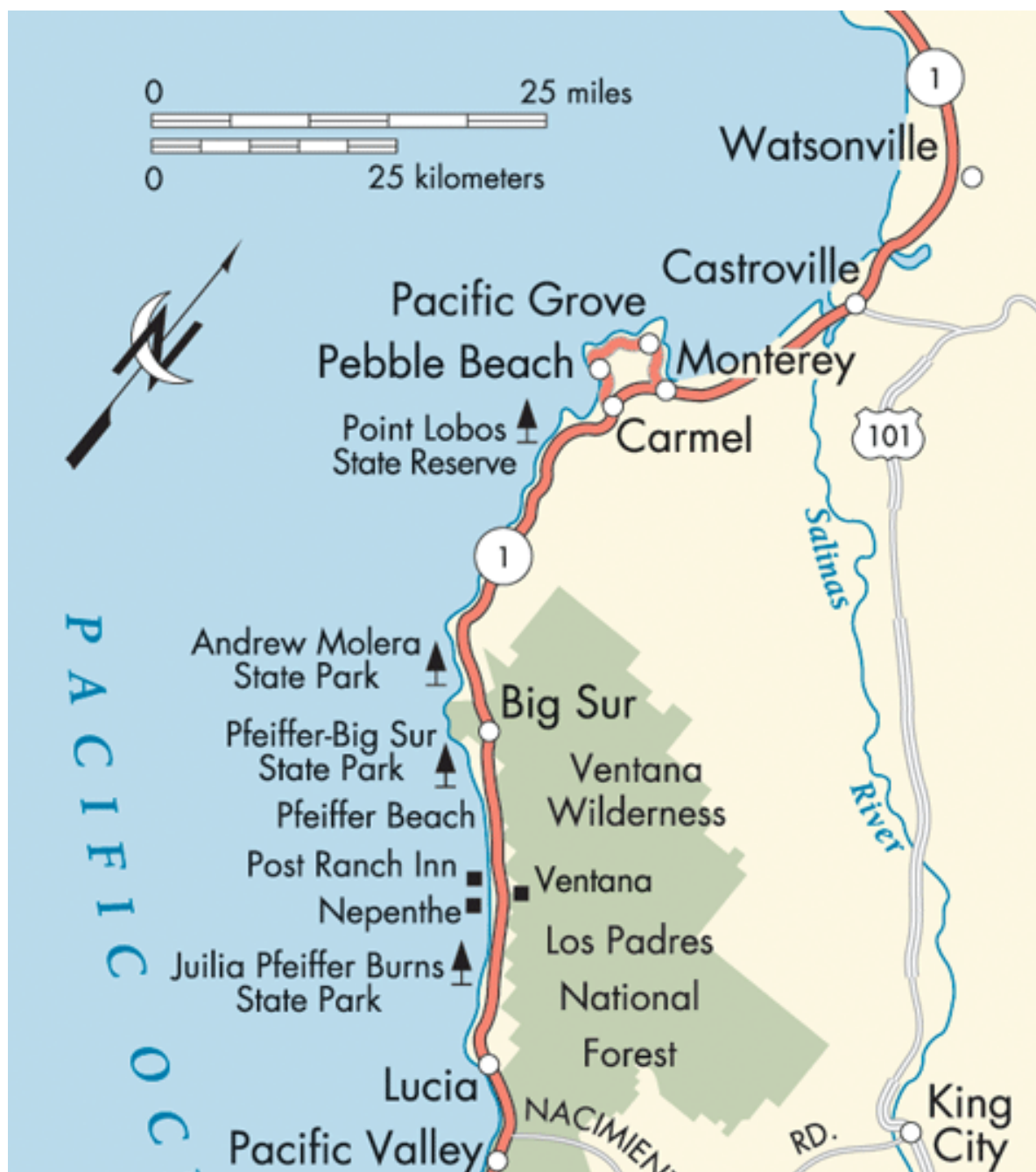
Between Santa Cruz and Monterey, Hwy-1 loops inland through the farmlands fronting Monterey Bay. Part freeway, part winding two-lane road, Hwy-1 races through, and to be honest there's not a lot worth stopping for: The beaches can be dreary, and the two main towns, Watsonville and Castroville, are little more than service centers for the local fruit and vegetable packers.

Watsonville is still reeling from the 1989 earthquake, which destroyed half of the downtown area, though Castroville—where in 1947, then-unknown Marilyn Monroe reigned as “Miss Artichoke” during Castroville’s Artichoke Festival, still celebrated each September—does have one odd sight: the “World’s Largest Artichoke,” a concrete statue outside a very large fruit stand at the center of town.

Back on the coast, midway along Monterey Bay, the port community of Moss

Landing is a busy commercial fishery, with lots of trawlers and packing plants—not to mention pelicans aplenty. Moss Landing sits alongside Elkhorn Slough, the largest wetlands area in Monterey Bay, and is home to the research arm of the Monterey Bay Aquarium, to an obtrusively huge electricity generating plant, and to The Whole Enchilada (831/633-3038), which has spicy seafood and a popular Sunday jazz brunch right on Hwy-1, just south of the power plant.

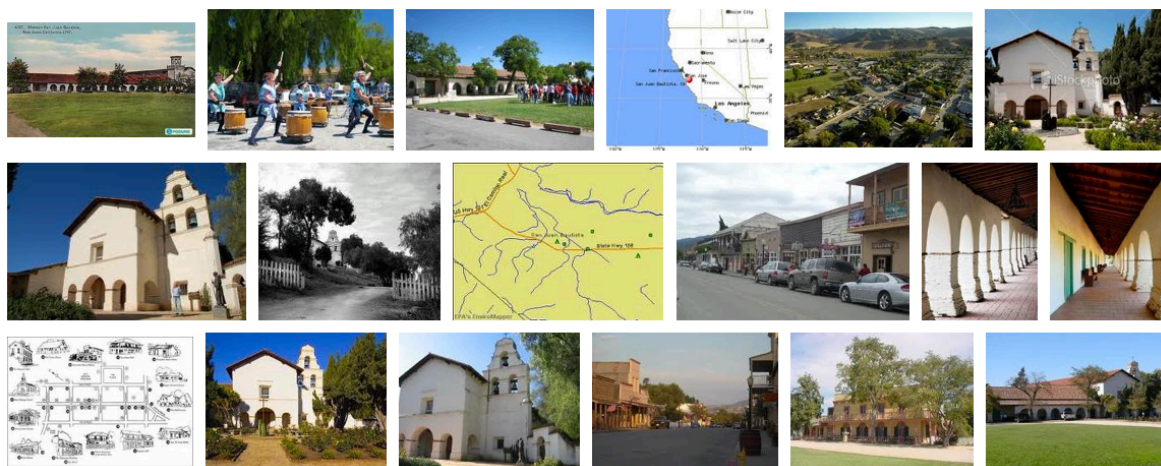
Much of the bayfront north of Monterey formerly belonged to the U.S. Marine Corps base at Fort Ord. Almost the entire parcel was turned over to the State of California to house the California State University at Monterey Bay, which opened its doors in 1995.







## SAN JUAN BAUTISTA



Away from the coast, 15 miles inland from Monterey Bay via Hwy-129 or Hwy-156, stands one of California's most idyllic small towns, San Juan Bautista (pop. 1,549). It centers upon a grassy town square bordered by a well-preserved mission complex, complete with a large church and monastery,

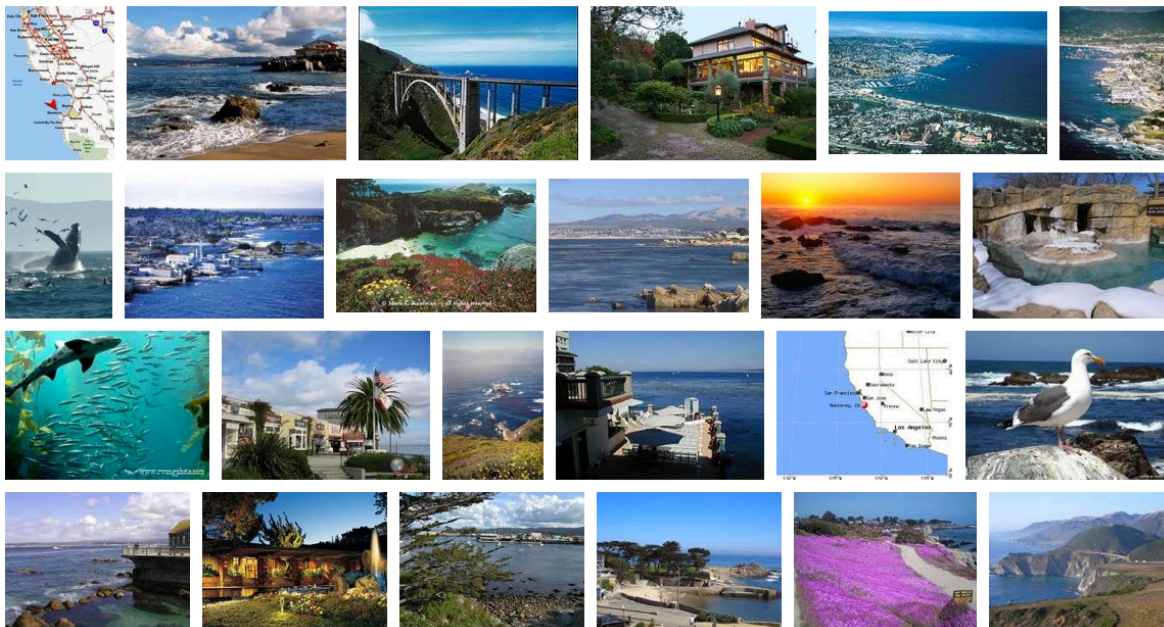
standing since 1812. Two other sides of the square are lined by hotels, stables, and houses dating from the 1840s through 1860s, preserved in their entirety within a state historic park (daily; \$2; 831/623-4881).

Completing the living history lesson, the east edge of the square is formed by one of the state's few preserved stretches of El Camino Real, the 200-year-old Spanish colonial trail that linked all the California missions with Mexico. Adding to the interest, the trail runs right along the rift zone of the San Andreas Fault, and a small seismograph registers tectonic activity. (Incidentally, San Juan Bautista was where the climactic final scenes of Hitchcock's *Vertigo* were filmed—though in the movie, they added a much more prominent bell tower with a seemingly endless staircase.)

The town's Main Street is a block from the mission, and is lined by a handful of antique shops, Mexican restaurants, and cafés like the Mission Cafe at 300 3rd Street.

North of San Juan Bautista, at the southern fringe of the Bay Area's famed Silicon Valley, Bonfante Gardens at 3050 Hecker Pass Road (daily in summer only; \$30; 408/840-7100), is five different gardens on 100-plus acres, offering a taste of everything from early California agriculture to topiary animals—plus a few thrill rides, of course.

# MONTEREY



The historic capital of California under the Spanish and Mexican regimes, Monterey (pop. 31,954), along with its peninsular neighbors Carmel and Pacific Grove, is one of the most satisfying stops in California. Dozens of

significant historical sites have been well preserved, most of them concentrated within a mile-long walk called the Path of History that loops through the compact downtown area. Park in the lots at the foot of Alvarado Street, Monterey's main drag, and start your tour at Fisherman's Wharf, where bellowing sea lions wallow in the water, begging for popcorn from tourists. Next stop should be the adjacent Custom House, the oldest governmental building in the state, recently restored as the Monterey State Historic Park visitors center (daily; 831/649-2836); here you can pick up maps or join walking tours of old-town Monterey.

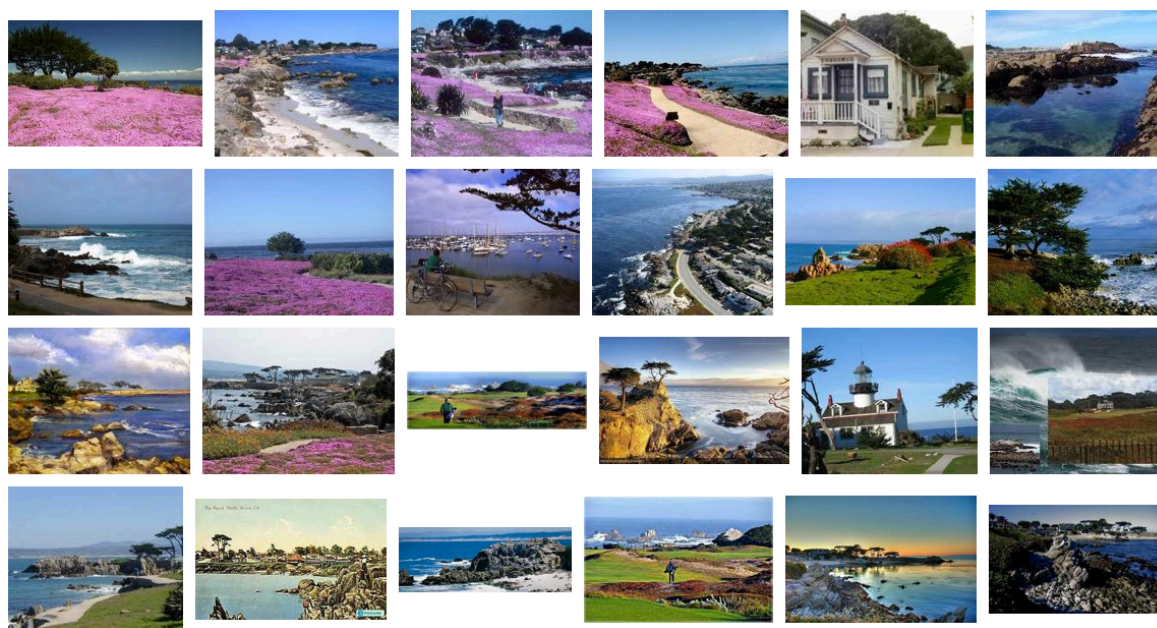
From the Custom House, which is now surrounded by the modern Doubletree Hotel complex, you can follow the old railroad right-of-way west along the water to Cannery Row, where abandoned fish canneries have been gussied up into upscale bars and restaurants—most of them capitalizing on ersatz Steinbeckian themes. The one real attraction here is the excellent Monterey Bay Aquarium (daily; \$19.95; 831/648-4800), 886 Cannery Row, housed in a spacious modern building and loaded with state-of-the-art tanks filled with over 500 species of local sealife. The aquarium is rated by many as the best in the world: Displays let visitors touch tidepool denizens, watch playful sea otters, gaze into the gently swaying stalks of a three-story-tall kelp forest, be hypnotized by brilliantly colored jellyfish, or face truly weird creatures that usually live thousands of feet below the surface of the bay.

It's also worth noting that the internationally famous Monterey Jazz Festival is held every year at the end of summer. For performers, dates, and other information, phone 800/307-3378.





## PACIFIC GROVE



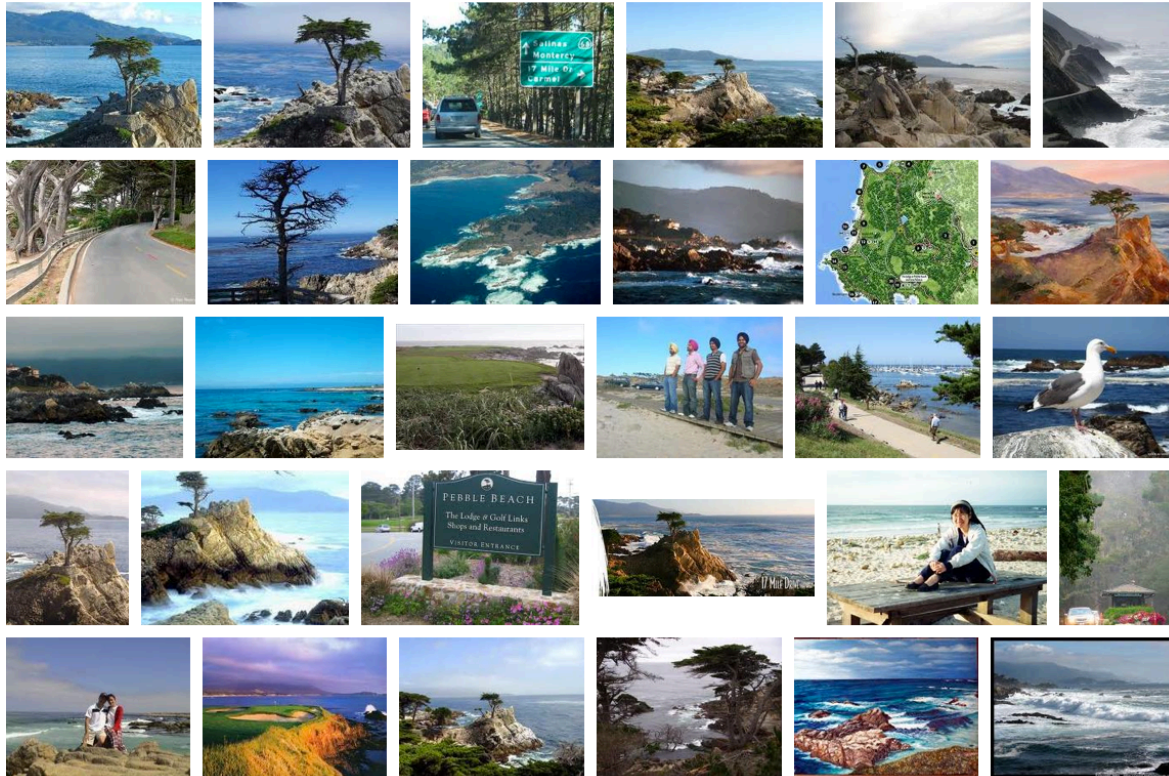
Perched at the tip of the Monterey Peninsula, Pacific Grove (pop. 16,117) is a quiet throwback to old-time tourism, dating from the late 1880s when the area was used for summertime Methodist revival meetings. The revivalists' tents and camps later grew into the West Coast headquarters of the populist Chautauqua educational movement, based in upstate New York. The town still has a curiously midwestern feel, from its many small churches to the rows of well-maintained Victorian cottages lining its quiet streets. Besides the many fine old buildings, the best reason to come here is the beautiful, fully accessible shoreline, which boasts some of the coast's best tidepools, sunset views, and endless opportunities for winter whale-watching.

Pacific Grove's main street, Lighthouse Avenue, runs through the 15-mph commercial district of galleries, movie theaters, and cafés like Toastie's (831/373-7543), a comfy breakfast and lunch place at 702 Lighthouse Avenue. Nearby Pepper's (831/373-6892), at 170 Forest Avenue, serves very good, fresh Mexican food, while a range of fairly priced fish dishes are on the menu at The Fishwife (831/375-7107), overlooking Asilomar State Beach at 1996 Sunset Drive.

Places to stay in Pacific Grove are more reasonably priced than in Monterey or Carmel: Andril's Fireplace Cottages (\$90–150; 831/375-0994), is a lovingly maintained set of old-fashioned motor-court cabins, all with fireplaces and just two blocks from the ocean at 569 Asilomar Boulevard. Rustic Asilomar Conference Center (\$95 and up; 831/372-8016), at 800 Asilomar Boulevard, has a modern lodge and some lovely woodsy, Julia Morgan–designed cabins, but the former YWCA summer camp is often filled with church groups or convention-goers. For a romantic getaway, it's hard to beat the jointly-run pair of Victorian-era B&Bs overlooking the Pacific from Lover's Point: Grand View

and Seven Gables (\$175 and up; 831/372-4341), at 555–557 Ocean View Boulevard.

## 17-MILE DRIVE



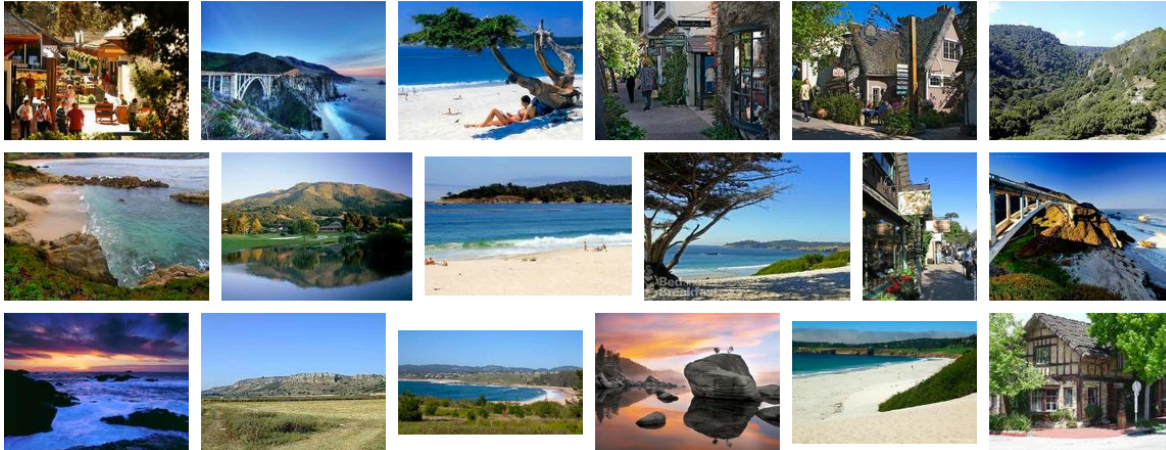
Spanning the coast between Pacific Grove and Carmel, the 17-Mile Drive is one of the most famous toll roads in the nation. Opened in the 1880s, the route initially took guests of Monterey's posh Hotel Del Monte on a scenic carriage ride along the coast through the newly planted Del Monte Forest between Carmel and Pacific Grove. Guided by Samuel F. B. Morse, son of the inventor, the formerly wild area underwent development beginning in the 1920s, first with golf courses like Pebble Beach and Cypress Point, and since then with resort hotels and posh homes.

Enter the drive at any of the gates, where you'll pay the toll (\$8.50) and be given a map and guide to the route, pointing out all the scenic highlights, especially the trussed-up old Lone Cypress, subject of so many Carmel postcards. It's definitely worth doing, if only to say you have, but to be honest, the views from the drive are no more or less splendid than they are from the toll-free drives, like Ocean View Boulevard in Pacific Grove, Scenic Drive in Carmel, or Hwy-1 through Big Sur. You do, however, get to stop at the Lodge, where your toll will be deducted from the price of lunch or dinner. If you're in the mood to splurge on wanton luxury, you can also stay overnight at either of two extremely plush golf and tennis resorts: the modern, suburban-style



country club of the Inn at Spanish Bay, which is also home to an Ansel Adams photography gallery, or the stately, old-money Lodge at Pebble Beach. Both resorts charge upwards of \$500 a night; for details on accommodations (or golfing fees and tee times), call 831/647-7500.

## CARMEL



The exclusive enclave of Carmel-by-the-Sea (to give its complete name) began life in the early years of the 20th century as a small but lively bohemian colony inhabited by the literary likes of Sinclair Lewis, Mary Austin, and Upton Sinclair. However, with a few arts-and-craftsy exceptions, by the 1950s Carmel had turned into the archly conservative and contrivedly quaint community it is today—a place where Marie Antoinette would no doubt feel at home, dressing down as a peasant, albeit in Chaps by Ralph Lauren. Preserving its rural feel by banning street addresses (and skateboards and home mail delivery . . .), Carmel simultaneously loves and abhors the many thousands of tourists who descend on it every weekend to window-shop its many designer boutiques and galleries that fill the few blocks off Ocean Avenue, the main drag through town. Though most of Carmel's many art galleries seem directed at interior decorators, a few are worth searching out, including the Photography West Gallery on the southeast corner of Dolores and Ocean Streets, and the Weston Gallery on Sixth Avenue near Dolores Street, featuring the works of Edward Weston, Ansel Adams, and other Carmel-based photographers.

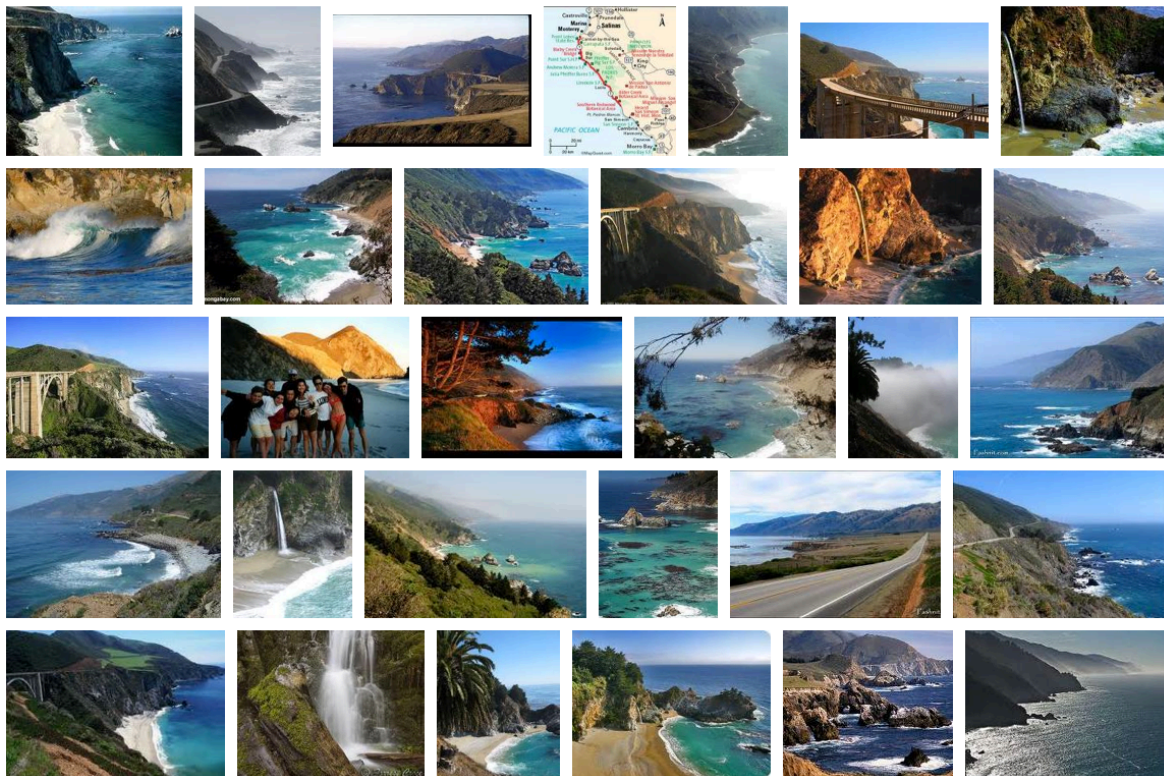
Though it's easy to be put off by the surface glitz, Carmel does have a lot going for it. The water is too cold and treacherous for swimming, but broad City Beach at the foot of Ocean Avenue gleams white against a truly azure cove. To the south, aptly named Scenic Drive winds along the rocky coast, past poet Robinson Jeffers's dramatic Tor House (tours Fri. and Sat. 10 am–3 pm; \$7; 831/624-1840). Jeffers, who lived here between 1914 and 1962, built much of what you see here out of boulders he hauled up by hand from the

beach.

At the south end of the Carmel peninsula, another broad beach spreads at the mouth of the Carmel River; this usually unpopulated spot, part of Carmel River State Park, is also a favorite spot for scuba divers exploring the deep undersea canyon.

Above the beach, just west of Hwy-1 a mile south of central Carmel, Carmel Mission (daily; donations) was the most important of all the California missions, serving as home, headquarters, and final resting place of Father Junipero Serra, the Franciscan priest who established Carmel and many of the 20 other California missions, and who is entombed under the chapel floor. The gardens—where on weekends wedding parties alight from limos to take family photos—are beautiful, as is the facade with its photogenic bell tower; this is the mission to visit if you visit only one.

# BIG SUR



Stretching 90 miles south of Carmel from Point Lobos all the way to Hearst Castle, Big Sur is one of the most memorable sections of coastline on the planet, with 5,000-foot-tall mountains rising up from the Pacific Ocean. Early Spanish missionaries dubbed it El País Grande del Sur, the “Big Country of the South,” and the rugged land has resisted development or even much of a population—the current total of around 1,500 is roughly the same as it was in

1900, and for the 3,000 years before that.

Hwy-1, the breathtaking drive through Big Sur, was finally cut across the very steep cliffs in 1937 after 20 years of convict labor and several fatalities. Named the state's first scenic route, so dedicated by Lady Bird Johnson in 1966, it's an incredible trip. Like the Grand Canyon and other larger-than-life natural wonders, Big Sur boggles the mind and, in an odd way, can be hard to handle; you have to content yourself with staring in awestruck appreciation, taking pictures, or maybe toasting the natural handiwork with a cold beer or glass of wine at one of the few but unforgettable cafés and restaurants along the way.

However beautiful the drive along Hwy-1, it's also narrow, twisting, packed with sluggish RVers on holiday weekends, and often closed by mud slides and washouts during torrential winter storms. In 1983, the biggest storm in recent memory closed the road for over a year, and in 1998, 70 miles of it were blocked for over four months; sections of it are closed almost every year.

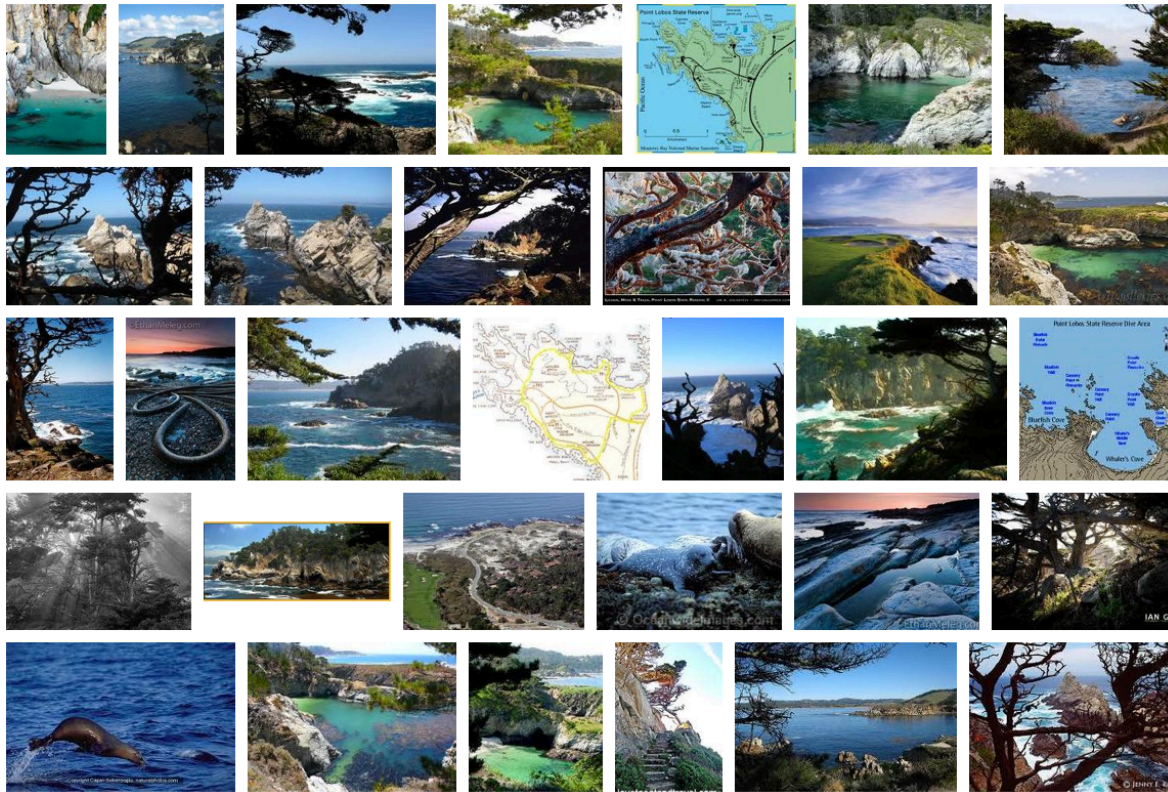
There are also very few services, and most of the overnight accommodations are booked solidly during the peak summer season. Spring brings wildflowers, while fall gets the most reliably good weather. No matter when you come, even if you just drive through in an afternoon, be sure to stop whenever possible and get out of the car; scenic viewpoints line the roadside, and dozens of trails lead off into the wilds. The best basic guide to Big Sur is an annual free newspaper, *El Sur Grande*, published by Monterey County and available at ranger stations and many other locations in and around Big Sur







## POINT LOBOS STATE RESERVE

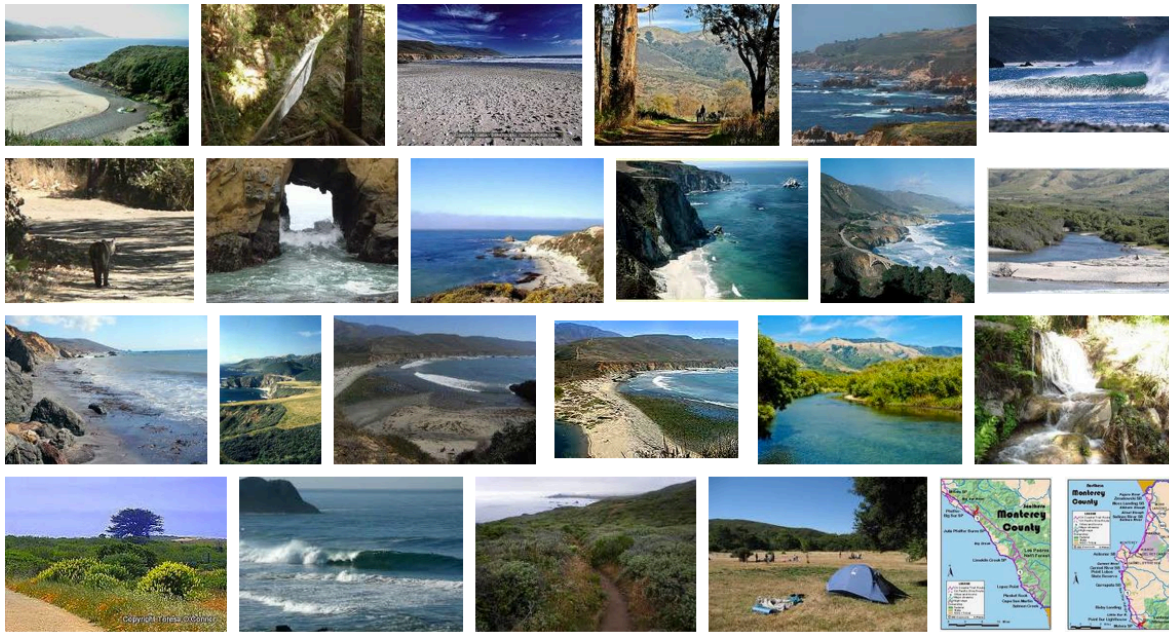


The sculpted headland south of Carmel Bay, now protected as Point Lobos State Reserve (daily; \$8 per car; 831/624-4909), holds one of the few remaining groves of native Monterey cypress, gnarled and bent by the often stormy coastal weather. The name comes from the barking sea lions (lobos del mar) found here by early Spanish explorers; hundreds of seabirds, sea lions, sea otters, and—in winter—gray whales are seen offshore or in the many picturesque, sea-carved coves.

The entrance to the reserve is along Hwy-1, three miles south of Carmel Mission, but in summer the park is so popular that visitors sometimes have to wait in line outside the gates. If possible, plan to come early or during the week. Whenever you can, come: Point Lobos has been lauded as the greatest meeting of land and sea in the world, and crowded or not it's definitely a place you'll want to see. Point Lobos has endless vistas up and down the rocky coast, and if you don't mind a short hike, there are a number of magical beaches hidden away at its southern end.

## ANDREW MOLERA STATE PARK





Spreading along the coast at the mouth of the Big Sur River, 21 miles south of Carmel, Andrew Molera State Park is a grassy former cattle ranch on the site of one of Big Sur's oldest homesteads. In the 1850s, immigrant John "Juan Bautista" Roger Cooper bought the land and built a cabin, which still stands along Hwy-1 near the park entrance. Well-blazed trails wind along both banks of the river down to the small beach, horses are available for hire (831/625-5486), and there are quite a few nice places to camp (walk-in only). In winter, the park is also a popular resting spot for migrating Monarch butterflies.

## BIG SUR VILLAGE

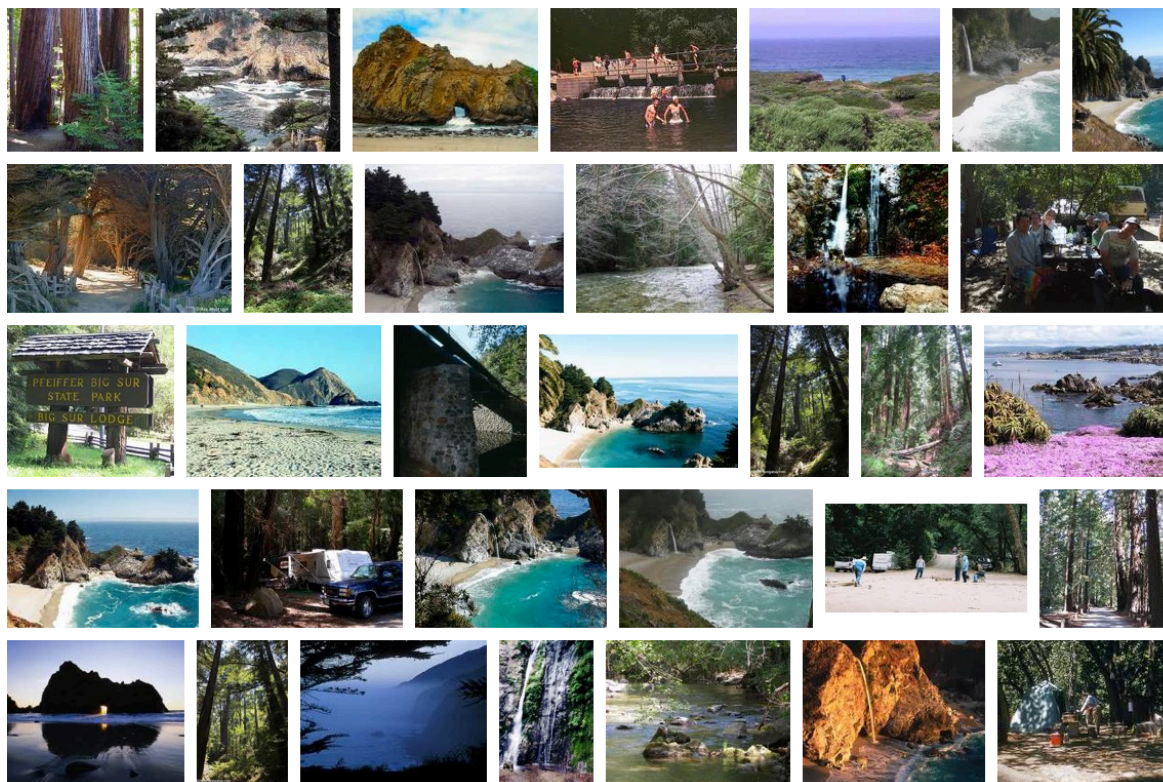
South of Andrew Molera, Hwy-1 cuts inland toward the heart of Big Sur, the deep and densely forested valley carved by the Big Sur River. Consisting of little more than three gas stations, a couple of roadside markets, and a number of lodges and restaurants, the mile-long village of Big Sur (pop. 950) represents the only real settlement between Carmel and Hearst Castle.

At the north end of "town," the Big Sur River Inn (831/667-2700) has moderately priced, rustic rooms in the lodge and in the motel across the highway; there's also a woodsy, warm, and unpretentious restaurant overlooking the river. Next door is a small complex that includes crafts galleries, a grocery store with burrito bar, and the homey Big Sur Village Pub, which features good beers, pizzas, and pub grub. Continuing south, the next mile of Hwy-1 holds Big Sur's main family-oriented resorts, all offering rustic cabins and campgrounds along the river: Riverside (831/667-2414),



Ripplewood (831/667-2242), and Fernwood (831/667-2422).

# PFEIFFER-BIG SUR STATE PARK



Roughly a half mile south of Big Sur village, Pfeiffer–Big Sur State Park is the region's main event, an 810-acre riverside forest that's one of the most pleasant (and popular) parks in the state. Besides offering a full range of visitor services—restaurant, lodge, campground, and grocery store—the park includes one of Big Sur's best short hikes, a two-mile loop on the Valley View trail that takes in stately redwoods as well as oak and madrone groves, a 40-foot waterfall, and a grand vista down the Big Sur valley to the coast. Campsites cost \$15–20 (800/444-7275); for cabins or rooms at the lodge, call 831/667-3100.

The park also has the main ranger station (831/667-2315) for all the state parks in the Big Sur area. Just south of the park entrance, a USFS ranger station (831/667-2423) on the east side of Hwy-1 has information on hiking and camping opportunities in the mountains above Big Sur, including the isolated (but poison oak–ridden) Ventana Wilderness.

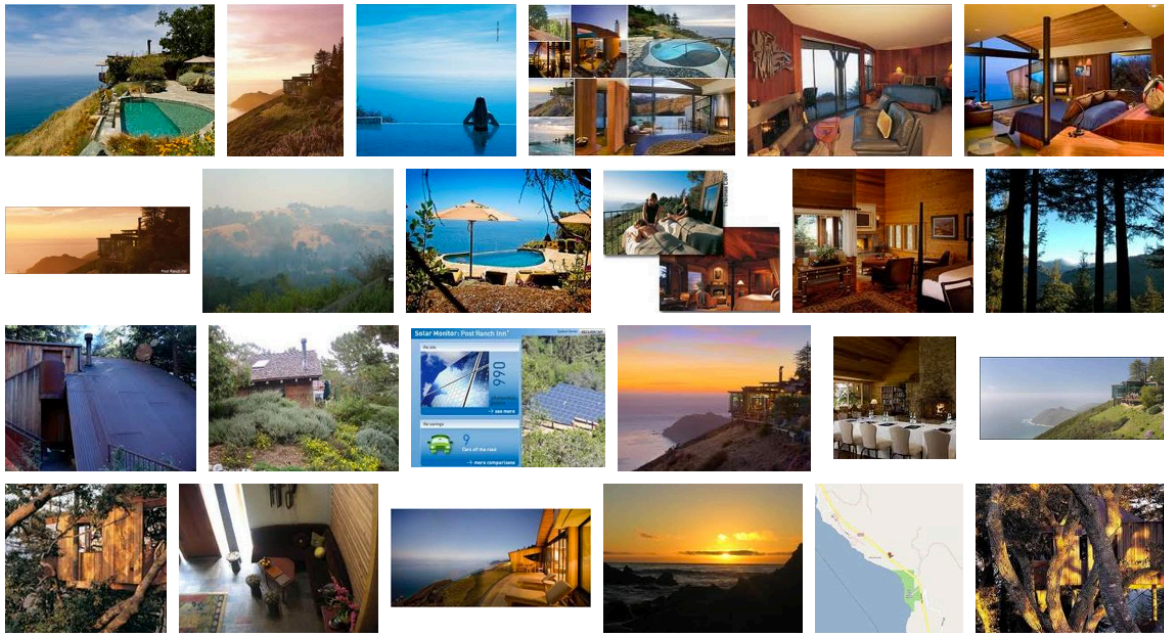
## PFEIFFER BEACH



South of Pfeiffer–Big Sur State Park, halfway up a long, steep incline, a small road turns west and leads down through dark and heavily overgrown Sycamore Canyon, eventually winding up at Big Sur’s best beach, Pfeiffer Beach. From the lot at the end of the road, a short trail runs through a grove of trees before opening onto the broad white sands, loomed over by a pair of hulking offshore rocks. The water’s way too cold for swimming, but the half-mile strand is one of the few places in Big Sur where you can enjoy extended beachcombing strolls. The beach’s northern half attracts a clothing-optional crew, even on cool, gray days.

## VENTANA AND THE POST RANCH INN





South of Sycamore Canyon, roughly three miles from the heart of Big Sur village, Hwy-1 passes between two of California's most deluxe small resorts. The larger of the two, Ventana (831/667-2331 or 800/628-6500), covers 1,000 acres of Big Sur foothills and offers saunas, swimming pools, and four-star accommodations in 1970s-style cedar-paneled rooms and cabins. Rates range \$200–800 a night, and there's also a very fine restaurant with incredible views and reasonable prices, to which guests are ferried in a fleet of golf carts.

Completed in 1992 and directly across Hwy-1 from Ventana, the Post Ranch Inn (831/667-2200 or 800/527-2200), a low-impact but ultra-high-style luxury resort hanging high above the Big Sur coast, is at the forefront of eco-tourism. In order to preserve Big Sur's untarnished natural beauty, the Post Ranch Inn is designed to be virtually invisible from land or sea: The 24 accommodations—all featuring a king-sized bedroom and a whirlpool bath with built-in massage table—blend in with the landscape, disguised either as playful tree houses raised up in the branches of the oaks and pines, or as underground cabins carved into the cliff top. Rates start at \$300 a night, but if you want to have a look and plan for a future escape, free tours of the resort are given Monday–Friday at 2 pm.

## NEPENTHE

One of the most popular and long-lived stopping points along the Big Sur coast, Nepenthe (831/667-2345) is a rustic bar and restaurant offering good food and great views from atop a rocky headland a thousand feet above the Pacific. The hilltop where Nepenthe now stands was previously the site of a



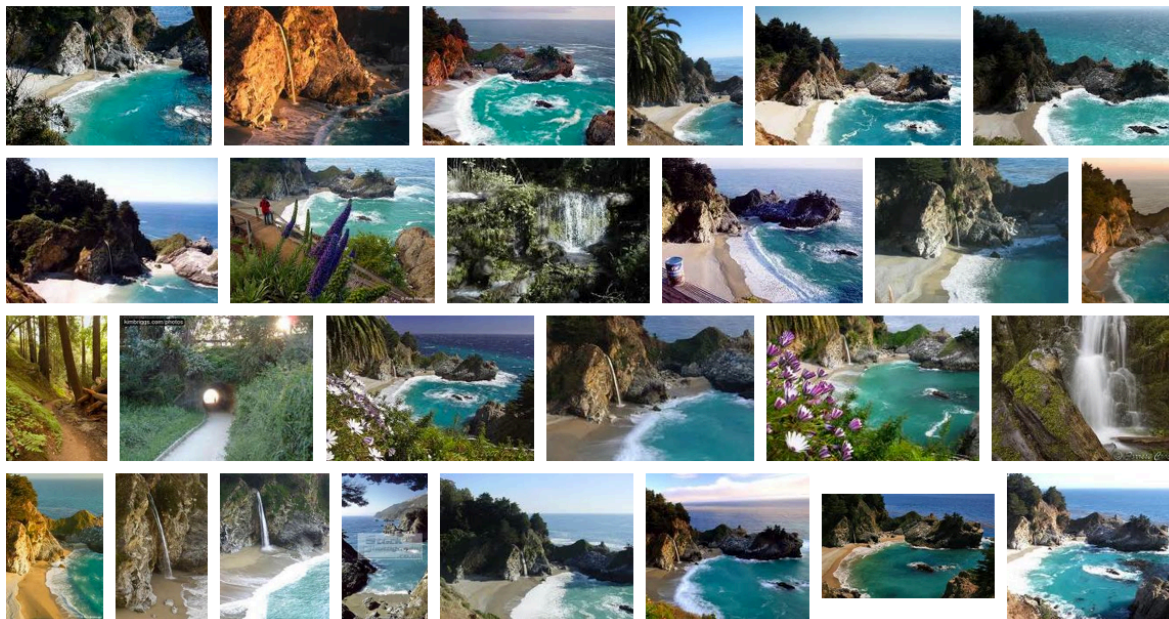
rustic cabin that Orson Welles bought for his wife, Rita Hayworth, in 1944. Named for the mythical drug that causes one to forget all sorrows, Nepenthe looks like something out of a 1960s James Bond movie, built of huge boulders and walls of plate glass. The menu too is somewhat dated; burgers, steaks, and fried fish predominate.

Sharing a parking lot, and taking advantage of similar views, the neighboring Cafe Kevah (831/667-2344) serves a veggie-friendly range of soups, salads, and quesadillas, plus good teas and coffees and microbrews on a rooftop deck; you'll find a gift shop downstairs selling top-quality arts and crafts and knitwear by Kaffe Fassett, who grew up here and whose family owns the place.

Right along Hwy-1, at a sharp bend in the road just south of Nepenthe, the Henry Miller Memorial Library (irregular hours, usually daily in summer; 831/667-2574) carries an erratic but engaging collection of books by and about the author, who lived in Big Sur for many years in the 1950s.

A half mile south of Nepenthe on the east side of the highway, one of the oldest and most atmospheric places to stay is Deetjen's Big Sur Inn (\$80–180; 831/667-2377), a rambling and rustic redwood lodge built by a Norwegian immigrant in the 1930s and now a nonprofit, preservationist operation. Deetjen's also serves Big Sur's best breakfasts and hearty dinners.

## JULIA PFEIFFER BURNS STATE PARK



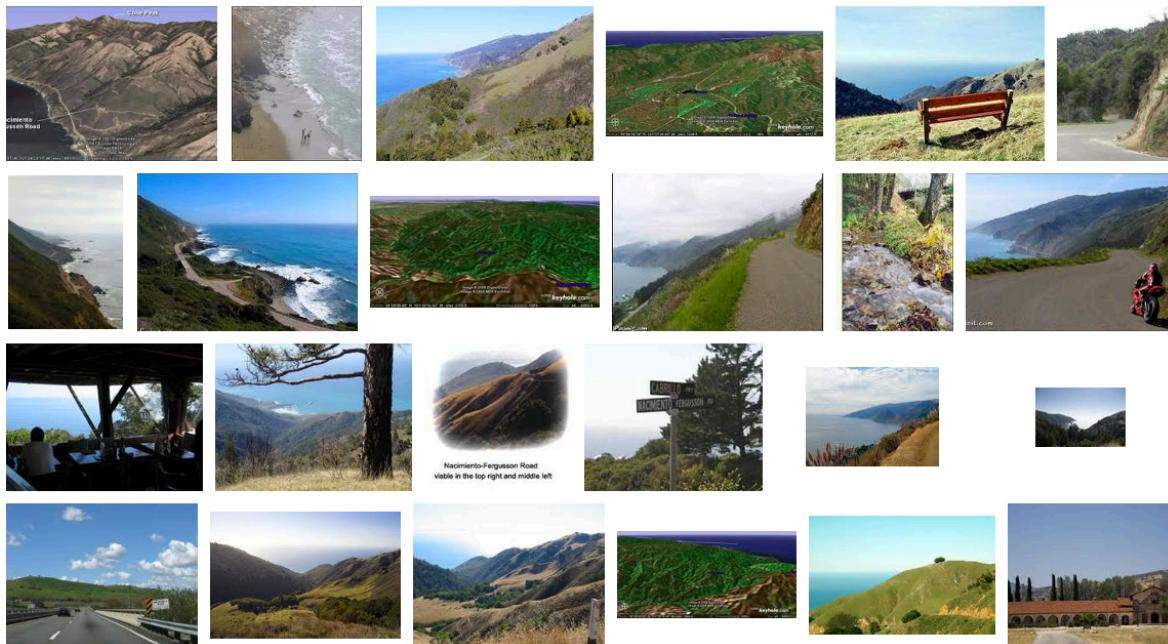
If for some untenable reason you only have time to stop once along the Big Sur coast, Julia Pfeiffer Burns State Park (dawn–dusk daily) should be the

place. Spreading along both sides of Hwy-1, about 14 miles south of Big Sur village, the park includes one truly beautiful sight: a slender waterfall that drops crisply down into a nearly circular turquoise-blue cove. This is the only waterfall in California that plunges directly into the Pacific.

From the parking area, east of the highway, a short trail leads under the road to a fine view of the waterfall, while another leads to the remnants of a pioneer mill, complete with a preserved Pelton wheel. Other routes climb through redwood groves up to the chaparral-covered slopes of the Santa Lucia Mountains.

About six miles south of Nepenthe, or a mile north of the parking area at Julia Pfeiffer Burns State Park, a steep fire road drops down to Partington Cove, where ships used to moor in the protected anchorage. The last stretch of the route passes through a 100-foot-long tunnel hewn out of solid rock.

## LUCIA AND THE NACIMIENTO ROAD



The southern reaches of the Big Sur coast are drier and more rugged, offering bigger vistas but fewer stopping places than the northern half. The road winds along the cliffs, slowing down every 10 miles or so for each of three gas station/café/motel complexes, which pass for towns on the otherwise uninhabited coast. The first of these, 25 miles south of Big Sur village, is Lucia, which has a very good restaurant and lantern-lit cabins. High on a hill just south of Lucia, marked by a slender black cross, is the Benedictine New Camaldoli Hermitage, open to interested outsiders as a silent retreat. For



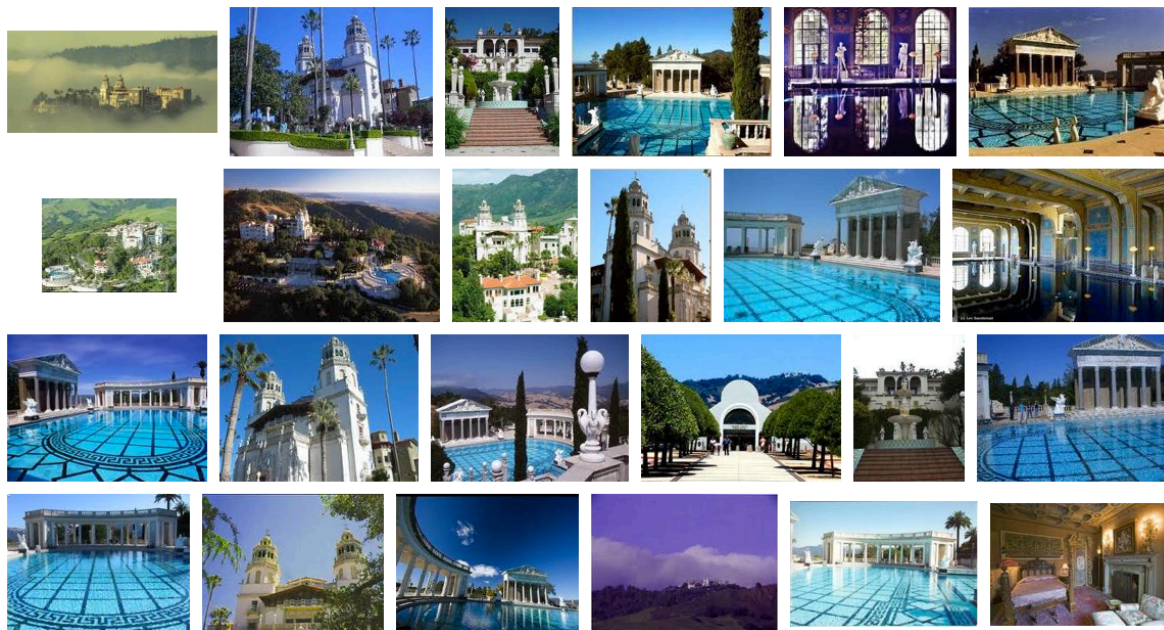
details, phone 831/667-2456.

Five miles south of Lucia, the narrow Nacimiento Road makes an unforgettable climb up from Hwy-1 over the coastal mountains. Though ravaged in places by recent wild fires, it's a beautiful drive, winding through hillside chapparel and dense oak groves before ending up near King City in the Salinas Valley. One real highlight here is Mission San Antonio de Padua (daily 8 am–5 pm; 831/385-4478), a well preserved church and monastery that is still in use by a Catholic religious community. Because the road passes through sections of Fort Hunter-Liggett Army Base, you may need to show valid car registration and proof of insurance.

Near the foot of the Nacimiento road are two of the most accessible oceanside campsites in Big Sur: Plaskett Creek and Kirk Creek, operated by the U.S. Forest Service (831/667-2423).

Continuing south, Hwy-1 runs through Pacific Valley, the hills above which are a popular hang-gliding spot, then passes by a number of small but pretty beaches and coves before reaching Gorda, the southernmost stop on the Big Sur coast. Beyond here, a series of small state parks lines the highway, but the next services are 25 miles farther south in San Simeon, at the entrance to Hearst Castle.

## SAN SIMEON: HEARST CASTLE



At the south end of Big Sur, the mountains flatten out and turn inland, and the coastline becomes rolling, open-range ranch land. High on a hill above Hwy-1



stands the coast's one totally unique attraction, Hearst Castle. Located 65 miles south of Big Sur village and 43 miles northwest of San Luis Obispo, Hearst Castle is the sort of place that you really have to see to believe, though simple numbers—144 rooms, including 36 bedrooms—do give a sense of its scale.

Even if Hearst's taste in interior design (or his megalomania, which by all accounts was understated by his fictional portrayal in Orson Welles's *Citizen Kane*) doesn't appeal, Hearst Castle cries out to be seen. One of this century's most powerful and influential Americans (the Rupert Murdoch of his day), Hearst inherited the land, and most of his fortune, from his father George Hearst, a mining mogul, and began work on his castle following the death of his mother in 1919. With the help of the great California architect Julia Morgan, who designed the complex to look like a Mediterranean hill town with Hearst's house as the cathedral at its center, Hearst spent 25 years working on his "castle," building, rebuilding, and filling room after room with furniture, all the while entertaining the great and powerful of the era, from Charlie Chaplin to Winston Churchill.

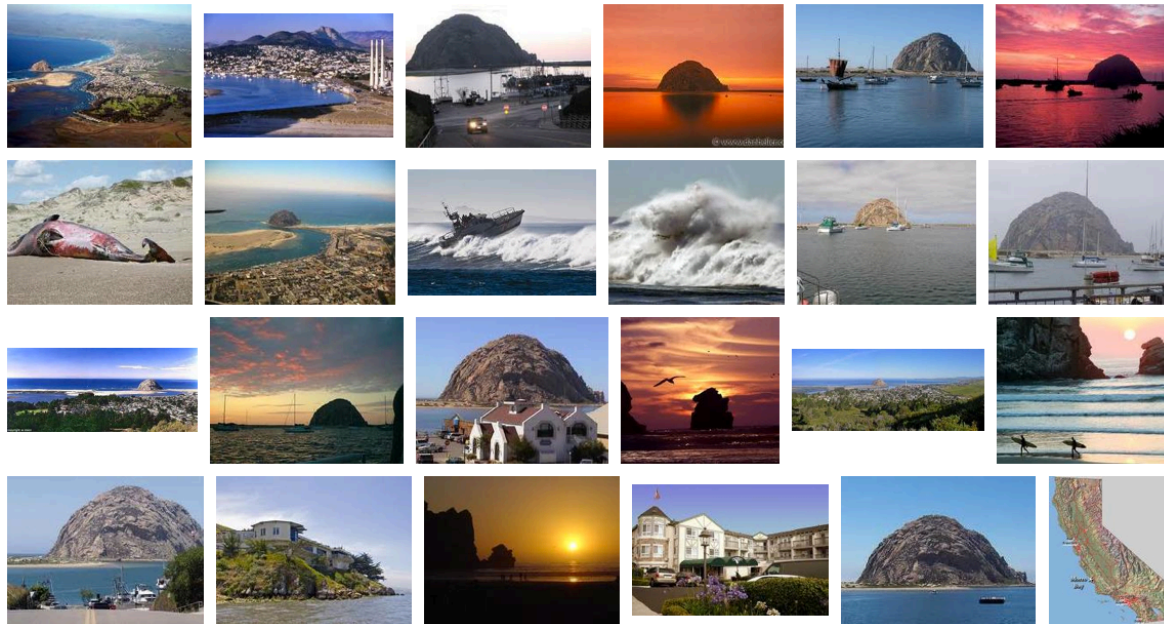
A small museum (daily; free) in the visitors center, next to where you board the trams that carry you up to the house, details Hearst's life and times. If you want to go on a tour, the Introductory Tour (Tour 1, which costs around \$20) gives the best first-time overview, taking in the main house and the two swimming pools, plus a 45-minute movie giving the background on Hearst and his house-building. Other tours (2, 3, and 4) specialize in different aspects of the house and gardens; each one costs \$12 and takes around two hours. Advance reservations (800/444-4445) are all but essential, especially in summer.

Since Hearst Castle is rather isolated, it's a good idea to stay the night before or after a visit at nearby San Simeon, which has grown into a massive strip of motels. One of the nicest ones here is the San Simeon Lodge (\$40–140; 805/927-4601) at 9520 Castillo Drive.

## **CAMBRIA**



# MORRO BAY



Marked by the Gibraltar-like monolith of Morro Rock, which was noted by Juan Cabrillo in 1542 and now serves as a peregrine falcon preserve and nesting site, Morro Bay (pop. 10,350) surrounds a busy commercial fishing harbor, a half mile west of Hwy-1. A thin, six-mile-long strip of sand protects the bay from the Pacific Ocean, forming a seabird-rich lagoon that's included within Morro Bay State Park, a mile southeast of Morro Rock. There's an informative museum with displays on local wildlife, and the park also contains the friendly Bayside Cafe (805/772-1465), serving lunch and dinner. Next door, when the weather's nice, you can rent kayaks (\$6 an hour) and paddle around the estuary.

The rest of Morro Bay is pretty quiet; one unusual sight is a giant outdoor chessboard (with waist-high playing pieces), at the foot of Morro Bay Boulevard on the waterfront in City Park.

# EL CAMINO REAL AND THE CALIFORNIA MISSIONS

While the American colonies were busy rebelling against the English Crown, a handful of Spaniards and Mexicans were establishing outposts and blazing an overland route up the California coast, along the New World's most distant frontier. Beginning in 1769 with the founding of a fortress and a Franciscan mission at San Diego, and culminating in 1776 with the founding of another



outpost at what is now San Francisco, a series of small but self-reliant religious colonies was established, each a day's travel apart and linked by El Camino Real, "The King's Highway," a route followed roughly by today's US-101.

Some of the most interesting missions are listed below, north to south, followed by the dates of their founding.

San Francisco Solano de Sonoma (1823). The only mission built under Mexican rule stands at the heart of Sonoma, a history-rich Wine Country town.

San Juan Bautista (1797). This lovely church forms the heart of an extensive historic park, in the town of the same name.

San Carlos Borromeo (1770). Also known as Carmel Mission, this was the most important of the California missions.

San Antonio de Padua (1771). This reconstructed church, still in use as a monastery, stands in an undeveloped valley inland from Big Sur in the middle of Hunter Liggett Army base. Monks still live, work, and pray here, making for a marvelously evocative visit.

San Miguel Arcangel (1797). The only mission not to have undergone extensive renovations and restorations—almost everything, notably the vibrantly colorful interior murals, is as it was.

La Purisima Concepción (1787). A quiet coastal valley is home to this church, which was restored in the 1930s using traditional methods as part of a New Deal employment and training project.

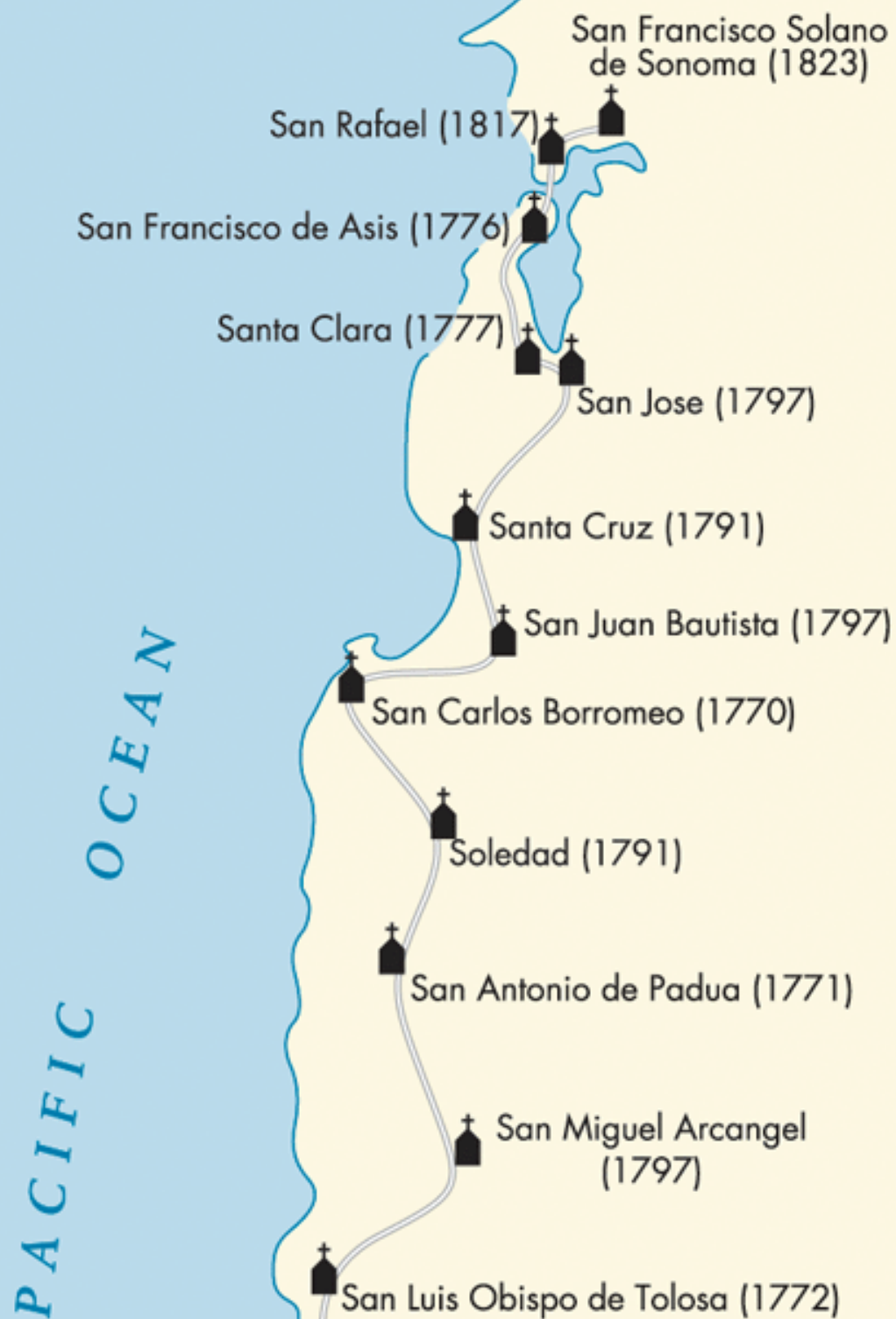
Santa Barbara (1782). Called the "Queen of the Missions," this lovely church stands in lush gardens above the upscale coastal city.

San Gabriel Arcangel (1771). Once the most prosperous of the California missions, it now stands quietly and all but forgotten off a remnant of Route 66 east of Los Angeles.

San Juan Capistrano (1776). Known for the swallows that return here each year, this mission has lovely gardens, but the buildings have been badly damaged by earthquakes and the elements, meaning they've been under scaffolding for years.

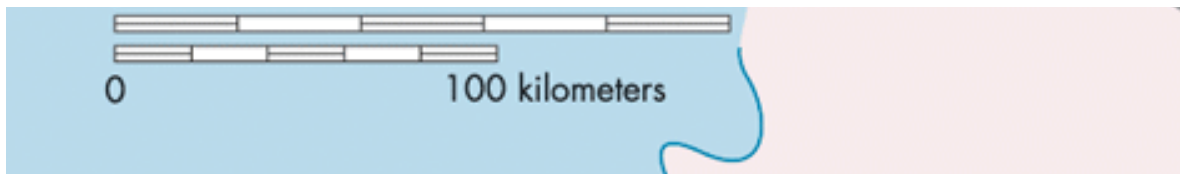


# MISSIONS (1769 - 1823)









## SAN LUIS OBISPO



Located midway between San Francisco and Los Angeles at the junction of Hwy-1 and US-101, San Luis Obispo (pop. 44,174) makes a good stopping-off point, at least for lunch if not for a lengthier stay. Like most of the towns along this route, San Luis, as it's almost always called, revolves around an 18th-century mission, here named Mission San Luis Obispo de Tolosa, which is said to be the place where Franciscan missionaries first developed California's traditional red-tiled roofs. Standing at the heart of town, at Chorro and Monterey Streets, the mission overlooks one of the state's liveliest small-town downtown districts, with dozens of shops and restaurants backing onto Mission Plaza, a two-block park on the banks of Mission Creek.

Besides the mission and the lively downtown commercial district that surrounds it, not to mention the nearly 20,000 students buzzing around the nearby campus of Cal Poly San Luis Obispo, San Luis holds a singular roadside attraction, the Madonna Inn (\$80–180; 805/543-3000 or 800/543-9666), which stands just west of US-101 at the foot of town. One of California's most noteworthy pop culture landmarks, the Madonna Inn is a remarkable example of what architecturally minded academic types like to call vernacular kitsch. Created by local contractor Alex Madonna, who died in 2004, the Madonna Inn offers over 100 unique rooms, each decorated in a wild barrage of fantasy motifs: There's the bright pink honeymoon suites known as "Just Heaven" and "Love Nest", the "Safari Room" covered in fake zebra skins with a jungle-green shag carpet, and the cave-like "Cave Man Room." *Roadside America* rates it as "the best place to spend a vacation night

in America,” but even if you can’t stay, at least stop for a look at the gift shop, which sells postcards of the different rooms. Guys should head down to the men’s room, where the urinal trough is flushed by a waterfall.

Though the Madonna Inn has a huge, banquet-ready restaurant—done up in white lace and varying hues of pink—the best places to eat are located downtown, near the mission. Linnaea’s Cafe (805/541-5888), at 1110 Garden Street off Higuera, serves coffee and tea and sundry snack items all day and night; there’s also the lively, multi-culti Big Sky Cafe (805/545-5401) at 1121 Broad Street, and the usual range of beer-and-burger bars you’d expect from a college town.

Along with the Madonna Inn, San Luis has a number of good places to stay, with reasonable rates that drop considerably after the summertime peak season. Besides the national chains, try the La Cuesta Inn (\$79–120; 805/543-2777 or 800/543-2777), at 2074 Monterey Street. There’s also the HI San Luis Obispo Hostel (805/544-4678), near downtown and the Amtrak station at 1617 Santa Rosa Street.

Also worth noting: Every Thursday evening, the main drag of San Luis Obispo, Higuera Street, is closed to cars and converted into a very lively farmers market and block party, with stands selling fresh food and good live bands providing entertainment.

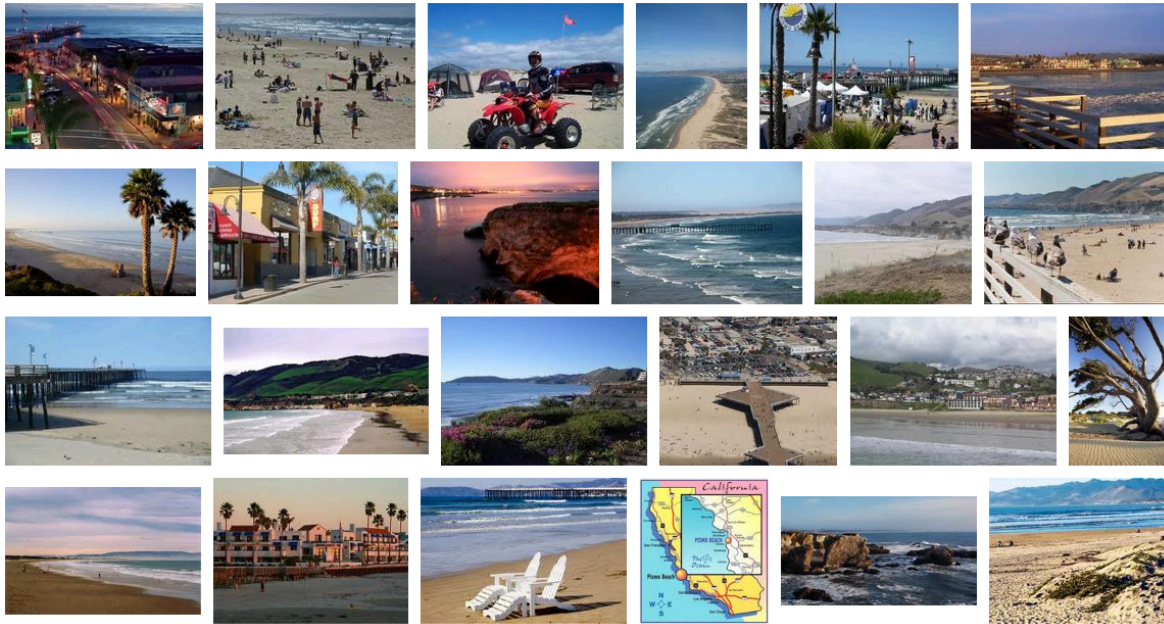
For more information, contact the San Luis Obispo Chamber of Commerce (805/781-2777), near the mission at 1039 Chorro Street, or pick up a copy of the free weekly *New Times*.





## PISMO BEACH





South of San Luis Obispo, Hwy-1 and US-101 run along the ocean past Pismo Beach (pop. 8,551), a family-oriented beach resort where the main attraction is driving or dune-buggy along the sands. Pismo was once famous for its clams, now over-harvested to the point of oblivion, but you may still see people pitchforking a few small ones out of the surf. The area has grown significantly in the past decade, thanks mainly to an influx of retired people housed in red-roofed townhouses, but Price Street, the old main road, offers a wide range of motels and fast-food restaurants.

## GUADALUPE AND SANTA MARIA

South of Pismo Beach, the highways diverge. Hwy-1 cuts off west through the still-agricultural areas around sleepy Guadalupe (pop. 5,659), where produce stands sell cabbages, broccoli, and leafy green vegetables fresh from the fields. The town itself feels miles away from modern California, with a four-block Main Street lined by Mexican cafés, bars, banks, and grocery stores. A great place to get a feel for Guadalupe is at the Far Western Tavern (805/343-2211), open daily for breakfast, lunch, and dinner at 899 Guadalupe Street. Try the steaks, which are awesome.

If you opt to follow US-101, shopping malls and tract-house suburbs fill the inland valleys through Santa Maria, a town best known these days for the sad saga of pop star Michael Jackson. Before his child-abuse trials, however, Santa Maria was famous for its thick cuts of salsa-slathered barbecued beef, which can be sampled at the large and historic Santa Maria Inn

(805/928-7777), a half mile west of US-101 at 801 S. Broadway.

## **LOMPOC AND LA PURISIMA MISSION**

The rolling valleys around Lompoc are famed for their production of flower seeds, and consequently the fields along Hwy-1 are often ablaze in brilliant colors. Apart from colorful murals adorning downtown buildings, Lompoc as a town is not up to much, despite the unusual nature of the area's two main nonagricultural employers. One is a minimum-security federal prison; the other is Vandenberg Air Force Base, site of numerous missile tests, the aborted West Coast space shuttle port, and the \$60 billion "Son of Star Wars" National Missile Defense program.

With its long arcade reaching across the floor of a shallow, grassy valley, Mission La Purisima (daily; \$4 per car; 805/733-3713) gives a strong first impression of what the missions may have looked like in their prime. Four miles northeast of Lompoc, between Hwy-1 and US-101 on Hwy-246, the mission here was originally built in 1812 but fell to ruin before being totally reconstructed as part of a WPA make-work scheme in the New Deal 1930s. During the restoration, workers used period techniques wherever possible, hewing logs with hand tools and stomping mud and straw with their bare feet to mix it for adobe bricks. Workers also built most of the mission-style furniture that fills the chapel and the other rooms in the complex. Also here: a functioning aqueduct, many miles of hiking trails, and a small museum.

## **SOLVANG**



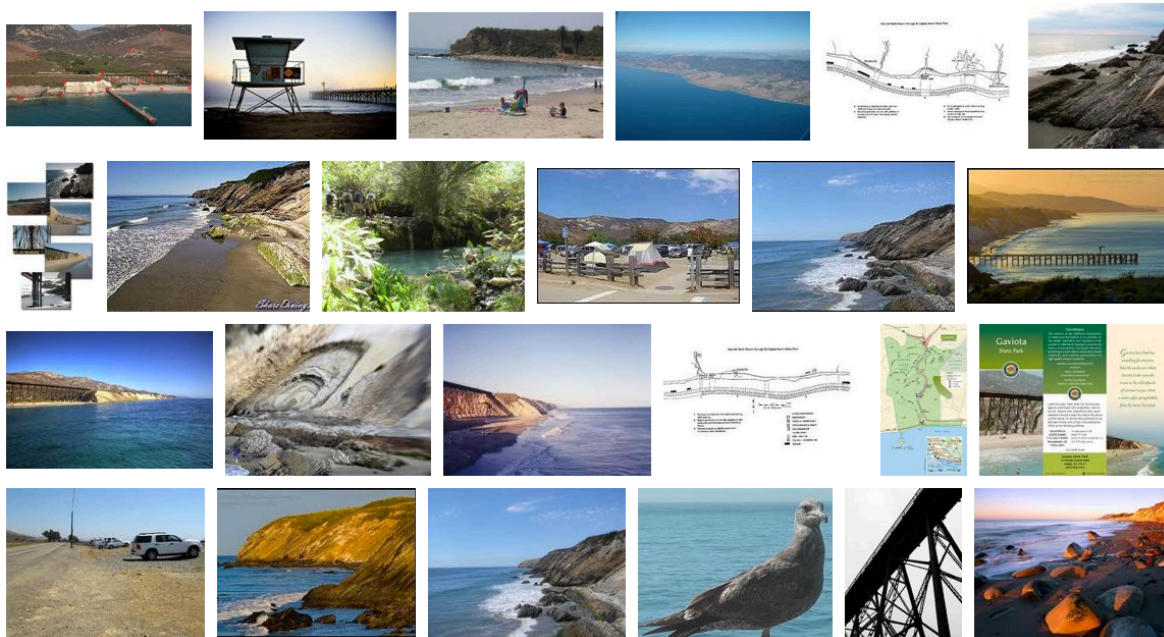
America's most famous mock-European tourist trap, the Danish-style town of Solvang (pop. 5,332) was founded in 1911. Set up by a group of Danish immigrants as a cooperative agricultural community, Solvang found its calling catering to passing travelers. The compact blocks of cobblestoned streets and Old World architecture, highlighted by a few windmills and signs advertising the "Hamlet Motel" among many more suspicious claims to Danishness, now attract tourists by the busload. Many other U.S. towns (Leavenworth, Washington, and Helen, Georgia, to name two) have been inspired by Solvang's success, but to be honest there's nothing much to do here apart from walking, gawking, and shopping for pastries.

Just east of Solvang's windmills and gables, the brooding hulk of Mission Santa Ynez stands as a sober reminder of the region's Spanish colonial past. Built in 1804, it was once among the more prosperous of the California missions, but now is worth a visit mainly for the gift shop selling all manner of devotional ornaments.

Pop singer Michael Jackson's Neverland Ranch lies here in the foothills of the Santa Ynez Valley, southeast of Solvang via the truly scenic Hwy-254, which loops inland south to Santa Barbara.

## GAVIOTA AND REFUGIO STATE BEACHES

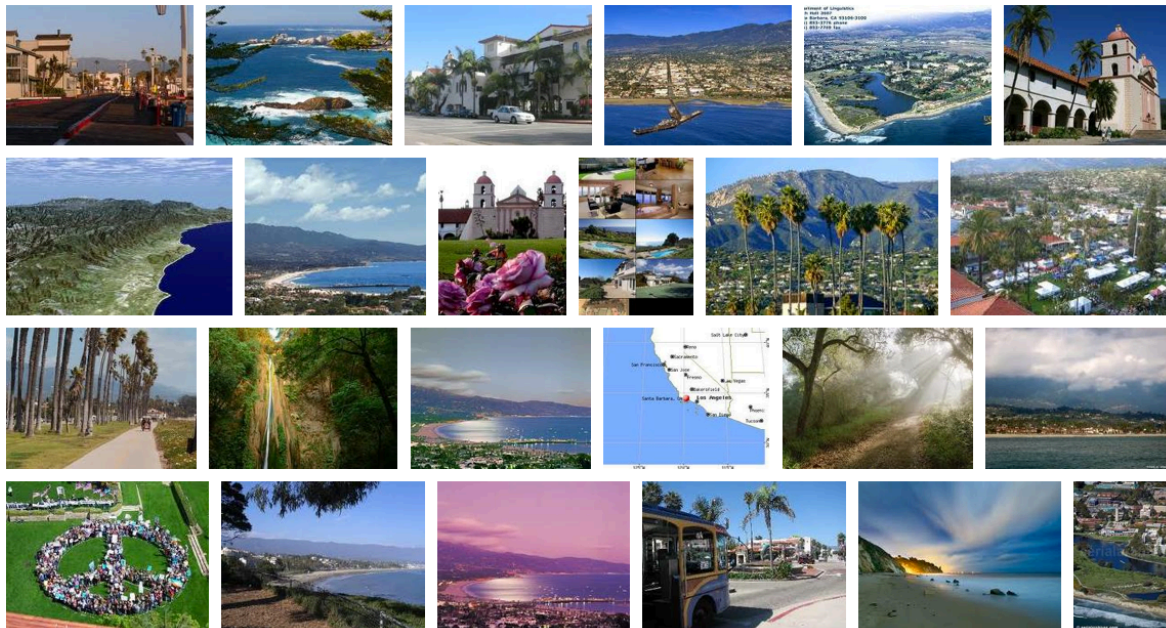




Between Solvang and Santa Barbara, US-101 follows the coast past some of California's most beautiful beaches. Dropping through a steep-sided canyon, US-101 reaches the coast at Gaviota State Beach, where a small fishing pier and campground are overwhelmed by the massive train trestle that runs overhead. Continuing south, US-101 runs atop coastal bluffs past prime surfing beaches, usually marked by a few VWs pulled out along the west side of the highway. Midway along this stretch of coast, some 22 miles north of Santa Barbara, Refugio State Beach has groves of palm trees backing a clear white strand. There's also a small, summer-only store, and a number of attractive campsites with hot showers.

Reservations for camping at Gaviota or Refugio, or at any California state beach, should be made in advance by calling 800/444-7275.

## SANTA BARBARA



The geographical midpoint of California may well be somewhere near San Francisco, but the Southern California of popular imagination—golden beaches washed by waves and peopled by blond-haired surfer gods—has its start, and perhaps best expression, in Santa Barbara. Just over 100 miles north of Los Angeles, Santa Barbara (pop. 92,325) has grown threefold in the last 60 years, but for the moment, at least, it manages to retain its sleepy seaside charm. Much of its character comes from the fact that, following a sizeable earthquake in 1929, the town fathers—caught up in the contemporary craze for anything Spanish Revival—required that all buildings in the downtown area exude a mission-era feel, mandating red-tile roofs, adobe-colored stucco, and rounded arcades wherever practicable. The resulting architectural consistency gives Santa Barbara an un-American charm; it looks more like a Mediterranean village than the modern city that, beneath the surface, it really is.

For a good first look at the city head down to the water, where Stearns Wharf sticks out into the bay, bordered by palm tree-lined beaches populated by joggers, inline skaters, and volleyball players. From the wharf area, follow State Street away from the sands to the downtown district, where Santa Barbarans parade among the numerous cafés, bars, and boutiques. At the north end of downtown is the excellent Museum of Art (closed Mon.; \$7, free Sun.; 805/963-4364), at 1130 State Street. A block east on Anacapa Street, the County Courthouse is one of the finest public buildings in the state, a handcrafted Spanish Revival monument set in lush semitropical gardens, with an observation tower (daily 9 am–5 pm; free) giving a fine view over the red-tiled cityscape.

Santa Barbara's reigning attraction, Mission Santa Barbara (daily; \$4;

805/682-4713), stands atop a shallow hill a well-posted mile up from State Street, looking out over the city and shoreline below. Called the “Queen of the Missions” by the local tourist scribes, Mission Santa Barbara is undeniably lovely to look at, its rose-hued stone facade perfectly complemented by the roses and bougainvillea that frame the well-maintained gardens and lawns.

Santa Barbara has perhaps the coast’s best variety of places to eat. State Street holds the most lunch and dinner places, like the old-fashioned burgers and beer on tap in the dark-wood dining room of Joe’s Cafe (805/966-4638) at 536 State Street. Finally, some of the world’s best hole-in-the-wall Mexican food is served a half mile east of State Street at La Super-Rica (805/963-4940) at 622 N. Milpas Street, where such distinguished foodies as Julia Child have come to chow down on a variety of freshly made soft tacos and delicious seafood tamales. It’s not cheap, but the food is great (fresh tortillas, traditional adobado-marinated pork, and spicy chorizo), and the horchata is the creamiest you’ll taste. Yum.

The city’s accommodations, however, are among the central coast’s most expensive, especially in summer when even the most basic motel can charge as much as \$150 a night. One of the nicest of many motels is the Franciscan Inn (\$90 and up; 805/963-8845), just a short walk from the beach and wharf at 109 Bath Street. At the top of the scale, the Simpson House (\$215 and up; 805/963-7067 or 800/676-1280) at 121 E. Arrellaga Street offers comfortable, centrally located B&B rooms. Off the scale completely, money’s-no-object visitors can enjoy the deluxe facilities of the San Ysidro Ranch (\$395 and up; 805/969-5046), in the hills above neighboring Montecito, where Jackie and JFK spent some of their honeymoon. Somewhat ironically, considering the generally high prices here, international budget chain Motel 6 got its start in Santa Barbara, where they now have five properties, including one near the beach at 443 Corona Del Mar (\$80; 805/564-1392).

For further details on Santa Barbara, stop into the Visitor Information Center (805/966-9222 or 800/676-1266), near Stearns Wharf at 1 Santa Barbara Street.





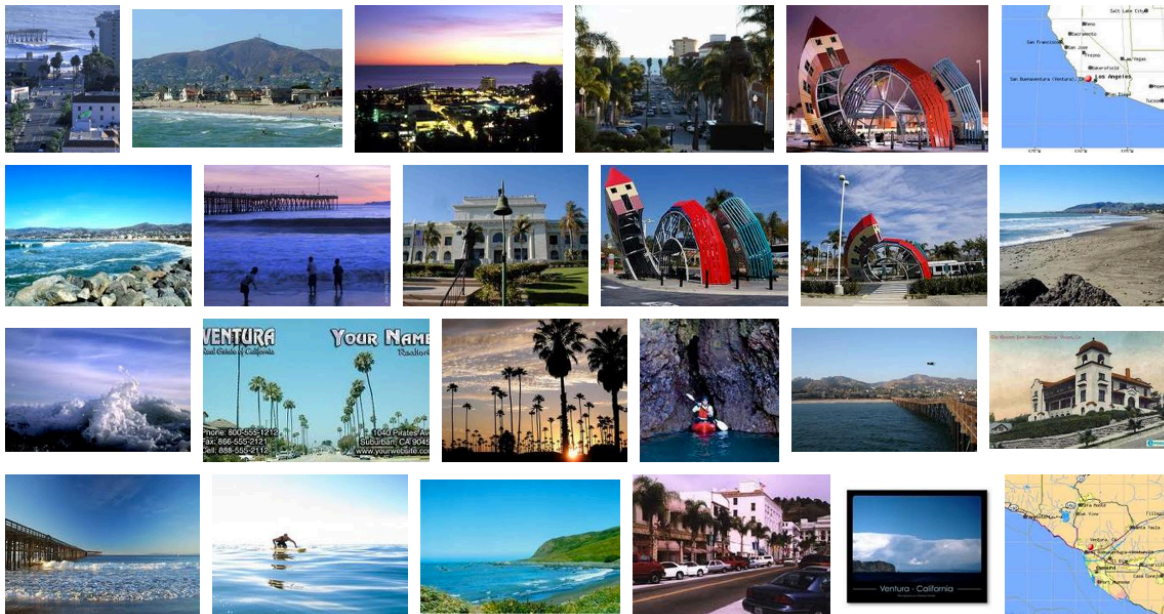
coast. Looking out across the Pacific, beyond the partially disguised offshore oil wells, you can't miss seeing the sharp outlines of the Channel Islands, whose rocky shores are protected as a national park. Consisting of eight islands altogether, they sit from 12 to nearly 50 miles off the mainland. Numerous scenic cruises around the Channel Islands start from Santa Barbara, but only the smallest and closest, Anacapa Island, is easily accessible to the public, via daily trips from Ventura Harbor, offered by Island Packers (\$42; 805/642-1393).







## VENTURA



Midway between Malibu and Santa Barbara, Ventura (pop. 100,916) is an offbeat little place, its three-block Main Street lined by enough thrift shops (seven at last count) to clothe a destitute retro-minded army. Apart from searching out vintage couture, the main reason to stop is the small and much-reconstructed Mission San Buenaventura (daily; donations), standing at the center of Ventura at 225 E. Main Street, just east of the US-101 freeway. This was the ninth in the California mission chain, and the last one founded by Father Serra, in 1782. A block from the mission at 113 E. Main Street, the Albinger Archaeological Museum (closed Mon.; free) collects a wide range of artifacts—the oldest from 1500 bc, the most recent from early American settlers—all excavated from a single city block-sized site alongside the mission.



Ventura doesn't get anything like the tourist trade that Santa Barbara draws, but it does have the very pleasant Bella Magiore Inn (\$90 and up; 805/652-0277 or 800/523-8479), offering good-value B&B rooms in a nicely restored 1920s courtyard house at 67 S. California Street, between downtown and US-101.

South of Ventura, US-101 heads inland through the San Fernando Valley to Hollywood and downtown Los Angeles, while Hwy-1 heads south through the 10 miles of stop-and-go sprawl that make up the rapidly suburbanizing farming community of Oxnard (pop. 170,358), then continues right along the coast through Malibu and West Los Angeles.

## **SIMI VALLEY**

If you opt to follow US-101 rather than coastal Hwy-1 into Los Angeles, be sure to check out the somnolent suburb of Simi Valley, 20 miles east of Ventura. Home to the jury that acquitted the LAPD officers who beat Rodney King, it's also where the hilltop Ronald Reagan Presidential Library (daily; \$5; 805/522-8444) fills 150,000 square feet of Spanish-style stucco. The "Great Communicator" was interred here following his death in 2004; to get here, take US-101 to Hwy-23 North, exit at Olsen Road, and follow the signs.

The other Simi Valley sight to see is Bottle Village (donations; 805/583-1627), a complex of small buildings and sculptures built out of glass bottles, TV sets, hubcaps, and assorted other recycled refuse in the 1940s and 1950s by the late Tressa Prisbey. Badly damaged in the 1992 Northridge earthquake, and subject of a heated battle between preservationists and those who think it's a pile of junk, the village can be viewed from the road or by occasional guided tours; it's at 4595 Cochrane Street, a mile south of the Hwy-118/210 freeway between the Tapo Canyon and Sterns Road exits.

## **PACIFIC COAST HIGHWAY BEACHES**

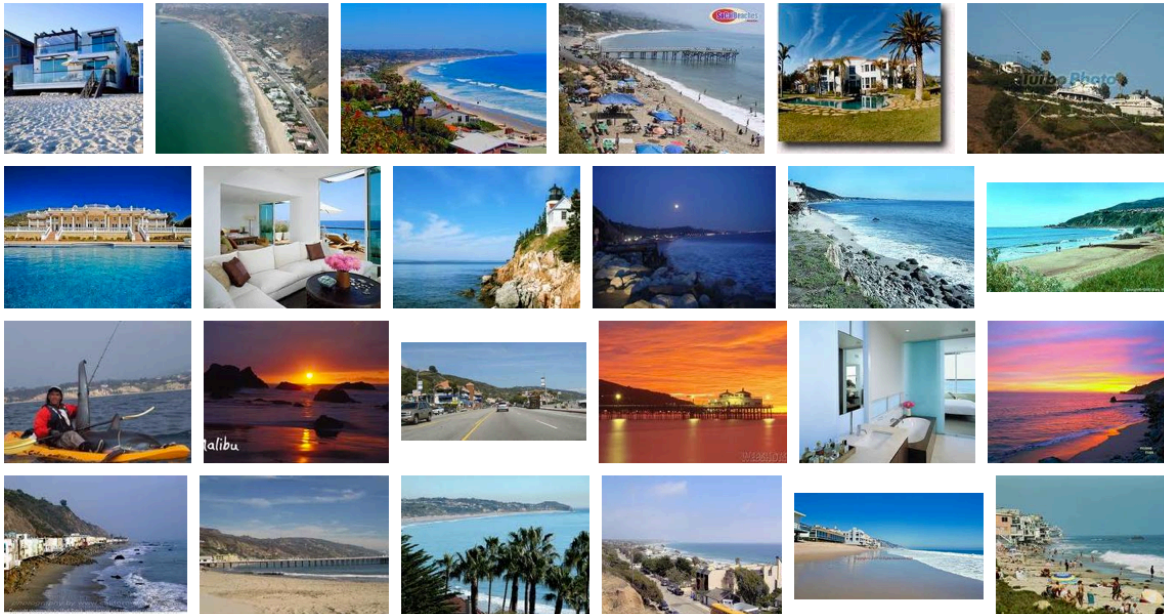
Running right along the beach, the Pacific Coast Highway (Hwy-1) heads south from Oxnard around the rocky headland of Point Mugu (ma-GOO), where the U.S. Navy operates a missile testing center and the Santa Monica Mountains rise steeply out of the Pacific Ocean. Most of these chaparral-covered granite mountains have been protected as parkland, with hiking, cycling, and riding trails offering grand views and a surprising amount of solitude. Before or after a hike in the hills (or a Harley ride along the coast, the preferred mode of arrival), the ramshackle Neptune's Net restaurant (310/457-3095) at 42505 Pacific Coast Highway is a great place to hang out and "star"-gaze while enjoying fresh seafood, served up on paper plates for

that down-home Hollywood feel.

South from here, a series of state-owned beaches mark your progress along the coastal road, but this stretch is basically natural wilderness—apart from the highway, of course. Biggest and best of the beaches hereabouts is the lovely Leo Carrillo State Beach, which has a sandy strand, some great tidepools, and a sycamore-shaded campground (800/444-7275).

South of Leo Carrillo, which marks the Los Angeles County line, there are many more public beach areas, including (in roughly north-to-south order) Nicholas Canyon County Beach, El Pescador, El Matador (where episodes of TV's *Baywatch* have been filmed), and big, brash Zuma Beach, where the highway bends inland.

## MALIBU



South of Zuma Beach, houses begin popping up along Hwy-1 to block the oceanfront views, and more-elaborate multimillion-dollar homes dot the canyons above as well, forming the sprawling exurbia and movie-star playground of Malibu, which stretches along Hwy-1 for the next 27 miles into Santa Monica and metropolitan Los Angeles. It's hard to get more than a glimpse of the garage doors or wrought-iron gates of these palaces, but this is the address of choice for the movers and shakers of the entertainment world: If you can name them, they probably own property here. Most of the truly huge estates are hidden away on ranches high up in the mountains.

One of the few accessible hideaways has been evolving since 1993, when Barbra Streisand donated her 22-acre ranch for use as a botanical preserve. Called Ramirez Canyon Park, and located at 5750 Ramirez Canyon Road, it's

managed by the Santa Monica Mountains Conservancy and is open to visitors only on a weekly guided tour (Wed. at 1 pm; \$35; 310/589-2850) of the delightful gardens, finishing with an afternoon tea.

From Hwy-1, the most prominent sight is the Pepperdine University campus, which was described by the late, great architect Charles Moore as “an overscaled motel set in obscenely vivid emerald lawns.” (Pepperdine is also the place Clinton-chasing Special Prosecutor Kenneth Starr agreed to be Dean of the Law School, only to quit in continuing pursuit of Monica Lewinsky a few days later.) Below the bluff-top campus, the legendary Malibu Colony of celebrity homes stretches along the coast in high-security splendor.

About the only place in Malibu where it’s fun (and legal) to explore is the area around the landmark Malibu Pier, which juts into the ocean at the heart of Malibu’s short and rather scruffy commercial strip. North of the pier, which was used most famously in TV’s *The Rockford Files*, stretches Surfrider Beach, site of most of those Frankie Avalon and Annette Funicello beach blanket babylon movies made during the 1950s. The pier and the beach are part of Malibu Lagoon State Park, which also protects the historic Adamson House (Wed.–Sat. 11 am–2 pm; \$3; 310/456-8432) at 23200 Pacific Coast Highway, a lovely old circa-1929 Spanish Revival courtyard home, right on the beach and full of gorgeous tile work and other architectural features. Tours of the house are given throughout the day, and fascinating exhibits portray Malibu history and the Rindge family, who once owned the entire region.

Between Malibu and Santa Monica, Topanga Canyon is home to an alternative community of hippies and New Agers. South of Topanga, and once again open to the public after 10 years of remodeling, are the world-famous antiquities of the J. Paul Getty Museum (daily; free). Over 1,200 priceless classics are displayed in the Getty Villa, where the oil magnate’s art collection was housed prior to the construction of the massive Getty Center complex above Brentwood. To reach the new Getty Center from the shore, follow winding Sunset Boulevard 10 miles east to the San Diego Freeway (I-405), but call first for parking reservations (310/440-7300), which are essential. From Sunset Boulevard south to Santa Monica, the Pacific Coast Highway (Hwy-1) runs along the wide-open sands of Will Rogers State Beach, gifted to the public by the Depression-era humorist.

## **CROSSING LOS ANGELES**

From Malibu and Topanga Canyon, Hwy-1 swoops along the shore, running along the beach as far as the landmark Santa Monica Pier before bending



inland through a tunnel and metamorphosing quite unexpectedly into the I-10 Santa Monica Freeway. The second exit off this freeway (which has been officially dubbed the Christopher Columbus Transcontinental Highway, running all the way east to Jacksonville, Florida) takes you to Lincoln Boulevard, which carries the Hwy-1 moniker south through Venice and Marina del Rey to Los Angeles International Airport (LAX), where it runs into Sepulveda Boulevard.

After passing through a tunnel under the airport runways—worth the drive just for the experience of seeing 747s taxiing over your head—Sepulveda emerges in the Tarantino-esque communities of L.A.’s “South Bay,” which utterly lack the glamour of chichi Santa Monica and Malibu. At Hermosa Beach, one of a trio of pleasant if surprisingly blue-collar beach towns, Sepulveda Boulevard changes its name to Pacific Coast Highway, then bends inland to bypass the ritzy communities of the Palos Verdes Peninsula, passing instead through the industrial precincts of San Pedro that border the Los Angeles/Long Beach harbor, one of the busiest on the West Coast.

## **LONG BEACH**

Directly south of downtown Los Angeles, the city of Long Beach (pop. 461,522) is the second-largest of L.A.’s constituent cities, but it feels more like the Midwest than the cutting-edge West Coast. Long Beach is probably best known as the home of the cruise ship RMS Queen Mary, one of the largest and most luxurious liners ever to set sail. Impossible to miss as it looms over Long Beach harbor, the stately ship is open for self-guided tours (\$25; 562/435-3511).

In place of Howard Hughes’s famous “Spruce Goose” airplane, which used to stand next door, there’s now a Cold War–era submarine, and across the bay on the main downtown Long Beach waterfront, the Aquarium of the Pacific (daily; \$18.95; 562/590-3100) explores the diverse ecosystems of the Pacific Ocean, from tropical coral reefs (shown off in an amazing, 360,000-gallon display) to the frigid waters of the Bering Sea. The tanks full of jellyfish of all kinds, colors, and sizes are the main event.

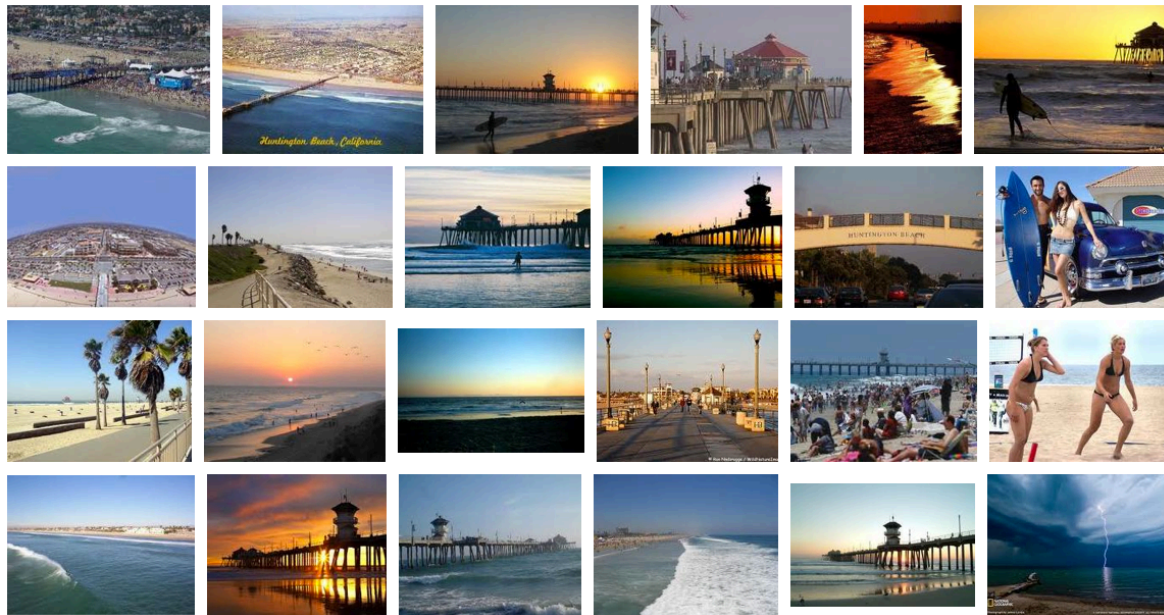
Along with the annual Toyota Long Beach Grand Prix, an Indy Car race held on the city streets every April, other Long Beach attractions include the world’s largest mural, a 115,000-square-foot painting of whales on the outside of the Long Beach Arena, and the self-proclaimed Skinniest House in the USA, at 708 Gladys Avenue.

Long Beach also marks the southern end of L.A.’s reborn streetcar and subway system, and you can ride the Blue Line north to downtown. It’s an inexpensive base for exploring the Los Angeles area, especially if you avail

yourself of the \$15-a-night HI South Bay Hostel (310/831-8109), on a hill overlooking the harbor area at 3601 S. Gaffey Street. There's also a Best Western (\$80; 562/599-5555) at 1725 Long Beach Boulevard, directly across from a Blue Line train stop.

For more information, contact the Long Beach visitors bureau (562/436-3645 or 800/452-7829).

# HUNTINGTON BEACH

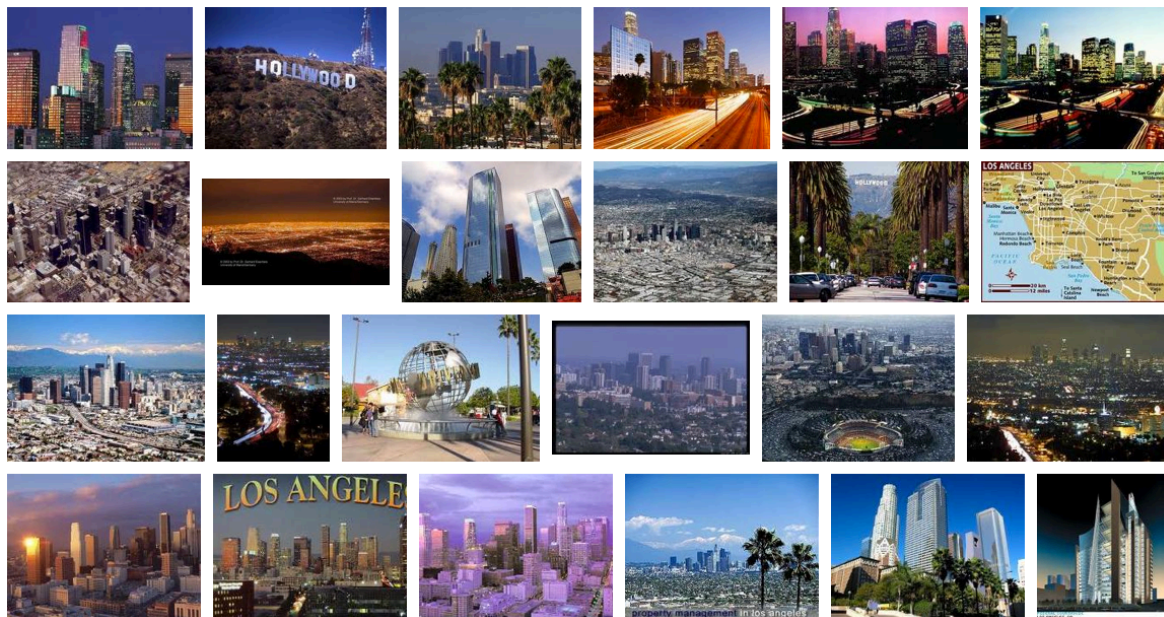


Winding south and east from Long Beach, Hwy-1 continues along the coast past a series of natural marshlands and small-craft marinas. The first real point of interest is the town of Huntington Beach (pop. 189,594), one of the largest communities in Orange County. Founded in 1909 by Henry Huntington as a stop along his legendary Pacific Electric “Red Car” interurban railway network, Huntington Beach is best known as the place where surfing was first introduced to the U.S. mainland. To attract Angelenos down to his new town, Huntington hired Hawaiians to demonstrate the sport, which at the time made use of huge solid wooden boards, 15 feet long and weighing around 150 pounds. Huntington Beach, especially around the pier, is still a very popular surfing spot—though contemporary surfers slice through the waves on high-tech foam-core boards, a third the size of the original Hawaiian long boards and weighing under 10 pounds. The history and culture of West Coast surfing, with examples of boards then and now (plus special collections highlighting “surf” movies and the creation of “surf music” by local heroes Leo Fender and Dick Dale), is recounted in the small but enthusiastic International Surfing Museum (daily noon–5 pm; \$2; 714/960-3483), two blocks from the pier at 411

Olive Avenue, in the heart of the lively downtown business district.

Nearby, within a few blocks of the pier at 421 8th Street, is the handy Colonial Inn Youth Hostel (714/536-3315), with dorm beds for \$13 and double rooms for \$30.

# LOS ANGELES



Love it or hate it, one thing you can't do about L.A. is ignore it. Thanks to Hollywood in all its many guises (movies, television, the music industry), the city is always in the headlines. Without falling too deeply under the spell of its hyperbole-fueled image-making machinery, it's safe to say that L.A. definitely has something for everyone. In keeping with its car-centered culture, however, our suggested tour ignores the many individual attractions and focuses instead on a pair of quintessential LA drives.

Winding along the crest of the Hollywood Hills, Mulholland Drive is the classic L.A. cruise. Starting in the east within sight of the Hollywood Sign and the Hollywood Bowl, this ribbon of two-lane blacktop passes by the city's most valuable real estate, giving great views on both sides, both by day and after dark, ending up eventually at the north end of Malibu on Pacific Coast Highway (PCH).

Another classic L.A. cruise, running from the scruffy fringes of downtown all the way west to the coast, Sunset Boulevard gives glimpses into almost every conceivable aspect of Los Angeles life. Starting downtown, the historic core of colonial Los Angeles and now a showcase of contemporary architecture thanks to a stunning new cathedral and concert hall, Sunset Boulevard's 27-mile course then winds west past Echo Park and Hollywood to West



Hollywood, where it becomes the “Sunset Strip,” still the liveliest nightclub district in town. Continuing west, Sunset winds through Beverly Hills, Brentwood, and Bel-Air, lined by the largest mansions you’re likely to see, before ending up at the edge of the Pacific Ocean.

## DISNEYLAND



Like a little bit of middle America grafted onto the southern edge of Los Angeles, inland Orange County used to feel like a totally different world. Though the demographics have changed considerably in the past decade or two, in contrast to L.A.’s fast-paced, edgily creative multiethnic stew, Orange County in the 1950s and 1960s was suburban America writ large—mostly white, mostly well-off, and absolutely, totally bland. In short, a perfect place to build the ultimate escapist fantasy, the self-proclaimed “Happiest Place on Earth,” Disneyland.

The phenomenon of Disneyland has been done to death by all sorts of social critics, but the truth is, it can be great fun—provided you visit out of season and get there early to avoid the crowds, and really immerse yourself in the extroverted, mindless joy of it all. Most of the rides are great, each in different ways (I like “Pirates of the Caribbean” best), but there can be little forgiveness for “It’s a Small World.” Avoid it like the plague, or risk having the song ringing in your head for days afterward.

If you haven’t been before, or not for a while at any rate, here are some useful tidbits of information: Disneyland is 20 miles south of downtown L.A., right off I-5 in the city of Anaheim—you can see the Matterhorn from the freeway. The park is open daily; in summer, it remains open until midnight. Admission to the park, which includes all rides, costs around \$50 per person per day, with discounts for extended visits; kids under 12 save 20 percent. For further park details, including opening hours, call Disneyland at 714/781-7290.

Disneyland opened in 1955, when there was nothing surrounding it; in intervening years, an entire metropolis has grown up around it, and in 2001 the park was joined by the much smaller, more grown-up-oriented California Adventure. Instead of cuddly cartoon characters, this billion-dollar park has thrill rides like “California Screamin’,” a 60-mph roller coaster, and the excellent “Soaring Over California” motion simulator, offering an airborne tour of the Golden State from Yosemite Falls to the Malibu beaches. California Adventure is totally separate from Disneyland, but the hours and admission are about the same.

The whole Disney ensemble includes an upscale resort-hotel complex, surrounded by motels and yet more motels, and it’s well worth staying overnight so you can get an early start, go “home” for a while, and come back for the nightly fireworks show. A highly recommended place to stay is the Coast Anaheim Hotel (714/750-1811), a block from Disneyland at 1855 S. Harbor Boulevard, offering spacious modern rooms (and a nice pool) from \$90 per night, with free parking and free shuttles every half hour to and from Disneyland. For more lodging and other travel information, call the Anaheim Convention and Visitors Bureau at 714/765-8888.

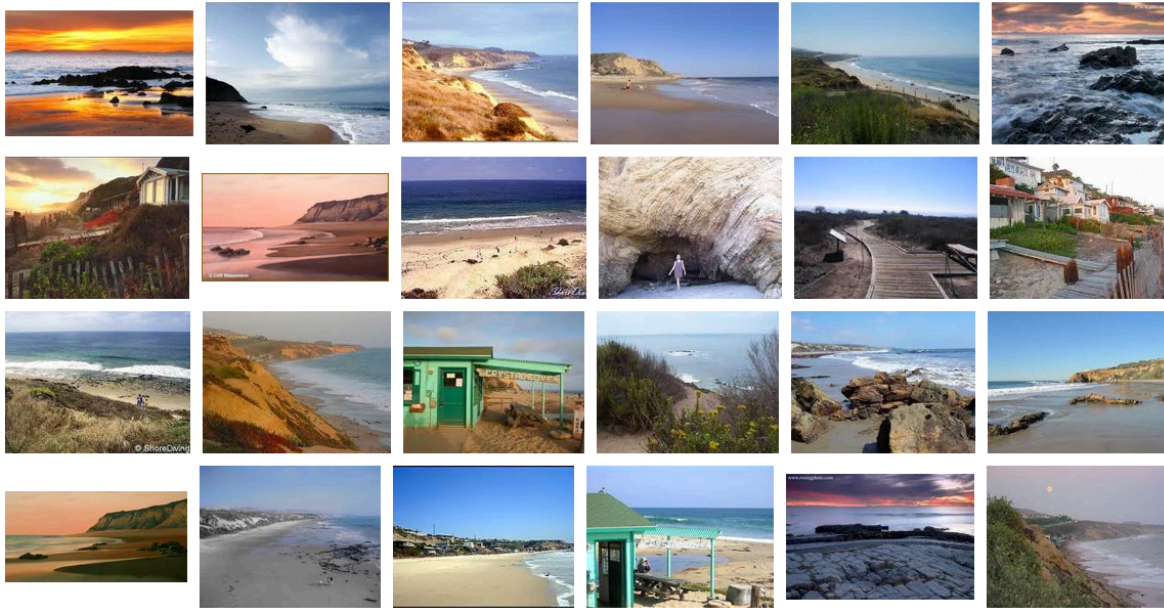
## **RICHARD NIXON PRESIDENTIAL LIBRARY**

If you’ve already done the Disneyland thing, or just want a foil to the empty-headed fun, there is one other Orange County attraction you really shouldn’t miss: the Richard Nixon Presidential Library (daily; \$5.95; 714/993-5075), 18001 Yorba Linda Boulevard, 10 miles northeast of Disneyland off Hwy-91. The library is built on the very ground where the former president was born in 1913; it’s also where he and his wife, Pat, are buried, side by side next to the restored Craftsman-style bungalow where Nixon grew up. No matter what your feelings toward him, the spare-no-expense displays do a fascinating job of putting his long career into the distorted perspective you’d expect from the only president ever forced to resign from office. If you can take the show at face value, highlights are many, such as the pictures of the pumpkin patch where Whittaker Chambers concealed the microfilm that Nixon used to put Alger Hiss in prison as a Communist spy, next to photos of Nixon and JFK as chummy freshman U.S. senators sharing sleeping compartments on a train. The best-selling item in the gift shop? Postcards of Nixon greeting Elvis Presley, also available as place mats, china, and fridge magnets.

## **NEWPORT BEACH**



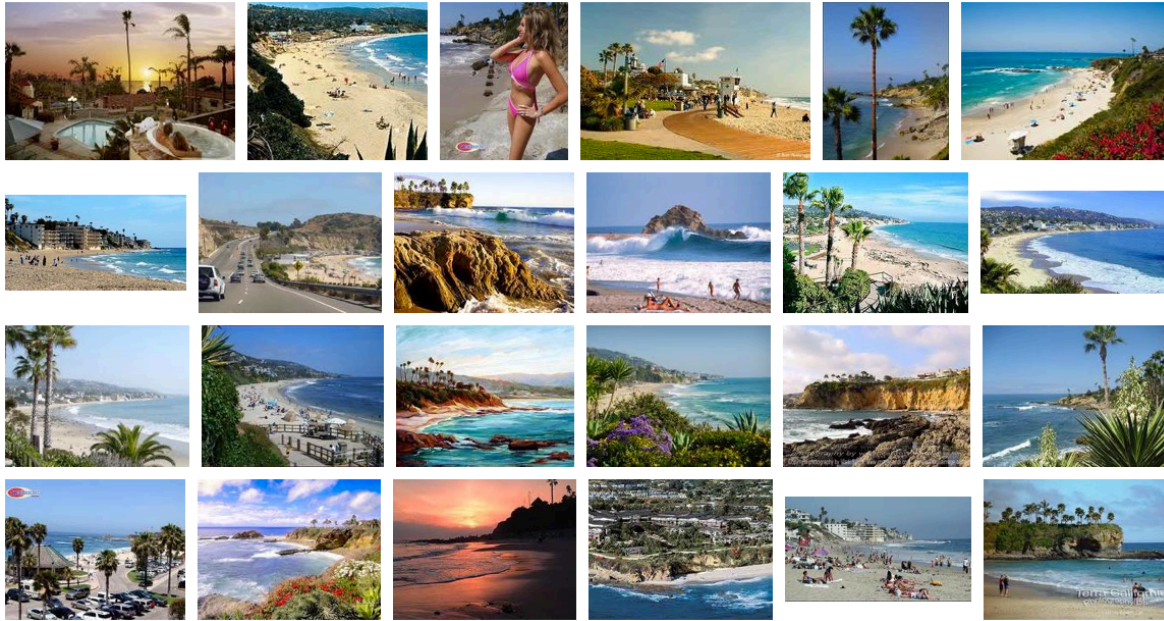




Midway between Newport and Laguna Beaches, amidst the ever-encroaching Orange County sprawl, Crystal Cove State Park (daily dawn–dusk; \$6 per car) protects one of Southern California’s finest chunks of coastline. With three miles of sandy beaches and chaparral-covered bluff lined by well-marked walking trails, it’s a fine place to enjoy the shoreline without the commercial trappings. Originally home to Native Americans, the land here was later part of Mission San Juan Capistrano and, until 1979 when the state bought it, the massive Irvine Ranch, which once covered most of Orange County.

The main parking area for Crystal Cove is at Reef Point (daily dawn–dusk; \$10 per car; 949/494-3539) near the south end of the park, where there are bathrooms and showers plus excellent tidepools, a fine beach, and a well-preserved collection of 1920s beach cottages, where you can stay overnight for \$50–150. (The cottages were slated to be “developed” into an upscale resort by the creators of Big Sur’s Post Ranch Inn, but local preservationists managed to keep the place in public hands). There is also a large section inland from Hwy-1, through the oakland glade of El Moro Canyon, which gives a vivid sense of Orange County’s rapidly vanishing natural landscape.

## LAGUNA BEACH



Compared with much of Orange County, Laguna Beach (pop. 23,727) is a relaxed and enjoyable place. Bookstores, cafés, and galleries reflect the town's beginnings as an artists' colony, but while the beach and downtown area are still very attractive, the surrounding hills have been covered by some of the world's ugliest tracts of "executive homes."

During the annual Pageant of the Masters, Laguna Beach residents re-create scenes from classical and modern art by forming living tableaux, standing still as statues in front of painted backdrops. Held every summer, it's a popular event and proceeds go to good causes, so get tickets (\$15–80; 949/497-6582 or 800/487-3378) well in advance.

Right across Hwy-1 from the downtown shopping district, which is full of pleasant cafés and a wide range of art galleries, Laguna's main beach (called simply Main Beach) is still the town's main draw, with a boardwalk, some volleyball courts where the standard of play is very high, and a guarded swimming beach with showers.

Many other fine but usually less crowded and quieter beaches are reachable from Cliff Drive, which winds north of downtown Laguna past cove after untouched cove; follow the signs reading Beach Access.

Adjacent to the beach, right on Hwy-1, is Greeter's Corner Cafe (949/494-0361), locally famous thanks to an elderly gentleman named Eiler Larsen, now deceased, who used to stand out front and wave at the passing traffic. The food is fine, and you can eat outside on the broad deck overlooking the beach. Another place worth searching out is the small Taco Loco (949/497-1635), 640 S. Hwy-1 at the south end of the downtown strip, where the ultra-fresh Mexican food includes your choice of three or four different

seafood tacos, from shark to swordfish, in daily-changing specials from about \$1.50 each.

Places to stay are expensive, starting at around \$100 a night, and include the centrally located, somewhat older Hotel Laguna (949/494-1151) at 425 S. Hwy-1, and the beachfront Laguna Riviera Hotel and Spa (949/494-1196), 825 S. Hwy-1. At the top end of the scale, the newish Montage Resort (866/271-6953), at 30801 S. Hwy-1, is California's only Mobil five star-rated spa and resort, with everything you could want from a hotel—all yours for \$750 a day.

South of Laguna Beach, Hwy-1 follows the coast for a final few miles before joining up with the I-5 freeway for the 40-mile drive into San Diego.

## **SAN JUAN CAPISTRANO**

Of the 21 missions along the California coast, Mission San Juan Capistrano (daily; \$6; 949/234-1300) has been the most romanticized. When the movement to restore the missions and preserve California's Spanish colonial past was at its apogee in the late 1930s, its main theme tune was Leon Rene's "When the Swallows Come Back to Capistrano," popularizing the legend that these birds return from their winter migration every St. Joseph's Day, March 19th. After wintering in Goya, Argentina, they do come back to Capistrano, along with several thousand tourists, but the swallows are just as likely to reappear a week before or a week after—whenever the weather warms up, really.

The mission, which has lovely, bougainvillea-filled gardens, stands at the center of the small, eponymously named town, a short detour inland along I-5 from the coast. Besides the birds, the main attractions include the small chapel, the last surviving church where the beatified Father Serra said Mass, widely considered to be the oldest intact church and perhaps the oldest building of any kind in California, and the ruins of the massive Stone Church, a finely carved limestone structure that collapsed in an earthquake in 1812, just six years after its completion. Many visitors to the chapel are terminally ill patients saying prayers to St. Peregrin, the patron saint of medical miracles.

To get a sense of the huge scale of the Stone Church, a full-sized replica called the New Church has been constructed behind the mission, and now serves as the official mission church, open to visitors except during religious services. Across the street from the New Church, a Michael Graves-designed local library gives an intriguing postmodern take on the mission style.

In the block between the Mission and I-5, the Walnut Grove Restaurant and



Mission Inn Motel are two of the few survivors of old-style San Juan Capistrano, holding out against the relentless suburbanizing that has leveled many of the surrounding historic commercial structures. Another unique spot is the Coach House (949/496-8930) at 33157 Camino Capistrano, one of Southern California's best small clubs for listening to live music.

## **SAN CLEMENTE**

At the southern tip of coastal Orange County, San Clemente marks the midway point between San Diego and Los Angeles. A sleepy beachside community, with frequent Amtrak train service and a nicely undulating stretch of old US-101 (El Camino Real) running through its heart, San Clemente is probably best known as the site of Casa Pacifica, the one-time "Western White House" of former president Richard Nixon, who lived here following his election in 1968 until after his impeachment in the mid-1970s. The white-walled, mission-style house at the south end of Avenida del Presidente (the western frontage road to I-5) is more easily visible from the beach below, though the 25 acres of trees have grown up to obscure it in recent years.

Within a quick walk uphill from the handful of cafés and bars on and around the pier, The Beachcomber (\$100–125; 949/492-5457) is a tidy, old-fashioned motor-court motel, facing onto the open ocean. San Clemente also has a handy HI Hostel (949/492-2848), just a short walk from the beach at 233 Avenida Granada, and a great breakfast place: Duke's Griddle and Grill, 204 S. El Camino Real in the Mission-style downtown business district.

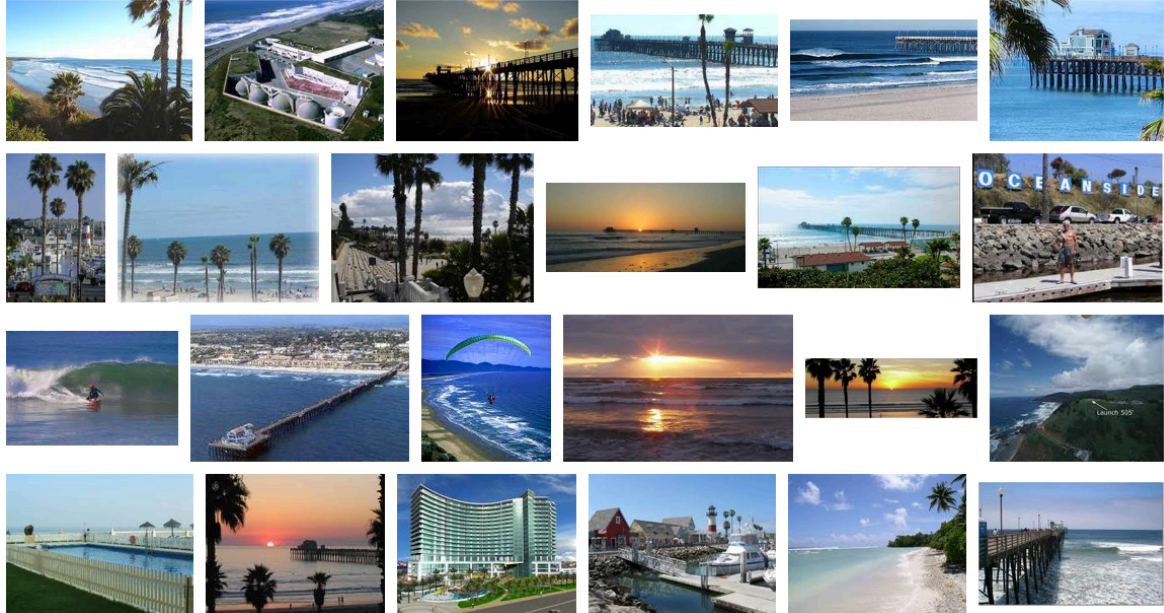
## **MISSION SAN LUIS REY DE FRANCIA**

In the sun-bleached hills above the blue Pacific, four miles east of the ocean off the I-5 along Hwy-76, Mission San Luis Rey de Francia (daily; \$5) was among the largest and most successful of the California missions. Its lands have been taken over by Camp Pendleton, and most of the outbuildings have disappeared, but the stately church at the heart of the complex survives in fine condition, worth a look for the blue-tinted dome atop the bell tower and for the haunting carved stone skull that looks down from the cemetery gate.

A long but worthwhile detour inland from San Luis Rey brings you to the least visited but perhaps most evocative of all the California missions, Mission San Antonio de Pala (sometimes closed Mon.; \$2; 760/742-1600). Located on the Pala Indian Reservation, 20 miles east of San Luis Rey along Hwy-76, then another 100 yards north along a well-marked side road, Mission San Antonio de Pala is the only California mission still serving its original role of preaching

to the native people, and gives an unforgettable impression of what California's mission era might have been like.

## OCEANSIDE



At the southern edge of 125,000-acre Camp Pendleton Marine Corps Base, Oceanside (pop. 161,029) is the largest city between Los Angeles and San Diego, but offers little to attract the casual visitor—apart from guided tours of Camp Pendleton's amphibious-assault training exercises, and the state's longest fishing pier. But if you're in the mood to shop for camouflage gear, watch the muscle cars cruise Hill Street, get a \$3 G.I. Joe haircut, or drink beer with a gang of young recruits, this is the right place.

Oceanside is also home to one of the last survivors of the old pre-I-5, Coast Highway businesses: The 101 Café (760/722-5220) at 631 S. Coast Highway has been open for classic road food since 1928, and often hosts "classic car" rallies and generally glows with neon-lit nostalgia.

South from Oceanside, all the way to San Diego, a very pleasant alternative to the often-clogged I-5 is the old alignment of US-101, now signed as County Road S21 (and occasionally, "Coast Highway 101"). Slower than the freeway but still in regular use, the old road is now the main drag of quaint beachfront towns like Carlsbad, Leucadia, Encinitas, and Del Mar. If you have the time, it's a great drive, in sight of the ocean for most of the way.

## SAN DIEGO



Set along a huge Pacific Ocean harbor at the southwestern corner of the country just a few miles from the Mexican border, San Diego embodies the Southern California ideal. Around the turn of the 20th century, it rivaled Los Angeles as a boomtown based on wild real estate speculation, but while L.A. continued to expand by leaps and bounds, San Diego grew comparatively slowly. Instead of Hollywood glamour, San Diego's economy has long been based around the U.S. Navy, as evidenced by the massive former USS Midway moored right downtown. (San Diego successfully mixed its military and Hollywood influences in the movie *Top Gun*.) Despite a metropolitan population of nearly 3 million people, San Diego still feels small and anything but urban.

The main things to see in San Diego are in Balboa Park, a lushly landscaped 1,150-acre spread on downtown's northwest edge, which was laid out and constructed as part of the 1915 International Exposition celebrating the completion of the Panama Canal. The many grand buildings, all built in gorgeous Spanish Revival style by architect Bertram Goodhue, have been preserved in marvelous condition, and now house sundry museums, ranging from automobiles to fine art to a functioning replica of Shakespeare's Globe Theatre.

Balboa Park is also home to the San Diego Zoo (daily; \$20-32; 619/234-3153), one of the largest and most popular in the world. With over 4,000 animals kept in settings that simulate their natural habitats, you can see koalas and komodo dragons, panda bears and polar bears, plus gorillas,



giraffes—you name it, if it's anywhere outside in the wild, it'll be here amidst the zoo's lushly landscaped 100 acres. Sports fans may be interested to know that the San Diego Padres (619/795-5000) play at retro-modern Petco Park downtown.

## CARLSBAD: LA COSTA AND LEGOLAND



Named for the European spa town of Karlsbad, in Bohemia of what's now the Czech Republic, Carlsbad (pop. 78,247) was established in the 1880s and had a brief heyday as a spa town until the 1930s. A few remnants of the historic resort area, including the circa-1887 landmark Neiman's Restaurant (760/729-4131) at 2978 Carlsbad Boulevard, still survive along old US-101 in the center of town. A few flower and strawberry fields surround the town, surviving against the ever-expanding tide of sprawl, but these days Carlsbad is best known as the home of La Costa Resort and Spa (\$225 and up; 760/438-9111), a 500-room complex of luxurious rooms, health spas, golf courses and tennis courts covering 400 acres of hills on the inland side of I-5.

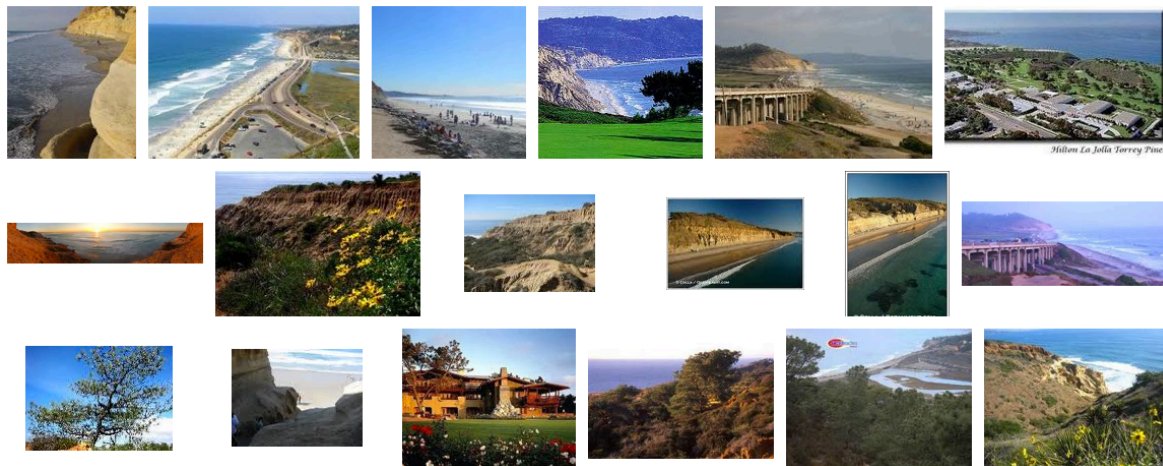
Carlsbad's other main attraction, since its opening in early 1999, is the first American outpost of the popular European children's theme park Legoland (adults \$42, children \$35; 760/918-5346). Built out of more than 30 million Lego bricks, and covering 128 acres above the Pacific Ocean, the park is divided up into three main areas, including MiniLand, where miniature landscapes modeled on New York, New Orleans, New England, and the Northern California coast have all been constructed using the trademark plastic bricks.

For information on visiting Carlsbad, contact the visitors bureau

(760/434-6093 or 800/227-5722).

South Carlsbad State Park (\$6 per car; 760/438-3143) three miles south of town, is one of the nicest and most popular places to camp on the Southern California coast, with its spacious campsites with hot showers (\$20–25) spread out along a sandstone bluff above a broad beach. However, swimming can be dangerous because of strong riptides. If you don't want to camp, or pay the parking fee, leave your car at the park entrance, which is well-marked on a surviving stretch of the old US-101 highway.

## DEL MAR AND TORREY PINES STATE RESERVE



Most of the time, Del Mar (pop. 4,860) is a sleepy little upscale suburb of San Diego, with big houses backing onto a fine, four-mile-long beach. But in late summer, it comes to life for the thoroughbred racing season at beautiful Del Mar Racetrack, built by Hollywood types like Bing Crosby, and seen in *The Grifters* and many other Hollywood movies. The waves here are well suited to bodysurfing, but the sands can be hard to reach in summer because of a lack of parking—weekdays it's less of a problem.

South along the Camino Del Mar coast road from Del Mar, hang-gliders, tidepoolers, surfers, and beachcombers flock to the nearly 2,000 acres of bluffs and beaches protected in Torrey Pines State Reserve. Named for the long-needed pines that grow naturally only here, the reserve is crisscrossed by hiking trails leading down steep ravines between the bluffs and the sands. Besides hang-gliders, Torrey Pines is prime air space for remote-controlled model gliders, which float gracefully in the nearly constant onshore breeze. The primary launching spot is the small city park at the south end of the reserve.

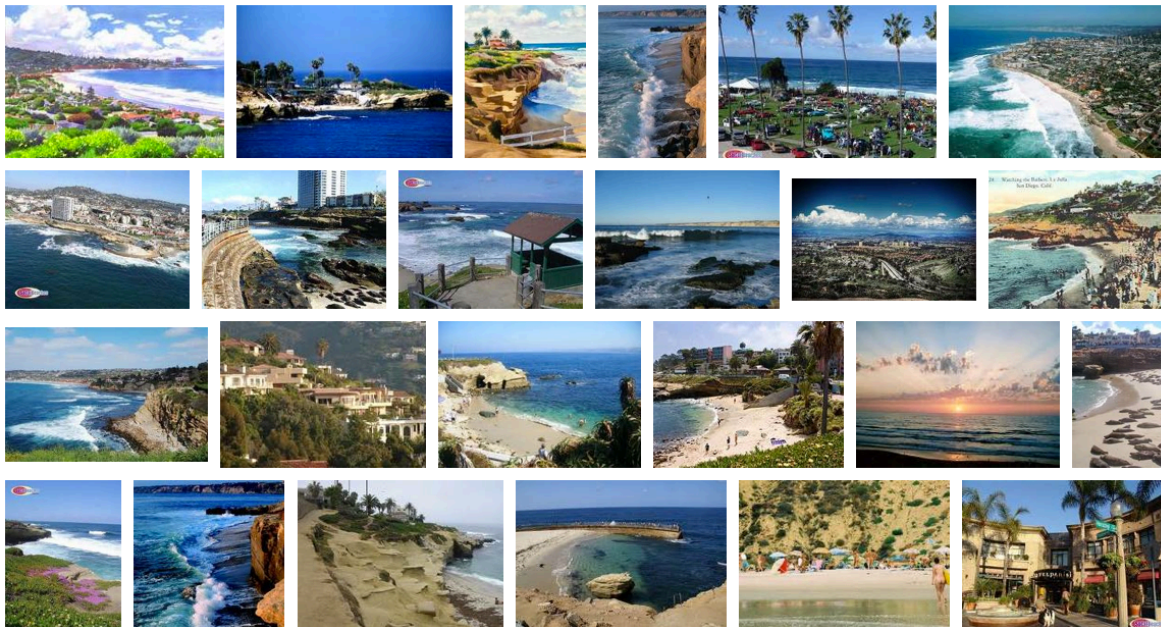
Overlooking the Pacific from atop a bluff at the south end of the reserve, the



Salk Institute is one of the world's most important centers for research in the life sciences. Founded by the late Jonas Salk, designed by Louis Kahn, and modeled in part on the gardens of the Alhambra in Granada, the institute is open for tours Monday–Friday at 10 am, 11 am, and noon (free; 760/453-4100).

Stretching inland and south from the Salk Institute, the hills are covered with faceless business parks around the spacious campus of University of California at San Diego (UCSD), beyond which spreads La Jolla and the greater San Diego area.

## LA JOLLA



The richest and most desirable part of San Diego, La Jolla sits along the coast northwest of the city proper, gazing out over azure coves to the endless Pacific. Besides the gorgeous scenery, great surfing (head to Windansea for the best waves), beachcombing, and skin diving, a big draw here is the recently renovated Museum of Contemporary Art (daily; \$4; 858/454-3541), overlooking the ocean at 700 Prospect Avenue. Tons of good cafés and restaurants have long made La Jolla an all-around great day out, suiting all budgets—especially those with no upper limit.

Start the day off right at La Jolla's Cottage (858/454-8409), at 7702 Fay Avenue, where delicious food (including a divine buttermilk coffee cake) is served up on a sunny patio. For a memorable lunch or dinner, the very plush Tapenade (858/551-7500) at 7612 Fay Avenue is one of the best restaurants in Southern California, offering a deluxe mix of Mediterranean dishes. To



continue the swaddled-in-luxury SoCal experience, stay the night at the elegant, Craftsman-style Lodge at Torrey Pines (\$199 and up; 858/453-4420), a modern re-creation of California's turn-of-the-20th-century Golden Age located at 1148 N. Torrey Pines Road.

## **DRIVING SAN DIEGO**

From La Jolla south, the US-101 highway is pretty well buried by the I-5 freeway. Old US-101 can still be followed, however, by following Pacific Highway past Mission Bay and Lindbergh Field toward San Diego Bay, where it becomes Harbor Drive—where the light rail Tijuana Trolley now runs.

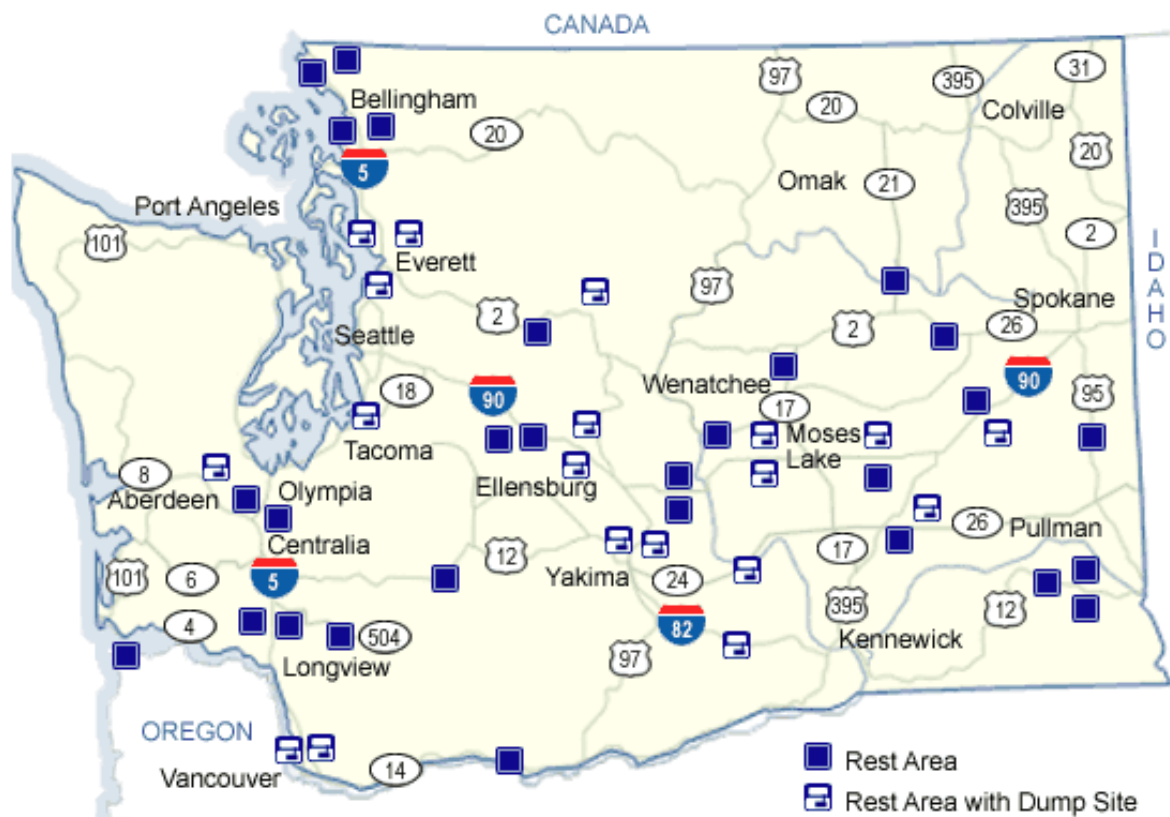
## **OTHER THINGS**








### **DONUTS**

West Coast:












































- In Seattle, WA: Top Pot Doughnuts
- In Portland, OR: Voodoo Doughnut
- In San Francisco, CA: Dynamo Donut
- In Glendora, CA: The Donut Man

### **REST AREAS**














































































	Telephones		Picnic Areas
	Visitor Information		Vending Machines
	Drinking Water		RV Dumping Station
			RV Dumping Station Closed during the Winter

































Interstate /Route	Location (milepost)	Direction	Amenities
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I-5	Gee Creek (MP 11) 9.7 Miles N of Vancouver	Northbound	     
I-5	Gee Creek (MP 12) 8.1 Miles S of Woodland	Southbound	     
I-5	Toutle River (MP 54) 5 Miles N of Castle Rock	Northbound	   
I-5	Toutle River (MP 54) 23.4 Mile S of Chehalis	Southbound	   
I-5	Scatter Creek (MP 90) 8.8 Miles N of Centralia	Northbound	     
I-5	Maytown (MP 93) 11.6 Miles S of Olympia	Southbound	    
I-5	SeaTac (MP 140) 7.2 Miles N of Tacoma	Northbound	     
I-5	Silver Lake (MP 188) 5.9 Miles S of Everett	Southbound	     



































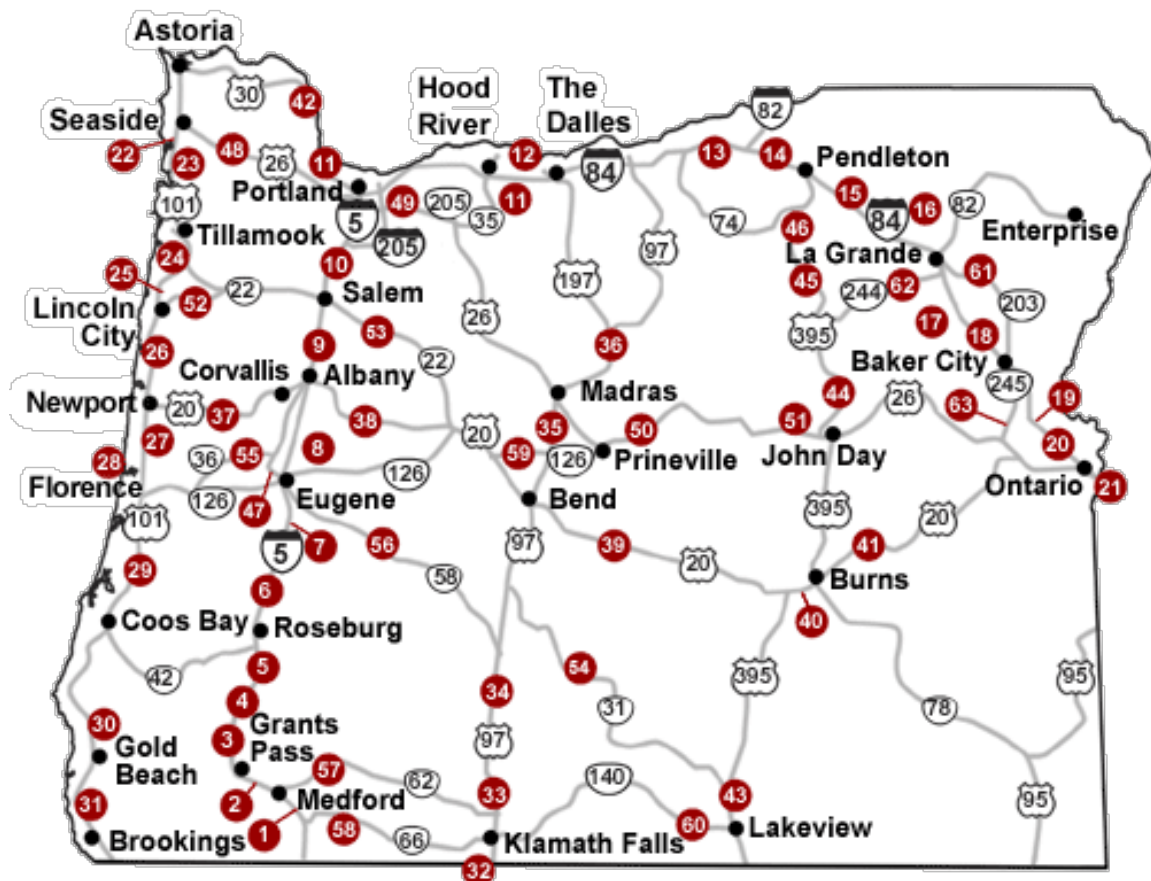
I-5	Smokey Point (MP 207) 8.2 Miles N of Marysville	Northbound	     
I-5	Smokey Point (MP 207) 19.5 Miles S of Mt. Vernon	Southbound	     
I-5	Bow Hill (MP 238) 11.6 Miles N of Mt Vernon	Northbound	   
I-5	Bow Hill (MP 238) 15.5 Miles S of Bellingham	Southbound	   
I-5	Custer (MP 267) 13.8 Miles N of Bellingham	Northbound	    
I-5	Custer (MP 269) 6.6 Miles S of Blaine	Southbound	   
I-82	Selah Creek (MP 24) 25.2 Miles E of Ellensburg	Eastbound	    
I-82	Selah Creek (MP 22) 27.7 Miles W of Yakima	Westbound	   
I-82	Prosser (MP 80) 46.9 Miles E of Yakima	Multidirectional	    

I-90	Price Creek (MP 61) 9 Miles E of Snoqualmie Pass	Eastbound	
I-90	Indian John Hill (MP 89) 4.9 Miles E of Cle Elum	Eastbound	     
I-90	Indian John Hill (MP 89) 20 Miles W of Ellensburg	Westbound	     
I-90	Ryegrass (MP 125) 17.9 Miles E of Ellensburg	Eastbound	   
I-90	Ryegrass (MP 125.63) 10.9 Miles W of Vantage	Westbound	   
I-90	Winchester (MP 161) 24.6 Miles E of Vantage	Eastbound	   
I-90	Winchester (MP 161) 14.5 Miles W of Moses Lake	Westbound	   
I-90	Schrag (MP 198) 22.8 Miles W of Ritzville	Eastbound	   

I-90	Schrag (MP 198) 22.8 Miles W of Ritzville	Westbound	    
I-90	Sprague Lake (MP 241) 20.3 Miles E of Ritzville	Eastbound	    
I-90	Sprague Lake (MP 242) 38.7 Miles W of Spokane	Westbound	   
SR 12	Bevin Lake (MP 126) 5.1 Miles W of Packwood	Multidirectional	 
SR 12	Dodge Junction (MP391) 13 Miles W of Pomeroy	Multidirectional	
SR 12	Alpowa Summit (MP 413) 10.1 Miles E of Pomeroy	Eastbound	   
SR 12	Alpowa Summit (MP 413) 20.2 Miles W of Clarkston	Westbound	
SR 14	Chamberlain Lake (MP 73) 7.6 Miles E of Binge	Multidirectional	   
SR 17	Blue Lake (MP 89) 13.1 Miles N of Soap Lake	Multidirectional	 
SR 21	Keller Ferry (MP 106) 14.1 Miles N of Wilbur	Multidirectional	  
SR 24	Vernita (MP 43) 14.6 miles S of Mattawa	Multidirectional	  
SR 26	Dusty (MP 118) 18 Miles W of Colfax	Multidirectional	



SR 26/ US 395	Hatton Coulee (MP 61) 21.6 Miles W of Washtucna	Multidirect ional	   
SR 28	Quincy Valley (MP 25) 4.8 Miles W of Quincy	Multidirect ional	  
SR 401	Dismal Nitch (MP 1) 10 Miles S of Naselle	Multidirect ional	   
SR 504	Forest Learning Center (MP 33) 32.8 Miles E of Castle Rock	Multidirect ional	   
SR 8	Elma (MP 2) 2.3 Miles E of Elma	Eastbound	    
SR 906	Travelers Rest (MP 1) at Snoqualmie Pass Summit	Multidirect ional	
US 195	Horn School (MP 60) 21.9 Miles N of Colfax	Multidirect ional	  
US 2	Iron Goat (MP58) 9 Miles E of Skykomish	Multidirect ional	
US 2	Nason Creek (MP 81) 17.9 W of Leavenworth	Multidirect ional	    
US 2	Telford (MP 238) 12.9 Miles W of Davenport	Multidirect ional	  



<b>I-5</b>	
1	<b>Suncrest</b> - Southbound only 7 miles south of Medford (milepost 22) Restrooms, Picnic Tables, Drinking Water, Public Telephones, Accessible Facilities, Vending Machines.
2	<b>Valley of the Rogue State Park</b> - Southbound with Northbound signing and access 11 miles south of Grants Pass (milepost 45.7) Restrooms, Picnic Tables, Drinking Water, Public Telephones, Accessible Facilities, RV Sanitary Dump Station.
3	<b>Manzanita</b> - Northbound & Southbound 5 miles north of Grants Pass (milepost 62.8) Restrooms, Picnic Tables, Drinking Water, Public Telephones, Accessible Facilities, Kiosk/Historical Marker, Travel Info Gazebo (southbound only), Vending Machines.
4	<b>Cow Creek</b> - Northbound & Southbound 25 miles north of Grants Pass (milepost 82) Restrooms, Picnic Tables, Drinking Water, Public Telephones, Accessible Facilities, Travel Info Gazebo (northbound only), Vending Machines.
5	<b>South Umpqua</b> - Northbound only 12 miles south of Roseburg (milepost 111.6) Restrooms. Picnic Tables. Drinking Water. Public Telephones. and

	<p>Accessible Facilities.</p> <p style="text-align: right;"><a href="#">&lt;return to map</a></p>
6	<p><b>Cabin Creek</b> - Northbound &amp; Southbound  20 miles north of Roseburg (milepost 142.8)  Restrooms, Picnic Tables, Drinking Water, Public Telephones,  Accessible Facilities, Vending Machines.</p>
7	<p><b>Gettings Creek</b> - Northbound &amp; Southbound  14 miles south of Eugene (milepost 178)  Restrooms, Picnic Tables, Drinking Water, Public Telephones,  Accessible Facilities, Travel Info Gazebo (northbound only),  Vending Machines.</p>
8	<p><b>Oak Grove</b> - Northbound &amp; Southbound  13 miles north of Eugene (milepost 206)  Restrooms, Picnic Tables, Drinking Water, Public Telephones,  Accessible Facilities, Travel Info Gazebo (southbound only),  Vending Machines.</p>
9	<p><b>Santiam River</b> - Northbound &amp; Southbound  8 miles north of Albany (milepost 240.9)  Restrooms, Picnic Tables, Drinking Water, Public Telephones,  Accessible Facilities, Travel Info Gazebo (northbound only),  Vending Machines.</p>
10	<p><b>Baldock</b> - Northbound &amp; Southbound  14 miles south of Portland (milepost 281.6)  Restrooms, Picnic Tables, Drinking Water, Public Telephones,  Accessible Facilities, Kiosk/Historical Marker (southbound only),  Travel Info Gazebo, Vending Machines.</p> <p style="text-align: right;"><a href="#">&lt;return to map</a></p>
<b>I-84</b>	
11	<p><b>Koberg Beach State Park</b> - Westbound only  3 miles east of Hood River (milepost 65.6)  Restrooms, Picnic Tables.</p>
12	<p><b>Memaloose</b> - Eastbound &amp; Westbound  11 miles west of The Dalles (milepost 72.9)  Restrooms, Picnic Tables, Drinking Water, Public Telephones,  Accessible Facilities, RV Sanitary Dump Station (eastbound  only), Kiosk/Historical Marker.</p>
13	<p><b>Boardman</b> - Eastbound &amp; Westbound  2 miles west of Boardman (milepost 160.9)  Restrooms, Picnic Tables, Drinking Water, Public Telephones,  Accessible Facilities, Travel Info Gazebo (eastbound only),  Vending Machines.</p>
14	<p><b>Stanfield</b> - Eastbound &amp; Westbound  20 miles west of Pendleton (milepost 186.5)  Restrooms, Picnic Tables, Drinking Water, Horse Area, Public  Telephones, Accessible Facilities, Kiosk/Historical Marker,  Vending Machines.</p>
15	<p><b>Deadman Pass</b> - Eastbound &amp; Westbound  18 miles east of Pendleton (milepost 228.9)  Restrooms, Picnic Tables, Drinking Water, Public Telephones,  Accessible Facilities, Travel Info Gazebo (eastbound only),  Vending Machines.</p>



	Restrooms, Picnic Tables, Drinking Water, Public Telephones, Accessible Facilities, Kiosk/Historical Marker, Vending Machines. <a href="#">&lt;return to map</a>
16	<b>Hilgard Junction State Park</b> - Westbound with Eastbound signing and access 8 miles west of La Grande (milepost 253) Restrooms, Picnic Tables, Drinking Water, Kiosk/Historical Marker.
17	<b>Charles Reynolds</b> - Eastbound & Westbound 9 miles east of La Grande (milepost 269.2) Restrooms, Picnic Tables, Drinking Water, Horse Area, Public Telephones, Accessible Facilities, RV Sanitary Dump Station, Kiosk/Historical Marker, Vending Machines.
18	<b>Baker Valley</b> - Eastbound & Westbound 10 miles west of Baker (milepost 295) Restrooms, Picnic Tables, Drinking Water, Public Telephones, Accessible Facilities, Kiosk/Historical Marker, Vending Machines.
19	<b>Weatherby</b> - Westbound with Eastbound signing and access 38 miles west of Ontario (milepost 335.9) Restrooms, Picnic Tables, Drinking Water, Public Telephones, Accessible Facilities, Kiosk/Historical Marker, Vending Machines.
20	<b>Ontario State Park</b> - Eastbound with Westbound signing and access In Ontario (milepost 371) Restrooms, Picnic Tables, Drinking Water, Accessible Facilities.
21	<b>Ontario</b> - Westbound only 1 mile east of Ontario (milepost 377.4) Restrooms, Picnic Tables, Drinking Water, Welcome Center, Public Telephones, Accessible Facilities, Kiosk/Historical Marker, Travel Info Gazebo, Vending Machines. <a href="#">&lt;return to map</a>
<b>US101</b>	
22	<b>Tolovana Wayside State Park</b> - Southbound with Northbound signing and access In Cannon Beach Restrooms, Picnic Tables, Drinking Water.
23	<b>Oswald West State Park</b> - Southbound with Northbound signing and access 10 miles south of Cannon Beach (milepost 39) Restrooms, Picnic Tables, Drinking Water.
24	<b>Tillamook River</b> - Southbound with Northbound signing and access 5 miles south of Tillamook (milepost 70.6) Restrooms, Picnic Tables, Drinking Water, Accessible Facilities.
25	<b>Neskowin State Park</b> - Southbound with Northbound signing and access 5 miles north of Lincoln City (milepost 97.7) Restrooms, Picnic Tables, Drinking Water, Accessible Facilities.
26	<b>Boiler Bay State Park</b> - Southbound with Northbound signing

	<p>and access 1/2 mile north of Depoe Bay (milepost 126.2) Restrooms, Picnic Tables, Drinking Water.</p> <p style="text-align: right;"><a href="#">&lt;return to map</a></p>
27	<p><b>Driftwook State Park</b> - Southbound with Northbound signing and access 3 miles north of Waldport (milepost 153.2) Restrooms, Picnic Tables, Drinking Water, Accessible Facilities.</p>
28	<p><b>CG Washburne State Park</b> - Southbound with Northbound signing and access 14 miles north of Florence (milepost 176) Restrooms, Picnic Tables, Drinking Water, RV Sanitary Dump Station.</p>
29	<p><b>William Tugman State Park</b> - Northbound with Southbound signing and access 8 miles south of Reedsport (milepost 220.7) Restrooms, Picnic Tables, Drinking Water, Accessible Facilities, RV Sanitary Dump Station.</p>
30	<p><b>Ophir Wayside State Park</b> - Southbound with Northbound signing and access 10 miles north of Gold Beach (milepost 319) Restrooms, Picnic Tables, Drinking Water, Public Telephones, Accessible Facilities.</p>
31	<p><b>Harris Beach State Park</b>- Northbound with Southbound signing and access 2 miles north of Brookings (milepost 355.7) Restrooms, Picnic Tables, Drinking Water, Welcome Center, Public Telephones, Accessible Facilities, RV Sanitary Dump Station, Travel Info Gazebo, Vending Machines.</p> <p style="text-align: right;"><a href="#">&lt;return to map</a></p>
<b>US97</b>	
32	<p><b>Midland</b> - Northbound with Southbound signing and access 8 miles south of Klamath Falls (milepost 282.3) Restrooms, Picnic Tables, Drinking Water, Welcome Center, Public Telephones, Accessible Facilities, Kiosk/Historical Marker, Travel Info Gazebo, Vending Machines.</p>
33	<p><b>Collier State Park</b> - Southbound with Northbound signing and access 30 miles north of Klamath Falls (milepost 244) Restrooms, Picnic Tables, Drinking Water, Horse Area, Public Telephones, Accessible Facilities, Kiosk/Historical Marker.</p>
34	<p><b>Beaver Marsh</b> - Northbound &amp; Southbound 5 miles south of Chemult (milepost 206.5) Restrooms, Picnic Tables, Drinking Water, Public Telephones, Accessible Facilities.</p>
35	<p><b>Peter Skene Ogden State Park</b> - Southbound with Northbound signing and access 25 miles north of Bend (milepost 112.6) Restrooms, Picnic Tables, Drinking Water, Public Telephones</p>

	Restrooms, Picnic Tables, Drinking Water, Public Telephones, Kiosk/Historical Marker, Travel Info Gazebo. <a href="#">&lt;return to map</a>
<b>US197</b>	
36	<b>Cow Canyon</b> - Southbound with Northbound signing and access 21 miles south of Maupin (milepost 68.7) Restrooms, Picnic Tables, Drinking Water, Public Telephones, Accessible Facilities.
<b>US20</b>	
37	<b>Ellmaker Wayside State Park</b> - Westbound with Eastbound signing and access 22 miles west of Corvallis (milepost 31.9) Restrooms, Picnic Tables, Drinking Water, Accessible Facilities.
38	<b>Cascadia State Park</b> - Westbound with Eastbound signing and access 14 miles east of Sweet Home (milepost 41.3) Restrooms, Picnic Tables, Drinking Water, Accessible Facilities.
39	<b>Brothers Oasis</b> - Westbound with Eastbound signing and access 41 miles east of Bend (milepost 42.8) Restrooms, Picnic Tables, Drinking Water, Horse Area, Accessible Facilities.
40	<b>Sage Hen</b> - Eastbound with Westbound signing and access 18 miles west of Burns (milepost 114.1) Restrooms, Picnic Tables, Drinking Water, Public Telephones, Accessible Facilities, RV Sanitary Dump Station.
41	<b>Buchanan Springs</b> - Eastbound with Westbound signing and access 24 miles east of Burns (milepost 155.9) Restrooms, Picnic Tables, Drinking Water, Accessible Facilities. <a href="#">&lt;return to map</a>
<b>US30</b>	
42	<b>Bradley State Park</b> - Westbound with Eastbound signing and access 22 miles east of Astoria (milepost 74.9) Restrooms, Picnic Tables, Drinking Water.
<b>US395</b>	
43	<b>Chandler Wayside State Park</b> - Southbound with Northbound signing and access 17 miles north of Lakeview (milepost 126) Restrooms, Picnic Tables, Drinking Water, Accessible Facilities.
44	<b>Carter</b> - Northbound with Southbound signing and access 3 miles south of Long Creek (milepost 93.3) Restrooms, Picnic Table.
45	<b>Ukiah-Dale State Park</b> - Northbound with Southbound signing and access 3 miles southwest of Ukiah (milepost 50.9) Restrooms, Picnic Table, Drinking Water.



46	<b>Battle Mountain State Park</b> - Northbound with Southbound signing and access 9 miles north of Ukiah (milepost 38.6) Restrooms, Picnic Table, Drinking Water, Kiosk/Historical Marker. <a href="#">&lt;return to map</a>
<b>OR99W</b>	
47	<b>Washburne Wayside State Park</b> - Northbound with Southbound signing and access 4 miles northwest of Junction City (milepost 104.6) Restrooms, Picnic Table, Drinking Water, Kiosk/Historical Marker.
<b>US26</b>	
48	<b>Sunset</b> - Westbound with Eastbound signing and access 31 miles east of Seaside (milepost 28.6) Restrooms, Picnic Table, Drinking Water, Accessible Facilities.
49	<b>Government Camp</b> - Westbound with Eastbound signing and access At milepost 54 Restrooms, Drinking Water, Public Telephones, Accessible Facilities, Vending Machines.
50	<b>Bandit Springs</b> - Westbound with Eastbound signing and access 40 miles east of Prineville (milepost 48.7) Restrooms (Pit toilet), Accessible Facilities.
51	<b>Clyde Holiday State Park</b> - Eastbound with Westbound signing and access 4 miles west of John Day (milepost 155.2) Restrooms, Picnic Tables, Drinking Water, Public Telephones, Accessible Facilities, RV Sanitary Dump Station (Mar 1-Nov 30 only). <a href="#">&lt;return to map</a>
<b>OR18</b>	
52	<b>Van Duzer State Park</b> - Eastbound & Westbound 13 miles east of Lincoln City (milepost 6.7) Restrooms, Picnic Tables, Drinking Water, Accessible Facilities, Kiosk/Historical Marker.
<b>OR22</b>	
53	<b>The Maples</b> - Eastbound with Westbound signing and access 37 miles east of Salem (milepost 34.6) Restrooms, Picnic Tables, Drinking Water, Accessible Facilities.
<b>OR31</b>	
54	<b>Summer Lake</b> - Northbound with Southbound signing and access 63 miles north of Lakeview (milepost 69.1) Restrooms, Picnic Tables, Drinking Water, Accessible Facilities, Kiosk/Historical Marker. <a href="#">&lt;return to map</a>
<b>OR36</b>	

55	<b>Alderwood Wayside State Park</b> - Westbound with Eastbound signing and access 14 miles west of OR 99 (milepost 38.1) Restrooms, Picnic Tables, Drinking Water.
<b>OR58</b>	
56	<b>Greenwater Rec Area</b> - Eastbound with Westbound signing and access In Oakridge (milepost 36.17) Restrooms, Picnic Tables, Drinking Water, Accessible Facilities, Kiosk/Historical Marker.
<b>OR62</b>	
57	<b>Casey State Park</b> - Northbound with Southbound signing and access 29 miles north of Medford (milepost 29) Restrooms, Picnic Tables.
<b>OR66</b>	
58	<b>Tub Springs Wayside State Park</b> - Eastbound with Westbound signing and access 18 miles east of Ashland (milepost 19) Restrooms, Picnic Tables, Drinking Water, Kiosk/Historical Marker.
<b>OR126</b>	
59	<b>Cline Falls State Park</b> - Eastbound with Westbound signing and access 4 miles west of Redmond (milepost 107.8) Restrooms, Picnic Tables, Drinking Water. <a href="#">&lt;return to map</a>
<b>OR140</b>	
60	<b>Booth State Park</b> - Westbound with Eastbound signing and access 12 miles west of Lakeview (milepost 83.1) Restrooms, Picnic Tables, Drinking Water.
<b>OR203</b>	
61	<b>Catherine Creek State Park</b> - Eastbound with Westbound signing and access 8 miles southeast of Union (milepost 8.3) Restrooms, Picnic Tables, Drinking Water.
<b>OR244</b>	
62	<b>Red Bridge Wayside State Park</b> - Eastbound with Westbound signing and access 16 miles southwest of La Grande (milepost 39.5) Restrooms, Picnic Tables, Drinking Water.
<b>OR245</b>	
63	<b>Unity Lake State Park</b> - Northbound with Southbound signing and access 50 miles east of John Day (milepost 2.5) Restrooms, Picnic Tables, Drinking Water, RV Sanitary Dump Station.

[<return to map](#)

R t e	Rest_Ar ea	Loc	D i r	Re st Ro om	W a t er	Pic nic Tab les	Ph on e	Handi - capp ed Acce ss	RV Sta tion	Ven ding	Pe t Ar ea	Long itude	Latit ude
0 0 5	<a href="#">Aliso Creek</a>	5.8 mi. N. of Oceansi de	N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	-117.4 3297	33.2 6577
0 0 5	<a href="#">Aliso Creek</a>	5.8 mi. N. of Oceansi de	S	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	-117.4 4089	33.2 7168
0 0 5	<a href="#">Tejon Pass</a>	3.5 mi. N. of Gorman	N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	-118.8 7338	34.8 5329
0 0 5	<a href="#">Tejon Pass</a>	3.5 mi. N. of Gorman	S	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	-118.8 7338	34.8 5329
0 0 5	<a href="#">Buttonwill ow</a>	2 mi. N. of Rte. 58 Intercha nge	N	Yes	Yes	Yes	Yes	Yes	No	No	Yes	-119.4 2295	35.4 1764
0 0 5	<a href="#">Buttonwill ow</a>	2 mi. N. of Rte. 58 Intercha nge	S	Yes	Yes	Yes	Yes	Yes	No	No	Yes	-119.4 2295	35.4 1764
0 0 5	<a href="#">Coalinga - Avenal</a>  Closed for rebuilding until Sept. 2010	1.2 mi. N. of Lassen Ave.	N	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-120.1 1406	36.0 8857



005	<a href="#">Coalinga - Avenal</a> Closed for rebuilding until Sept. 2010	1.2 mi. N. of Lassen Avenue	S	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-120.1514	36.08973
005	<a href="#">John "Chuck" Erreca</a>	0.7 mi. N. of Fresno Co. Line	N	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-120.78334	36.86421
005	<a href="#">John "Chuck" Erreca</a>	0.7 mi. N. of Fresno Co. Line	S	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-120.78334	36.86421
Route	Rest_Area	Loc	Dir	Rest Room	Water	Picnic Tables	Phone	Handicap - capped Access	RV Station	Vending	Pet Area	Longitude	Latitude
005	<a href="#">Westley</a>	0.9 mi. S. of San Joaquin Co. Line	N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	-121.32284	37.58263
005	<a href="#">Westley</a>	0.9 mi. S. of San Joaquin Co. Line	S	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	-121.32284	37.58263
005	<a href="#">Elkhorn</a>	At Sacramento International Airport	S	Yes	Yes	Yes	Yes	Yes	No	No	Yes	-121.61629	38.67305

005	<a href="#">Dunnigan</a>	0.5 mi. N. of Dunnigan	S	Yes	Yes	Yes	Yes	Yes	No	No	Yes	-121.97649	38.88744
005	<a href="#">Dunnigan</a>	0.5 mi. N. of Dunnigan	N	Yes	Yes	Yes	Yes	Yes	No	No	Yes	-121.97649	38.88744
005	<a href="#">Maxwell</a>	2 mi. S. of Maxwell	S	Yes	Yes	Yes	Yes	Yes	No	No	Yes	-122.18212	39.24122
005	<a href="#">Maxwell</a>	2 mi. S. of Maxwell	N	Yes	Yes	Yes	Yes	Yes	No	No	Yes	-122.18212	39.24122
005	<a href="#">O'Brien</a>	15 mi. N. of Redding, Shasta County	N	Yes	Yes	Yes	Yes	Yes	No	No	Yes	-122.31876	40.79424
005	<a href="#">Lakehead</a> Closed for construction until August of 2010	0.9 mi. N. of Lakehead O.C.	S	Yes	Yes	Yes	Yes	Yes	No	No	Yes	-122.39823	40.91890
Route	Rest_Area	Loc	Dir	Rest Room	Water	Picnic Tables	Phone	Handicap - capped Access	RV Station	Vending	Pet Area	Longitude	Latitude
005	<a href="#">Willows</a>	2 mi. S. of Artois	N	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	-122.20917	39.59255
005	<a href="#">Willows</a>	2 mi. S. of Artois	S	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	-122.20917	39.59255
005	<a href="#">LT John C. Helmick</a>	1.3 mi. N. of Corning Road	N	Yes	Yes	Yes	Yes	Yes	No	No	Yes	-122.20043	39.95023

005	<a href="#">LT John C. Helmick</a>	1.3 mi. N. of Corning Road	S	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-122.20043	39.95023
005	<a href="#">Herbert S. Miles</a>	4.4 mi. N. of Red Bluff	N	Yes	Yes	Yes	Yes	Yes	No	No	Yes	-122.27078	40.27436
005	<a href="#">Herbert S. Miles</a>	4.4 mi. N. of Red Bluff	S	Yes	Yes	Yes	Yes	Yes	No	No	Yes	-122.26912	40.27020
005	<a href="#">Weed Airport</a>	6 mi. N. of Weed	N	Yes	Yes	Yes	Yes	Yes	No	No	Yes	-122.46298	41.49205
005	<a href="#">Weed Airport</a>	6. Mi. N. of Weed	S	Yes	Yes	Yes	Yes	Yes	No	No	Yes	-122.46298	41.49205
005	<a href="#">Randolph E. Collier</a>	2.5 mi. N. of Rte. 96	N & S	Yes	Yes	Yes	Yes	Yes	No	No	Yes	-122.56979	41.85812
008	<a href="#">Buckman Springs</a> Closed on April 5 for construction until Jan. 2011	3.3 mi. E. of Pine Valley	E	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	-116.48490	32.75805
008	<a href="#">Sunbeam</a> Closed for rebuilding until Sept. 2011	6 mi. W. of El Centro	E	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	-115.66869	32.77356
008	<a href="#">Sunbeam</a> Closed for rebuilding until Sept. 2011	6 mi. W. of El Centro	W	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	-115.66869	32.77356



Route	Rest_Area	Loc	Dir	Rest Room	Water	Picnic Tables	Phone	Handicap - Access	RV Station	Vending	Pet Area	Longitude	Latitude
008	<a href="#">Sand Hills</a>	20 mi. W. of Arizona State Line	E & W	Yes	Yes	N	N	N	No	No	N	-114.89157	32.73630
010	<a href="#">Wildwood</a>	1 mi. W. of Calimesa	E	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-117.07656	34.01271
010	<a href="#">Brookside</a>	3 mi. W. of Beaumont	W	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-117.01984	33.95805
010	<a href="#">Whitewater</a>	1 mi. W. of Whitewater O.C.	E	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-116.66261	33.92241
010	<a href="#">Whitewater</a>	1 mi. W. of Whitewater O.C.	W	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-116.66261	33.92241
010	<a href="#">Cactus City</a>	15 mi. E. of Indio	E	Yes	Yes	Yes	No	Yes	No	Yes	Yes	-115.96622	33.67901
010	<a href="#">Cactus City</a>	15 mi. E. of Indio	W	Yes	Yes	Yes	No	Yes	No	Yes	Yes	-115.96622	33.67901
010	<a href="#">Wiley's Well</a>	15 mi. W. of Blythe	E	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-114.89968	33.60782
015	<a href="#">Clyde V. Kane</a>	30 mi. E. of Barstow	N	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-116.47072	35.03322
015	<a href="#">Clyde V. Kane</a>	30 mi. E. of Barstow	S	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-116.47072	35.03322

Route	Rest_Area	Loc	Dir	Rest Room	Water	Picnic Tables	Phone	Handicap - capped Access	RV Station	Vending	Pet Area	Longitude	Latitude
015	<a href="#">Valley Wells</a>	26 mi. W. of Nevada State Line	N	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-115.70648	35.43275
015	<a href="#">Valley Wells</a>	26 mi. W. of Nevada State Line	S	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-115.70648	35.43275
036	<a href="#">Lake Almanor</a>	4.3 mi. E. of Chester	E & W	Yes	Yes	Yes	No	Yes	No	Yes	Yes	-121.16294	40.30329
040	<a href="#">Desert Oasis</a>	9 mi. E. of Newberry	E	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-116.51969	34.80032
040	<a href="#">Desert Oasis</a>	9 mi. E. of Newberry	W	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-116.51969	34.80032
040	<a href="#">John Wilkie</a>	45 mi. W. of Needles	E	Yes	Yes	Yes	Yes	Yes	No	No	Yes	-115.21289	34.80962
040	<a href="#">John Wilkie</a>	45 mi. W. of Needles	W	Yes	Yes	Yes	Yes	Yes	No	No	Yes	-115.21289	34.80962
044	<a href="#">Bogard</a>	28 mi. N.W. of Susanville	E & W	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-121.13094	40.62283
044	<a href="#">Shingletown</a>	3.1 mi. E. of Shingletown	E & W	Yes	Yes	Yes	No	Yes	No	Yes	Yes	-121.83260	40.50530

046	<a href="#">Shandon</a> Closed for construction until Dec 2010.	0.9 mi. E. of Route 41 (West)	E & W	Yes	Yes	Yes	No	Yes	No	Yes	Yes	-120.34711	35.67574
Route	Rest_Area	Loc	Dir	Rest Room	Water	Picnic Tables	Phone	Handi - capped Access	RV Station	Vending	Pet Area	Longitude	Latitude
058	<a href="#">Boron</a> Closed for rebuilding until July 1, 2010	3.9 mi. W. of Boron	E	Yes	Yes	Yes	Yes	Yes	No	No	Yes	-117.71746	35.00697
058	<a href="#">Boron</a> Closed for rebuilding until July 1, 2010	3.9 mi. W. of Boron	W	Yes	Yes	Yes	Yes	Yes	No	No	Yes	-117.71746	35.00697
070	<a href="#">Massack</a>	6.5 mi. E. of Quincy	E & W	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-120.83888	39.92669
070	<a href="#">L.T.Davis</a> Closed until October 1, 2010.	3 mi. E. of Portola	E & W	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-120.41480	39.82432
080	<a href="#">Hunter Hill</a> Closed until Winter 2010 for rebuilding	7 mi. E. of Vallejo	W	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-122.21643	38.15168



080	<a href="#">Gold Run</a>	Between Sawmill and Gold Run O.C.	E	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-120.85773	39.17545
080	<a href="#">Gold Run</a>	Between Sawmill and Gold Run O.C.	W	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-120.85773	39.17545
080	<a href="#">Donner Summit</a> Closed for reconstruction until April, 2011	On Donner Pass	E	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-120.34083	39.34128
080	<a href="#">Donner Summit</a> Closed for reconstruction until April, 2011	On Donner Pass	W	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-120.34083	39.34128
097	<a href="#">Grass Lake</a>	19.8 mi. N. of Weed	N & S	Yes >	Yes	Yes	Yes	Yes	No	Yes	Yes	-122.16793	41.64218
Route	Rest_Area	Loc	Dir	Rest Room	Water	Picnic Tables	Phone	Handicap Access	RV Station	Vending	Pet Area	Longitude	Latitude
099	<a href="#">Phillip S. Raine</a>	2.5 mi. N. of Tipton	N	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-119.32326	36.10621

099	<a href="#">Phillip S. Raine</a>	2.5 mi. N. of Tipton	S	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-119.32326	36.10621
099	<a href="#">C. H. Warlow</a>	At Dodge Ave. Near Kings River	N & S	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-119.51970	36.49108
099	<a href="#">Enoch Christoffersen</a>	2.3 mi.S. of Turlock	N	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-120.83089	37.46654
099	<a href="#">Enoch Christoffersen</a>	2.3 mi.S. of Turlock	S	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-120.83089	37.46654
101	<a href="#">Gaviota</a>  Closed Daily from 9:00 a.m. to 3:00 p.m. for Rock Net Clearing	At S. end of Gaviota Tunnel	N	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-120.22907	34.48515
101	<a href="#">Gaviota</a>	At S. end of Gaviota Tunnel	S	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-120.22907	34.48515
101	<a href="#">Camp Roberts</a>	8.5 mi. N. of San Miguel	N	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-120.75947	35.82838
101	<a href="#">Camp Roberts</a>	8.5 mi. N. of San Miguel	S	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-120.77211	35.85174
101	<a href="#">Trinidad</a>	0.9 mi. S. Patricks Pt. U.C.	N	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	-124.15081	41.12515
101	<a href="#">Trinidad</a>	3.1 mi. S. of Patricks Pt. U.C.	S	Yes	Yes	Yes	Yes	Yes	No	No	Yes	-124.15018	41.09215

Route	Rest_Area	Loc	Dir	Rest Room	Water	Picnic Tables	Phone	Handicap - Access	RV Station	Vending	Pet Area	Longitude	Latitude
101	<a href="#">H. Dana Bower</a>	North end of Golden Gate Bridge	N	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-122.48482	37.83576
101	<a href="#">Empire Camp</a>	2.5 mi. S. of Cummings	N	Yes	Yes	Yes	Yes	Yes	No	No	Yes	-123.59578	39.82667
101	<a href="#">Irvine Lodge</a>	7.9 mi. S. of Laytonville	N	Yes	Yes	Yes	Yes	Yes	No	No	Yes	-123.44490	39.58317
101	<a href="#">Moss Cove</a>	10.5 mi. S. of Laytonville	S	Yes	Yes	Yes	Yes	Yes	No	No	Yes	-123.42499	39.55072
111	<a href="#">Two Rivers</a>	2.5 mi. S. of Calipatria	N & S	Yes	Yes	Yes	Yes	Yes	No	No	Yes	-115.52324	33.08172
199	<a href="#">Collier Tunnel</a>	3 mi. S. of Oregon State Line	N & S	Yes	Yes	Yes	Yes	Yes	No	No	Yes	-123.74719	41.96670
280	<a href="#">Crystal Springs</a> Closed until Fall 2010 for rebuilding	Near San Francisco Reservoir	N	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-122.36744	37.54151
299	<a href="#">Hillcrest</a>	3.9 mi. E. of Montgomery Creek	E & W	Yes	Yes	Yes	No	Yes	No	Yes	Yes	-121.89173	40.86488



299	<a href="#">Francis B.Mathews</a>	3 mi. E. of Salyer	E & W	Yes	Yes	Yes	No	Yes	Yes	No	Yes	-123.54632	40.88344
Rte	Rest_Area	Loc	Dir	Rest Room	Water	Picnic Tables	Phone	Handicap - capped Access	RV Station	Vending	Pet Area	Longitude	Latitude
299	<a href="#">Moon Lim Lee</a>	5 mi. E. of Weaver ville	E	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-122.94389	40.66802
395	<a href="#">Coso Junction</a>	17 mi. S. of Jct. Rte. 395/190	N & S	Yes	Yes	Yes	Yes	Yes	No	No	Yes	-117.94637	36.04327
395	<a href="#">Division Creek</a>	10 mi. N. of Independence	N & S	Yes	Yes	Yes	Yes	Yes	No	No	Yes	-118.23994	36.94572
395	<a href="#">Crestview</a> Closed for rebuilding until August 10, 2010	6.4 mi. N. of Jct. 203	N & S	Yes	Yes	Yes	Yes	Yes	No	No	Yes	-118.96532	37.72869
395	<a href="#">Honey Lake</a>	7.7 mi. N. of Milford	N & S	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	-120.46804	40.25785
395	<a href="#">Secret Valley</a>	12 mi. S. of Ravendale	N & S	Yes	Yes	Yes	No	Yes	No	Yes	Yes	-120.25412	40.64017

## LINKS

<http://www.us-101.com/index.html>

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