

SALT MISSIONS TRAIL SCENIC BYWAY CORRIDOR MANAGEMENT PLAN UPDATE

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SALT MISSIONS TRAIL SCENIC BYWAY CORRIDOR MANAGEMENT PLAN UPDATE

This Update to the Salt Missions Trail Scenic Byway Corridor Management Plan provides a description of the communities, cultures, and landscapes along the Salt Missions Trail Scenic Byway and lays out a vision for bringing those communities together to enjoy and share their cultures with each other and visitors from the rest of the State and nation. The general focus of this plan is to enhance and protect the cultural and natural resources of the Byway. This Plan identifies the following goals for accomplishing this vision.

- Goal A. Community History and Cultures shared in a way that informs residents and visitors, honors the past, and serves as an economic development driver
- Goal B. Local Cultures Retained, Promoted, and Communicated
- Goal C. Historic Resource Protection
- Goal D. Interpretative Way-Finding and Informational System
- Goal E. Effective Marketing and Publicizing of Trail and Events
- Goal F. Sustainable Byway Funding

The Plan also identifies a number of strategies for achieving those goals. These strategies range from a Pan-Byway Celebration of Cultures to the initiation of a Speaker's Bureau on topics relevant to the Byway cultures, archaeology, and history. Projects identified to be implemented in the near term focus on creating a memorable marketing "brand" for the Byway and implementing that brand in a new map for the Byway and the first phase of a comprehensive way-finding and signage system for the Salt Missions Trail Scenic Byway.

I. BACKGROUND

A. Description of Byway

The 150-mile Salt Missions Trail Scenic Byway lies within three counties in the east central part of New Mexico (see map). The Byway runs along an historic, winding wagon road from the Village of Tijeras in the mountain pass to Albuquerque, through the Spanish land grant towns of the Manzanita and Manzano Mountains, follows the prehistoric trade route of the Salinas Pueblo Missions, and skirts the abandoned railroad right-of-way along the edge of the Estancia Basin's salt lakes and prairie. It closes the loop by following a 24 mile segment of the major transcontinental highway, Historic Route 66, back to the Village of Tijeras. A 25-1/2 mile extension on the southern end connects the Gran Quivera National Park site to the loop portion of the Byway.

Salt Missions Trail



Figure 1 Salt Missions Trail Scenic Byway map



The route of the Byway offers a variety of visual, educational, and recreational experiences as it loops through the open and expansive agricultural landscapes of the Estancia basin, passes by the remnant dunes that mark the edges of the Salt Lakes (Las Salinas); winds along the eastern slopes of the Manzano and Manzanita Mountains through the traditional mountain communities and the Cibola National Forest; provides access to the three Salt Missions as well as the Tijeras Pueblo Archaeological Site; and traverses one of the original Route 66 communities as well as a scenic mountainous portion of Old Route 66.

Traveling the Byway offers a unique opportunity to explore the relationships that diverse cultures have forged over hundreds of years with each other and the surrounding landscape. An interconnected web of visible artifacts, recorded histories, and living traditions reveal how people have adapted and worked together to meet the challenges of life in an environment where resources are limited. Current cultural events and educational opportunities provide an opportunity to participate in the protection and enhancement of authentic community histories and cultures.

B. Purpose of the Plan

The Salt Missions Trail Scenic Byway was created to generate a sense of regional community, increase opportunities for economic development, and spur preservation of appropriate historic and cultural resources in the area. Byway designation was intended to promote the improvement and development of facilities and programs along the route. The purpose of this Corridor Management Plan Update is to serve as a guide for future development and management to preserve the special character of the Salt Missions Trail Scenic Byway and to identify activities and projects that can be carried out to that end.

C. Planning Process

The Corridor Management Plan for the Salt Missions Trail Scenic Byway was originally developed in 1998 with funds provided by the New Mexico Department of Transportation. In late 2010, the Mid-Region Council of Governments (MRCOG), a regional planning organization in central New Mexico, received a grant from the Federal Scenic Byway Program to update the Plan and to assist in redevelopment of the Salt Missions Trail Scenic Byway Organization. This updated plan is the result of that effort.

The planning process included the following components:

- a. **Introductory Community Presentations:** MRCOG's initial work involved raising awareness of the Salt Missions Trail Scenic Byway and inviting community groups to participate in the planning effort and in the new Byway Organization. Loretta Tollefson, MRCOG project manager, made presentations to the municipalities along the Byway, the Torrance County Commission, and several citizen organizations. MRCOG also hired Tim Karpoff and Associates to provide a more detailed analysis of the organizational



needs and to propose a process for reestablishing the Byway organization and developing a detailed list of proposed projects.

- b. **Byway Planning Committee Formation:** Mr. Karpoff and Associates followed up the initial presentations with one-on-one interviews, small group meetings, and presentations to additional groups, with the objective of forming a Byway Planning Committee with broad-based community representation. Specifically, the interviews and presentations were designed to establish good working relationships across a diverse set of communities; explain the objectives and responsibilities of participating in the planning process; and invite groups to designate representatives to participate in the Planning Committee.

Groups invited to participate in the planning process included:

- Chilili Land Grant
- Town of Edgewood
- Town of Estancia
- Estancia Valley Economic Development Association
- Friends of Tijeras Pueblo
- Manzano Land Grant
- City of Moriarty
- Moriarty Chamber of Commerce
- Moriarty Historical Society
- Town of Mountainair
- Mountainair Chamber of Commerce
- Single-Action Shooting Society
- Tajiue Land Grant
- Torrance County Archaeological Society
- Village of Tijeras
- Village of Willard
- USDA Cibola National Forest, Tijeras Ranger Station

The interviews and presentations resulted in fifteen individuals interested in directly participating in the Planning Committee and others asking to be kept a mailing list detailing the Planning Committee's progress.

- c. **Facilitated Byway Planning Committee Meetings.** Beginning with an organizational meeting in late March, the Byway Planning Committee met monthly from March through September 2011, except for July. Attendance varied between seven and twelve people. Facilitation and ongoing communication with committee members was provided by Karpoff and Associates. Meetings covered the following topics in an orderly flow to assure successful completion of the Corridor Plan:



March	Organizational Meeting: Plan requirements, roles, responsibilities
April	Design of Five-Year Goals
May	Review of Precedent Examples; Discussion of Specific Project Ideas
June	Project Prioritization; Organizational Structure Discussion
August	Corridor Plan Narrative; Project Proposal Development
September	Review of the Draft Corridor Plan

Specific meeting agendas were sent to all committee members, and committee members were contacted by phone ahead of each meeting. Meeting minutes were distributed after each meeting. Meeting venues rotated each month to a different community. In addition, the facilitators and committee members worked together to provide refreshments; in one case, the mayor of Estancia hosted a fajita cookout.

- d. **Development of Plan Narrative and Project Proposal Drafts.** The Planning Committee designed clear goals, provided historical information about the Byway and its communities, identified specific projects, and recommended an organizational structure. Their work was supported by Ms. Tollefson drafting a revised plan and asking for specific additions and corrections. In addition to identifying potential projects, the Committee went to the next step by outlining project proposals for priority projects in order to move closer to securing funding and expediting implementation of the plan.
- e. **Review and Approval Process.** Public meetings to receive comments on the draft CMP and to highlight opportunities along the corridor were held from 6 to 7:30 p.m. on:
 - o Wednesday, November 9 at Dr. Saul Community Center in Mountainair
 - o Tuesday, November 15 at Edgewood Community Center
 - o Thursday, November 17 at Estancia Community Center

Following the public comment period, which ended November 30, the document was refined and prepared for distribution to the local governing bodies (the municipalities and Counties). In early 2012, these bodies were requested to formally accept the results of this effort. Following these actions, the Salt Missions Trail Scenic Byway Organization Committee was convened and requested to initiate a short-term strategy for implementing the initial project list.

Following local government acceptance, this document and maps, along with a related Executive Summary, were printed and distributed to each of the communities along the Byway, as well as to members of the Salt Missions Trail Scenic Byway Organization Committee. The Mid-Region Council of Governments is committed to providing assistance to the organization as it continues its work.



II. GOALS AND OBJECTIVES

The general focus of this plan is to enhance and protect the cultural and natural resources of the Byway. The vision statement of this plan is “to protect and enhance authentic community histories and cultures.”

Major strategic goals for the Byway and outcomes for those goals are listed below.

A. Goal: Share Community History and Cultures in a way that informs residents and visitors, honors the past, and serves as an economic development driver

Activities related to this goal will bring communities throughout the Byway together in events for all ages. When these events are advertised outside of the immediate area of the Byway, visitors will be interested in attending events, and more jobs will be created due to the increased visitation.

B. Goal: Retain, Promote and Communicate Local Cultures

The intent of this goal is to motivate people, especially youth, along the Byway to learn more about their culture and history and to actively participate in the retention of that culture. Two primary activities to attain this goal will be the dissemination of accurate historical information through publication of historical data and a program focused on the retention of regional Spanish dialects.

C. Goal: Historic Resource Protection

The purpose of this goal is to protect the historic resources along the Byway. The Salt Missions Trail has a myriad of significant resources along its route. These resources will attract the Byway traveler and are critical to the retention and communication of local histories and cultures. The protection of the Byway’s special places will enhance their value to the local communities and visitors alike and the interpretation of these resources will help foster an appreciation for both the history and physical qualities of the area.

D. Goal: Interpretative Way-Finding and Information System

This goal is designed to provide a set of effective way-finding tools for visitors that will not only inform visitors of their location along the Byway, but will also serve as a means of disseminating accurate historical information and inform visitors of the variety of experiences along the Byway.

E. Goal: Effective Marketing and Publicizing of Trail and Events

This goal is focused on informing potential visitors of the Byway’s intrinsic values as well as events along the Byway, with the intent of increasing overall visitation. This increased visitation will enhance the economic well-being of residents and businesses along the Byway.



F. Goal: Sustainable Byway Funding

The purpose of this goal is to identify ongoing sources of funding that will provide for a baseline effort for projects on and promotion of the Byway as well as match amounts for grant funding opportunities.

III. BYWAY INVENTORY AND ANALYSIS

The National Scenic Byways Program has identified six types of special resources that might be encountered along a roadway. These include archaeological, cultural, historical, natural, recreational, and scenic resources. Because these resources serve as magnets to draw visitors to a designated Byway, they have been referred to as Byway Intrinsic Qualities.

An inventory of the resources found along the Salt Missions Trail Scenic Byway reveals that the area's rich environmental and cultural history is readily evident using the Intrinsic Qualities approach established by the Federal Highway Administration (FHWA) Interim Policy regarding Scenic Byways.¹ Significant resources are available in each of the six intrinsic quality categories, as described below. It should be noted that it is the interconnectedness of these resources that define the area's overall character or "sense of place," which will be described in the following section on Byway Interpretation.

A. Scenic Qualities

The identification of an area's scenic quality is much more subjective than the identification of other intrinsic qualities. The FHWA Scenic Byways Program defines scenic resources as follows:

This resource offers a heightened visual experience derived from the view of natural and manmade elements of the visual environment of the scenic Byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and most memorable visual experience. All elements of the landscape—landform, water, vegetation, and manmade development—contribute to the quality of the corridor's visual environment. Everything present is in harmony and shares in the intrinsic qualities.²

Along the western edge of the Salt Missions Trail Scenic Byway the landforms associated with the mountains, as well as the traditional building styles of the mountain communities, provide the traveler with memorable visual experiences. As the Byway winds along the narrow mountain right-of-way, the traveler experiences views of ponderosa covered hillsides intermixed with open grassy meadows and tightly clustered historic settlements.

¹ Federal Highway Administration Interim Policy. May 18, 1995

² Ibid.



As the traveler moves eastward along the Byway from Mountainair towards Willard, the landscape opens up into the broad sweeping plains of the Estancia Valley. This area is characterized by its expansive views and vistas across the flat plain back toward the mountains to the northwest and to the sculptural beauty of Chupadera Mesa to the south.

Heading north on NM 41 from Willard, the Byway traveler is provided glimpses to the east of the dunes and ridges associated with Las Salinas, the ancient salt lake. To the west are dramatic panoramic views of expansive agricultural fields dotted with occasional windmills and rugged mountains beyond. Continuing north along the Byway the traveler experiences the rhythm established by the verticality of the wooden fence posts that line both sides of the linear highway as well as a variety of visual patterns, colors, and textures created by the crops in the surrounding agricultural fields.

Also of visual interest are the rows of closely planted trees—generally elms—used as wind screens for the fields and the dispersed dwellings in the flat open landscape that characterizes the Estancia Valley. An alley of large elms line the highway as it passes through the northern end of the town of Estancia and creates an attractive landscape as travelers pass through this small town.

While the Byway corridor located between McIntosh and Moriarty provides a few scenic views westward towards the mountains, there is a growing loss of agricultural land as the landscape is actively subdivided into a mix of residential and commercial development. Scenic views then change to wooded hillsides along the old Route 66 section of the Byway that links Moriarty and Tijeras.

B. Natural Qualities

The federal Scenic Byways Program defines “natural qualities” associated with Byways as follows:

Those features of the visual environment that are in a relatively undisturbed state. These features predate the arrival of human populations and may include geological formations, fossils, landform, water bodies, vegetation, and wildlife. There may be evidence of human activity, but the natural features reveal minimal disturbances.³

Within the area of the Salt Missions Trail Scenic Byway the majority of the landscape reflects the cultural activities of the people who settled there, especially those who moved into the area within the last hundred years. There are, however, some natural resources found along the Byway that will serve to enhance the experience of those who travel its route. On a large scale these include the salt lakes and the Manzano and Manzanita Mountains. During the last Ice Age a fresh water lake covered an area in what is now the Estancia Valley about 40 miles

³ Federal Highway Administration Interim Policy. May 18, 1995.



long by 20 miles wide. Numerous ponds, or playas, and other associated features such as beach ridges, spits, and sand bars mark the margins of this ancient lake. The playas were created by the wind cutting into the old lake sediments. As the waters retreated, at least one of the playas remaining contained high quality salt, while many of the others contained high quality gypsum. Highway US60 passes through the exposed remains of the ancient lake bed. Although salt from the playa had been collected for centuries, these activities have not detracted from the natural quality of the salt lakes. The entire salt lakes area is in private ownership and access is restricted, although there are several points along the Byway that provide excellent view of this amazing natural resource.

Within the Manzano and Manzanita Mountains there are numerous natural resource areas that lie within either the Manzano State Park boundaries or the Cibola National Forest. Both provide the visitor with hiking trails as well as camping and picnic areas. There is also a variety of natural resources to enjoy within the National Forest lands including raptor viewing areas, natural springs, and hiking trails that lead the visitor through ponderosa pine forests.

C. Historic Qualities

The federal Scenic Byways Program defines “historic quality” as follows:

Historic quality encompasses legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or manmade, that are of such historic significance that they educate the viewer and stir an appreciation of the past. The historic elements reflect the actions of people and may include buildings, settlement patterns, and other examples of human activity. Historic features can be inventoried, mapped, and interpreted. They possess integrity of location, design, setting, material, workmanship, feeling, and association.⁴

The historic resources associated with the Salt Missions Trail Scenic Byway are numerous and varied and are closely linked with the Byway’s archaeological, cultural, and scenic resources. The historic resources identified during the preliminary inventory reflect the settlement history of the area and reveal how three cultures have adapted to and utilized the unique environments of the Salinas area.

While the settlement patterns of the Pueblo, Spanish, and Anglo-American settlers provide fascinating study for the historian and Byway traveler alike, it is the more tangible features like buildings or structures that the average tourist seeks to experience and photograph, sketch, or paint. Each of the major periods of settlement history for the area are represented by a variety of buildings and structures.

⁴ Ibid.



Pueblo Period

The Salt Missions Trail Scenic Byway is titled “salt missions” due to the importance of the salty deposits that occur naturally in the numerous playas of ancient Lake Estancia in the Estancia Valley. These deposits were a critical resource and trading element for the residents of the pueblos and continued to be important to the economy of the area following the end of the pueblo and then the Spanish period. Access to the salt lakes is complicated by the fact that they are all located on private lands, although portions are easily observed from various points along the Byway.

The early Pueblo period is represented along the Byway by the ruins and petroglyphs at the Las Humanas (Gran Quivera), Abo, and Quarai sites and by the Tijeras Pueblo Archaeological Site, which is under the management and care of the USDA Cibola National Forest Service Sandia Ranger Station in Tijeras. Although there were several other pueblo sites within the area, these are the four locations that are open for the general public to experience. Three are under the management and care of the National Park Service: Las Humanas, Abo, and Quarai being the key elements of the Salinas Pueblo Missions National Monument. These three locations provide a transition from learning about the Pueblo period to experiencing the buildings remaining from the Spanish period, as each site houses a pueblo archaeological site on which only the Spanish-era church remains.

Spanish Period

The Spanish period is not only represented by the ruins of the Spanish missions at Abo, Quarai, and Las Humanas (Gran Quivera) but also by the layout of some of the early Mountain villages such as Manzano and a few of the buildings and structures found within these communities. Along the mountain portion of the Scenic Byway lie the traditional Hispanic land grant communities of Manzano, Torreon, Tajique, and Chilili. These historic land-based communities date back to the first quarter of the nineteenth century and trace their history to land granted by the King of Spain, which included communal lands for grazing cattle and harvesting fuel and food. Ownership of land in colonial New Mexico almost always derived from a grant of land given by a Spanish official to an individual or to a community of people. Originally, the land was claimed by the Spanish monarchs. Land grants were made as rewards for service to the crown or to encourage new settlements. Spanish law in the 1700’s required that the settlers live on the land and farm it for four years before the land became officially theirs. Much of the land was held in common for grazing by the community’s livestock. The Land Grant Communities are registered with the State of New Mexico and hold a special status as to land ownership and use. Their inhabitants value both their traditional lifestyles and their privacy.



These communities developed as palisaded villages with jacal⁵ structures made from locally available building materials such as timber from the surrounding forests, adobe from the valley floor, and stone from the abandoned mission buildings. The narrow two-lane road that winds through these communities is approximately the same road that was used to freight wagon loads of supplies between the Rio Grande Valley and the early pueblos and Spanish missions of the Salinas area.⁶ The community acequia (irrigation) system is another landscape feature that typifies these agricultural communities, along with their dependence on the timber and other products of the surrounding forest lands.

The community of Manzano was established around 1815 in the vicinity of the ruins of Dona Maria Salazar's ranch headquarters, which was established in the mid-seventeenth century.⁷ The town was originally designed as an enclosed fortified village with a central plaza. However, the addition of new buildings and the loss of old ones makes it difficult to identify the old central plaza design. The land grant request for the town of Manzano was made to the Spanish Crown in 1787 but was not granted until 1823. While the grant was made in the Mexican Period, the Mexican government acknowledged that the grant was made by the Spanish crown. Punta de Agua, which is only one mile east of Quarai, also resides within the Manzano Land Grant, although it was not founded until after 1850. Ivey states that Punta de Agua "was established between 1850 and 1860, probably in the ruins of client farmer houses built in 1820 to 1830 and soon became the center of development for the valley."⁸

The land grant for Torreon was established during the Spanish Period and dates to 1819. This Spanish settlement grew around the hacienda of Joseph Nieto, who served as the last magistrate of the Salinas area before it was abandoned.⁹

Two and a half miles to the north of Torreon is the community of Tajique. Tajique was built upon the ruins of an early pueblo. This is the site of the early Mission of San Miguel de Tajique established in 1629 and the administrative headquarters of the Salinas Jurisdiction Civil District. The land grant for the Town of Tajique was established during the Mexican period and dates to 1834.

⁵Jacal construction refers to the setting of vertical pieces of wood in the ground and filling between them with mud. The vertical poles are set at short intervals, covered with brush, and then coated with a layer of adobe plaster.

⁶Ivey, Jake. Tour G: Salinas Pueblo Missions National Historical Park in Driving Tours of Northern New Mexico. Compiled for the 1991 VAF Conference by Boyd C. Pratt and Chris Wilson.

⁷Ibid.

⁸Ivey, James. *In the Midst of Loneliness—The Architectural History of the Salinas Missions*. Salinas Pueblo Missions National Monument Historic Structure Report. Southwest Cultural Resources Center, Professional Papers No. 15. Santa Fe, New Mexico. p 277.

⁹Ivey, Jake. Tour G: Salinas Pueblo Missions National Historical Park in Driving Tours of Northern New Mexico. Compiled for the 1991 VAF Conference by Boyd C. Pratt and Chris Wilson.



The Chilili Land Grant also contains an early pueblo, dating to about A.D. 1300. By the early seventeenth century Fray Alonso de Peinado had established the first Spanish mission in the Salinas area at the Chilili site. La Natividad de Nuestra Senora de Chilili was established in 1613 or 1614. As with the other Salinas area pueblos and missions, Chilili was abandoned during the late seventeenth century as a result of the devastating famine and the Apache wars that plagued the area. The present community was established by Spanish settlers during the first quarter of the nineteenth century. Several years later, in 1841, the grant for the Town of Chilili was established as a Mexican land grant. Although the present town sits upon the ruins of the early pueblo, the remains of the early occupation are not readily evident to the passerby.

The Village of Escobosa is also located within the Chilili Land Grant. The name is derived from the Spanish word *escobas*, meaning “broom grass.” The area was homesteaded by a group of brothers from the Mora family in the late nineteenth century. The stone Church of San Isidro Labrador was built in the early 1930’s as a community effort, with each family hauling in five wagon-loads of rock to construct it. Dances were held to raise money for the lumber to roof the building. Crops ranging from pumpkins, oats, and pinto beans were grown in the area, while firewood was exported to Albuquerque and Isleta Pueblo for sale. At least two sawmills operated in the village during the first half of the twentieth century.

The narrow, winding road that connects these villages follows the route of the early wagon road that linked the seventeenth century pueblos to the Spanish missions of the area. Even some of the villages’ agricultural field patterns and acequia systems may date back to the early Spanish settlement period, although they have understandably been modified over the years. Many of the adobe buildings, cemeteries, fenced fields, and gardens date to the nineteenth century and continue to be utilized to the present day.

There is also a variety of small scale features found throughout these historic communities that portray a “sense of the past” in the present. These include old advertisement signage such as that found on the old store in Torreon, antique farm machinery scattered throughout the landscape, and old fences and gates. There are even some historic fruit (predominantly apple) trees growing in small orchards within these villages that date back centuries. The very mountains in which these villages reside take their name from these orchards—*manzanos* means “apple trees.”

Ranching and Railroad Period

The history of the first American farmers and ranchers in the area is tied closely to open range cattle grazing and dry-land farming. This gave the area the title of “Pinto Bean Capital of the World.” The development of the Atchison, Topeka and Santa Fe Railroad led to the establishment of the area’s railroad communities—Moriarty, McIntosh, Estancia, Willard, and Mountainair. This period of settlement is represented by numerous historic resources, including the abandoned rail line of the Santa Fe Central Railroad (later the New Mexico Central) and its assemblage of engineered features. There is a variety of historic buildings and sites within each



of the old railroad communities (a few of which are already listed on the National Register of Historic Places or the State Historic Register—see Appendix A) and a range of resources associated with the agricultural development and history of the area.

The following material describes some of the historic resources identified as significant with regard to the late nineteenth to early twentieth century homesteading, ranching, and farming activities within the Estancia Valley and Tijeras Canyon. A brief history of the various communities is presented and then the historic properties are identified. All of the properties identified as potentially significant are in private ownership and the existing conditions range from fair to good unless otherwise noted.

Mountainair. As early as 1901, in anticipation of the building of the Atchison, Topeka and Santa Fe railway's Belen Cut-off, John Corbett and his friend E.C. Manning selected the town site for Mountainair. In 1902 the town was established and boasted its first general store. A delay in the building of the Belen Cut-off slowed the growth and development of the town for a few years but by 1906 there was a drug store, barber shop, hardware store, and blacksmith, and in 1908 the Santa Fe Railway built the depot. The Belen Cut-off had been constructed by the Atchison, Topeka and Santa Fe Railway as an alternate, shorter route to replace the Raton Route. It became the primary east-west Atchison, Topeka and Santa Fe route through New Mexico.

Of the communities along the Salt Mission Trail, Mountainair has the most intact historic main street, with several of its buildings dating to the early twentieth century. Within the Mountainair area there are three properties listed on the National Register of Historic Places. These are the Shaffer Hotel, the Dr. Saul Community Center, and nearby Rancho Bonito. These three properties are also listed on the State Register of Historic Places along with the Atchison, Topeka and Santa Fe Railway depot. It seems likely that additional research and documentation would result in the depot's eligibility for listing on the National Register.

Additional research and documentation for the entire Main Street business district might result in the creation of an historic district for listing on either the State or National Register. Documentation for the potential district would identify the various historic buildings along Main Street that contribute to the historic significance of the area. In addition to the historic buildings along Main Street, a preliminary inventory has identified the Mountain Aire Lodge, two bean warehouses, and the Masonic Lodge building as historic properties that additional research may show to be potentially eligible for inclusion on either the State or National Register.

The Mountain Aire Lodge is presently not in use. However, the current owner may be interested in making improvements and possibly rehabilitating the complex. The exterior of the Lodge buildings is fair and the interior condition is unknown. While the condition of the bean warehouses is good, their future is currently unknown. The owner of one of the buildings is



interested in identifying some possible rehabilitation approaches that would allow him to utilize the interior space of the building yet leave the exterior intact.

Willard. Willard was established in 1902 and in 1903 became a station on the Santa Fe Central Railroad. Willard was soon a bustling community complete with railroad depot, livery stable, blacksmith shop, drug store, three hotels, post office, and weekly newspaper—the Willard *Record*. By 1905 the town had the county’s first bank, the Torrance County Savings Bank. Willard was an important stop along the roadway, as it was situated at the intersection of two rail lines, the New Mexico Central line running south from Lamy (formerly known as the Santa Fe Central) and the Atchison, Topeka and Santa Fe transcontinental line that was created by the Belen Cut-Off and carried the majority of the rail traffic through town. The town served the railroad as a coaling and watering station. The coal chute was west of town and the pump station was located east of town. There was even an *embarcadero* (shipping wharf or pier) east of town on the New Mexico Central Railroad.¹⁰

Like so many communities, with the construction of US60, Willard’s business district moved north away from the railroad to grow along the highway. The historic townscape with its myriad buildings and structures—including paved sidewalks and streetlights—no longer exists. The community is now a small “whistle stop” with its flashing yellow traffic light, café, and handful of buildings and residences. There are no historic properties currently listed on either the State Historic Register or the National Register of Historic Places.

It is possible that with additional research and documentation the community’s historic church—Our Lady of Sorrow Catholic Church—built in 1913, will be eligible for the State Register of Historic Places. The church appears to be well maintained.

Estancia. Estancia was established in 1902 as a supply depot for the railroad. It is now the Torrance county seat. The natural fresh-water spring found in the area provided the water needed for the early steam locomotives. In Spanish the word *estancia* refers to homesteads; however, in this usage it carries the meaning of “resting place,” as early travelers would stop to take advantage of the spring and its lake. The lake is now the focus of the town park, which was created in 1935 by the Civilian Conservation Corps (CCC). An outstanding feature of this park is the extensive stone work surrounding the lake that is typical of CCC parks of this era. This park and its lake have potential for listing as an historic property.

Within the Estancia area there is one historic property listed on the State Register of Historic Places: the Berkshire Hotel. No historic properties are listed on the National Register of Historic Places. It should be noted that the owners of the Berkshire Hotel have placed a stucco finish

¹⁰ Torrance County Historical Society. Torrance County History. n.d.



over the exterior of the two story brick building and, as a result, have affected the character and architectural integrity of the historic building.

It is possible that additional research focused on the historic layout of the town of Estancia may reveal that the design of the town has historic significance in itself and may be worthy of inclusion on either the State or National Register.

Several other historic properties that potentially have historic significance with regard to the settlement and agricultural history of the area have been identified in Estancia. These include a possible Sears and Roebuck catalog house, bean packing and storage warehouses along the railroad tracks, the Methodist church, the local newspaper office, and the Van Stone School. All of these are located within the town limits. The Sears and Roebuck house is currently abandoned and appears to be in a deteriorated condition. A close examination of this building is not possible, as it is located within a fenced area and is private property. The bean packing and storage warehouses appear from the outside to be in fair condition. However, they are in need of maintenance and repair. The local newspaper office is owned by the publisher, who has expressed interest in having the building placed on the State Register.

On the outskirts of town are historic agricultural landscapes featuring old bean sheds, windmills, and fields with crops of beans, pumpkins, and alfalfa. Features associated with ranching are also part of the landscape history of the Valley that can help tell of the area's settlement and agricultural history. These include several of the fenced pastures, corrals, and stock tanks. Older bean sheds are in disrepair. Most of the other agricultural features that continue to be utilized are in fair to good condition. The overall acreage utilized for agricultural purposes within the Estancia Valley seems to be decreasing on a yearly basis. The retention of the existing agricultural lands is essential to the preservation of both the agricultural landscape and lifestyle and to the scenic quality of the Byway experience through the Valley.

Witt. The small community of Witt was established a few miles north of Estancia in 1930—later than the other towns and communities located along the rail line—for the sole purpose of serving a plant which produced and shipped dry ice. A supply of CO₂ gas was found while wildcat drilling operations were underway in the area. The Stewart-Warner Corporation developed the process of compressing the gas into a liquid and then releasing the pressure to create a 'snow' that could be compressed into blocks of dry ice. A spur line was run off the main rail line to accommodate the plant's shipping needs. The ice plant closed in the late 1940's when the company relocated. The company houses may still exist but were not located during the preliminary Byway inventory process. No additional information is currently available.

McIntosh. McIntosh was established in the early 1900's as one of the many railroad communities along the Santa Fe Central (later New Mexico Central) rail line. Today's passerby would be hard pressed to know that this tiny way stop along the Salt Missions Trail Scenic Byway was once a bustling town complete with a variety of support and service buildings



including a railroad depot, post office, hotels, blacksmith shop, and general store. No historic properties in McIntosh are currently listed on either the State or National Register of Historic Places.

Moriarty. Modern Moriarty sits at the junction of State Highway 41 and Historic Route 66, serving as a gateway for the Salt Missions Trails Scenic Byway from Interstate 40. A few hardy homesteaders settled close to the present site of Moriarty in 1887. Michael Timothy Moriarty, diagnosed with tuberculosis, came to New Mexico, like so many others, on the advice of his doctor. He soon sent for his family and started a sheep ranching operation. In 1902 an impressive town site was laid out east of Mr. Moriarty's ranch.¹¹ By 1905 the town had a bakery, general store, grocery, bicycle repair shop, barber shop, and livery.

Then the Central New Mexico Railway came through town on its way to Santa Fe. A small village of cottages and bungalows straddled the tracks. Some of these structures still remain. It was this railroad that would help make the Estancia Valley the "Pinto Bean Capital of the World." Beans grown through the dry land method (without irrigation) and then shipped on the railroad were the main export of the valley for almost fifty years.

With the building of Route 66, or the Mother Road, north of the railroad village, the business district of Moriarty moved north to the east-west highway. Examples of the roadside architecture developed for the mid-century automobile traveler can still be found along Historic Route 66.

Within the Moriarty area there are two properties currently listed on the National Register of Historic Places. However, one of these—the Eclipse Windmill—has been demolished and should be removed from the register. The other property is the Green Evans "Whiteway" Garage that is associated with Historic Route 66. No properties are currently listed on the State Register of Historic Places. A segment of Historic 66 runs through the town and continues to be an important transportation corridor as well as an attraction to travelers who choose to traverse the historic route.

Other properties in the Moriarty area may have historic significance with regard to the settlement history of the Estancia Valley and may therefore be potentially eligible for inclusion on either the State or National Register. One of these is the Moriarty ranch house and associated homestead property.¹² If the owners agree, it should be evaluated for possible inclusion on either the State or National Register of Historic Places. There are other privately-owned buildings, such as the Catholic Church, that hold historic and cultural significance. These might also be eligible for either State or National Registry. Additional research on the historic

¹¹ Myrick, David F. *New Mexico's Railroads-A Historical Survey*. University of New Mexico Press, Albuquerque, NM, 1970.

¹² Torrance County Historical Society. *Torrance County History*. n.d.



layout of the town may reveal that the design of the town itself has historic significance and might be worthy of inclusion on either the State or National Register.

Edgewood. Edgewood is appropriately named, as it is situated where the forested areas of the Sandia Mountains meet the grasslands of the Estancia basin. The Estancia Basin is a large enclosed valley that drains to the central area where the salt lakes are located. Homesteaders moving into the American West created the initial settlements that grew into what is now the town of Edgewood. Taking advantage of the federal Homestead Act, pioneer families obtained land claims and began farming and ranching in the Edgewood area during the late nineteenth and early twentieth centuries. These families still maintain deep roots in the community. Edgewood was also well-placed along major transportation routes, as a stop on the New Mexico Central Railway from Lamy to Torrance in the early twentieth Century, as a rest stop on the westward travel routes through the Tijeras Pass, and, after 1938, as a stop on the re-routed Route 66. Although subsistence farming prevailed during the earlier settlement period, dry-land pinto bean farming became the major cash crop in the 1920's, as it did throughout the Estancia Valley. The 1930's and 1940's were peak years for the industry, but a major drought during the 1950's destroyed this economic base. However, in spite of the drought Edgewood, situated as it was on the fringe of the Valley where the natural resources of the woodlands and forests of the mountains meet, continued to attract residents who were in search of a rural or pastoral way of life. Edgewood was formally incorporated as a town in 1999.

Tijeras. Nestled at the base of the Sandia Mountains where two canyons meet, the Village of Tijeras is located only a few miles east of Albuquerque off Interstate 40 and provides the point at which the Salt Missions Trail Scenic Byway connects to the Turquoise Trail Scenic Byway. The Village also hosts the Cibola National Forest offices, which provide the access point to the Tijeras Pueblo Archaeological Site and the activities of the Friends of Tijeras Pueblo. Tijeras, meaning "scissors" in Spanish, was so named because the major roads, north-south and east-west, came together there like a scissors. The Village of Tijeras is a very old community, rich in culture. Excavation of the San Antonio and Tijeras Pueblos indicates that human land use in the area dates back to the 1200's. Populations shifted throughout the centuries as Hispanic and Native peoples managed the threat of aggressive nomadic raiders such as the Faraon Apache and Comanche. In its location in the Tijeras Canyon, the site lay on the path of Puebloans traveling between pueblos, gold-seeking forty-niners on their way to the California gold fields, and, in 1868, the ten-mile-long line of 7,000 Navajos newly freed from the confinement that followed the Long Walk.¹³ In 1819, Albuquerque families settled in the area and by the mid 1930's, Tijeras was one of the primary population centers on the east side of the Sandia Mountains. It was incorporated as a Village in 1973.

¹³ Smith, Mike Smith. *Towns of the Sandia Mountains*. Arcadia Publishing, San Francisco, 2006.



D. Cultural Qualities

Cultural quality is defined by the federal Scenic Byways Program policy as:

Evidence and expressions of the customs or traditions of a distinct group of people. Cultural features include, but are not limited to crafts, music, dance, rituals, festivals, speech, food, special events, vernacular architecture, etc., [and] are currently practiced. The cultural qualities of the corridor could highlight one or more significant communities and/or ethnic traditions.¹⁴

The cultural resources associated with the Salt Missions Trail Scenic Byway are many and varied. They include cultural practices from the Spanish period as well as the multi-ethnic farming and ranching period which began in the mid-nineteenth century.

Land Grant Communities. The Land Grant Communities in the Manzano Mountains are characterized by their vernacular and their Hispanic cultural traditions. These are readily evident in the architecture and landscape features as well as in the spatial organization of the communities and their treatment of community places such as cemeteries. While several of the Land Grant communities hold annual festivals and celebrations, many are religious in nature and not generally open to the public. The land grant communities continue to evolve to meet modern demands but also maintain traditional forms of communal land ownership and uses that date back several centuries. The significance of these cultural traditions, while they may not be readily visible in the surrounding landscape, can be communicated to visitors to foster a greater appreciation and respect for the distinctive aspects of life in the mountain villages. This interpretive work must be done with sensitivity to the need of the communities to protect their way of life.

Agriculture and Ranching. Other cultural qualities of the Byway include the agricultural and ranching landscapes of the Estancia Basin and the multi-ethnic families that continue to work them. These include the ranchers who historically raised sheep and now raise everything from cattle to emu and alpacas, as well as farmers who continue to grow pinto beans, pumpkins, hay, and other crops. These landscapes are characterized by broad, open agricultural fields and pasture lands, occasional windmills, corrals, and trap pasture. Linear belts of trees serve as windscreens for old, often abandoned, homestead sites as well as newer farm house complexes. The occasional bean or hay shed is still seen, some historic and others more modern, but both serving the same function for the farmers.

Although the number of acres utilized for farming continues to dwindle on an almost-yearly basis, the importance of and appreciation for the area's agricultural heritage is evident as the communities hold annual festivals to celebrate their agricultural lifestyles and the various products that they produce. The Town of Edgewood is home to Wildlife West Nature Park,

¹⁴ Federal Highway Administration Interim Policy. May 18, 1995.



which hosts an annual Harvest Festival each August as well as a Music Festival and other events throughout the year. The Town of Edgewood also sponsors a Wind Festival as well as a family-centered Run, Rally, Rock event each year. The town of Moriarty holds an annual Bean Fiesta as well as the Light Parade in December, which they coordinate to assure it does not conflict with the Light Parade held by the neighboring Town of Estancia. Estancia hosts an Old Timers event the weekend following July Fourth, the week-long County Fair in early August, and a “Punkin’ Chunkin’” event each October. The Village of Willard holds a community-wide fiesta to honor its patron saint, as do the Land Grant communities. In addition, Escobosa and Chilili host annual rodeos which are examples of the rodeos held by communities across the Byway. The Town of Mountainair celebrates its heritage with its annual Fourth of July Jubilee and its natural setting with a Sunflower Festival each August.

Folk Art. Also of interest with regard to the Byway’s cultural resources is the folk art of the area. While the beautiful tin work found decorating many of the cemeteries of the Manzano Mountain communities is intriguing and skillfully produced, travelers along the Byway should not be encouraged to disturb the privacy of these communities and their cemeteries. On the other hand, the folk art created by Pop Shaffer at the Shaffer Hotel and Rancho Bonito should be viewed and appreciated by all who pass through the town of Mountainair. Between them, the Shaffer Hotel and Rancho Bonito, which are listed as properties on the National Register of Historic Places, display the largest collection of American Folk Art in New Mexico.

E. Recreational Qualities

The federal Scenic Byways Program defines “recreational quality” as follows:

Recreational quality involves outdoor recreational activities directly associated with and dependent upon the natural and cultural elements of the corridor’s landscape. The recreational activities provide opportunities for active and passive recreational experiences. They include, but are not limited to, downhill skiing, rafting, boating, fishing, and hiking. Driving the road itself may qualify as a pleasurable recreational experience. The recreational activities may be seasonal, but the quality and importance of the recreational activities as seasonal operations must be well recognized.¹⁵

The recreational opportunities afforded the traveler along the Salt Missions Trail Scenic Byway are numerous and vary from active recreational uses to more passive activities. Along the western portion of the Byway in the area of the Manzanita and Manzano Mountains, recreational opportunities include cross-country skiing, hiking, camping, picnicking, horseback riding, and hunting. The Cibola National Forest and Manzano State Park, west of the village of Manzano, provide ample public lands for recreation.

¹⁵ Ibid.



Other public lands offering recreational opportunities along the Byway include the three units of the Salinas Pueblo Missions National Monument—Quarai, Abo and Las Humanas (Gran Quivera)—and the Tijeras Pueblo Archaeological Site. In addition to providing educational experiences through the interpretation of the National Park Service as well as the experience of USDA Forest Service natural and cultural resources, all of these sites provide the visitor with areas for hiking, picnicking, and other recreational activities.

Within the private land holdings along the Byway there are also a few campground areas, rodeo grounds, and horse riding stables. A rails-to-trails project is currently proposed for the portion of abandoned New Mexico Central Railway line between Moriarty and Estancia. This will provide approximately fifteen miles of linear trail for a variety of user groups, including bicyclists and equestrian groups. In fact, a portion of NM41 between Moriarty and Estancia has been used in the past by the United State Cycling Federation as a course for their time trials.

Other recreational opportunities are provided by the annual festivals, fairs, and fiestas held by the communities located along the Salt Missions Trail Scenic Byway.

F. Archaeological Qualities

The federal Scenic Byways Program defines “archaeological quality” as follows:

Those characteristics of the scenic Byways corridor that are physical evidence of historic or prehistoric human life or activity that are visible and capable of being inventoried and interpreted. The scenic Byway corridor’s archaeological interest, as identified through ruins, artifacts, structural elements, and other physical evidence have scientific significance that educate the viewer and stir an appreciation for the past.¹⁶

Innumerable archaeological sites have been identified and recorded within the immediate vicinity of the Salt Missions Trail Scenic Byway. These resources include the ruins, artifacts, structural remains, and other physical evidence that represent the early prehistoric through the historical period. Because of the sensitive nature of archaeological resources and the professional requirement for confidentiality with regard to site locations, only those sites that are officially interpreted and managed as established archaeological attractions are identified as part of this Plan. However, prior to developing any Byway facilities, including automobile wayside or pullouts for scenic vistas, the selected site locations should be confirmed as having no potential impacts or effects on archaeological or other significant resources. This clearance will likely involve not only a review of the State’s Archaeological Records Management files but also visual surveys of the selected sites by a qualified archaeologist.

The primary archaeological resources that are currently accessible to the public are the sites associated with the Salinas Pueblo Missions National Monument and with the Tijeras Pueblo

¹⁶ Ibid.



Archaeological Site. The Salinas Pueblo Missions National Monument is under the protection and management of the National Park Service. The Salinas Pueblo Missions National Monument includes the sites of Quarai, Abo, and Las Humanas (Gran Quivira): fourteenth century pueblos that were later developed as seventeenth century Spanish missions. The Tijeras Pueblo Archaeological Site, which was occupied from approximately A.D.1300 to A.D.1425, is under the protection of the USDA Forest Service Cibola National Forest, Sandia Ranger District.

Las Humanas (Gran Quivira) is located approximately 25 miles south of the town of Mountainair off of NM55. Although the pueblo was originally called Cueloce, the Spaniards referred to it as Las Humanas. It wasn't until the 1900's that the ruins were given the name Gran Quivira. The pueblo was built about A.D. 1000 as a large circular pueblo. As with the other pueblo sites discussed earlier, Las Humanas underwent several design and layout changes over the next several centuries. By 1400, the rooms in the circular pueblo had been abandoned for rectangular rooms constructed adjacent to the earlier structures.¹⁷ Changes in the locations and designs of the dwellings continued to occur after Spanish occupation of the site in the late 1620's. By 1634, the first church and convent, San Isidro (later dedicated as San Buenaventura) was completed. In about 1660, the construction of a second church and convent—San Buenaventura—was initiated. The large church was never completed, although the new convent was finished about the time the site was abandoned in 1672.¹⁸

Abo is located approximately six miles west of the Town of Mountainair, one mile north of US60. The initial development of the pueblo at Abo began around A.D. 1100, and the design and layout of the pueblo continued to change and expand through the next several centuries. In 1622, Fray Francisco Fonte moved to the pueblo to establish a church and convent. Design and construction of the permanent church and convent buildings began in 1623. The pueblo ruins at Abo are noted as some of the most extensive in New Mexico. The ruins of the church of San Gregori de Abo are all that is left of "one of the largest constructed during the Spanish colonial period."¹⁹ The site of Abo was abandoned in 1673 and slowly resettled by Spanish families beginning around 1800.

Quarai is located just west of Punta de Agua, approximately two miles west of NM55. The pueblo was initially developed around A.D. 1300 and underwent numerous design changes over the next three hundred years. In 1626, the Spanish decided to establish a mission at Quarai pueblo. Construction of the new church and convent—La Purisima Concepcion de Cuara—

¹⁷ Ivey, James. *In the Midst of Loneliness—The Architectural History of the Salinas Missions*. Salinas Pueblo Missions National Monument Historic Structure Report. Southwest Cultural Resources Center, Professional Papers No. 15. Santa Fe, New Mexico.

¹⁸ Ibid.

¹⁹ Ivey, Jake. Tour G: Salinas Pueblo Missions National Historical Park in Driving Tours of Northern New Mexico. Compiled for the 1991 VAF Conference by Boyd C. Pratt and Chris Wilson.



began in 1627.²⁰ Design changes continued to occur after the establishment of the Spanish Mission and likely continued until both the pueblo and mission were abandoned in 1677.

In the late seventeenth century the Apaches, formerly trading partners, intensified attacks for food and in retribution for Spanish slave raids. At the same time, there were years of wide-spread drought and famine. Recurring epidemics further decimated a population that had developed little resistance to European diseases. The Pueblos and missions were abandoned during the 1670's, and the surviving Indians went to live with cultural relatives in other pueblos.

The Tijeras Pueblo Archaeological Site is located behind the Sandia Ranger Station office one half mile south of the Tijeras Village. The Tijeras Pueblo was occupied from approximately A.D. 1300 until A.D. 1425. The site was excavated, with notable research conducted by the University of New Mexico, from 1971 through 1976. Excavation of portions of the site identified the main pueblo structure, outliers, and the great Kiva and provided numerous artifacts as well as information about the site. Upon completion of the field work the site was backfilled to protect it from the elements as well as looters. The Tijeras Pueblo Archaeological Site was registered on the National Register of Historic Places on November 17, 2005. Today visitors can walk the one-third mile self-guided interpretive sign trail through the site, which is open daily. In addition, an Interpretive Center provides a simulated archaeological dig and Learning Stations interpreting different aspects of "living with the land": stone tools, pottery, shelter, clothing, food, and so forth. A native garden is planted every spring for demonstration and educational purposes. Tijeras Pueblo artifacts are currently housed at the UNM Maxwell Museum. When the Interpretive Center exhibits are completed, artifacts will be displayed on a rotation basis. Continuing research is conducted by scholars at the Tijeras Pueblo Archaeological Site, and the Friends of Tijeras Pueblo provide lecture series, guided tours, outreach activities, Junior Archaeologist Program, and gardening with the local schools, as well as hosting various workshops.

G. Roadway Characteristics

While the entire length of the Salt Missions Trail Scenic Byway is paved, the design and character of the roadway varies greatly along the route. From Tijeras south to the area of Yrisarri, the Byway makes broad sweeping curves through the Manzanita Mountains. The modern two lane road has been designed to meet current Federal standards with wide lanes—approximately twelve feet in width—paved shoulders that measure six feet, and an abundance of guardrails. The historic character of this section of the Byway is no longer evident although many of the views provided are indeed scenic.

²⁰ Ivey, James. *In the Midst of Loneliness—The Architectural History of the Salinas Missions*. Salinas Pueblo Missions National Monument Historic Structure Report. Southwest Cultural Resources Center, Professional Papers No. 15. Santa Fe, New Mexico.



As the road passes from Ysirarri and continues south into the land grant communities of the Manzano Mountains, the lanes narrow to approximately ten feet in width with no shoulders. From this point south to Mountainair the Byway has retained its historic character. This section of the Byway follows the early wagon route that connected the numerous pueblos and Spanish missions in the Salinas area. The primary features of the Byway that are considered to be “character-defining” and should be retained include the road’s narrow lanes, the winding curves that follow the natural contours of the land, the lack of shoulders along the roadway, and the low traveling speeds—especially as the road passes through the mountain villages.

Special Aspects of Roadway and Features through Cedro Canyon

Some flavor of the historic character can be viewed in several locations in the section south of and through Cedro Canyon. Of note are short sections of Old Highway 14, which may be remains of the earlier NM10 designation, and other subjects of interest. There are two short abandoned-in-place portions with pavement: one a little southeast of the village of Cedro on the north side of the present highway and another at the Otero Canyon trailhead in Cedro Canyon. The former segment is well preserved and can be seen on the south side of the present highway. The remains of a rock-filled wooden crib structure (revetment) that is believed to have served as a diversion to keep the creek from washing out the road fill of the pre-World War II highway during flood conditions is located on the north bank of the drainage, just upstream from where the Otero Canyon trail crosses Cedro Creek. The Citizen Conservation Corps constructed this structure, which would place it in the 1930’s.

The Otero Canyon Trailhead offers parking for about ten vehicles and provides a great jumping-off point from which to access a trail system that wanders through the canyon and ridge country to the south. Just south of the creek, a short easy nature trail follows Cedro Creek to the east. Following this trail up-canyon one can find (off trail) subtle evidence of former historic occupation such as fields, terraces, irrigation ditches, a house foundation, forge clinkers, and unburned coal. Just beyond the next creek crossing is a segment of narrow roadway cut through limestone ledge, which may be an old wagon version of the roadway which became NM10. Associated by position with this version of the roadway, at eye level on the opposite canyon wall, is an historic pictograph “La Sandora Cures All Pain” painted in one inch wide and eight inch tall black letters. Also still barely visible on the same wall are the remains of a huge “JESUS SAVES” in 18 inch tall white-with-red-shadows letters. This was undoubtedly positioned to be seen from then-NM14, which was positioned higher than the wagon road and is now buried by the most recent roadway routing.

The narrow ten foot lanes continue along NM55 to the town of Mountainair and at that point the Byway follows US60, where the two-lane highway continues. The Byway runs through ranch land between Mountainair and the Village of Willard and provides views of the mountains to the west and south as well as of a portion of the salt lakes at the foot of the southern mountain range. About a half-mile before reaching Willard, the Byway turns north onto NM41 and retains its rural character in the narrow two-lane shoulder-less road between Willard and Estancia. The



linear nature of the road is also very characteristic of the area, as it reflects the early surveys following the township and range section lines. The roadway widens to four lanes as it enters and passes through the Town of Estancia.

As the Byway continues north from Estancia it returns to two traffic lanes, yet they are wider—approximately twelve foot in width and with six foot paved shoulders. This “improved” section of the Byway has lost its rural character and some of its scenic quality yet it retains its linear orientation. It is paralleled by the original rail roadbed, which retains much of its engineered character and related interpretive potential. In Moriarty, the Byway turns westward and follows a section of Historic Route 66 to the Village of Tijeras, through the Town of Edgewood. This part of the Byway is also two traffic lanes approximately ten to eleven feet in width. Narrow improved shoulders exist along most of the roadway between Moriarty and the junction with NM217. Within the Town of Edgewood the roadway has been upgraded to an urban section consisting of two 11 foot lanes and a 14 foot continuous left turn lane with curb and gutter, shoulders, sidewalk, a multi-use trail, and decorative roadway lighting. A traffic signal exists at the intersection of NM344, along with left and right turn lanes. It should be noted that the highway right-of-way along this section of the Byway is extremely wide, whereas it is standard width along most of the Byway and virtually non-existent within the land grant communities’ lands.

IV. BYWAY INTERPRETATION

In many ways the primary purpose of the Salt Missions Byway is communications—education, outreach, and interpretation. To be most effective, all informational activities should be coordinated, build on existing programs, and recognize that the Byway resources are each part of a number of larger stories that can be uniquely told in this region.

The assortment of resources along the Salt Missions Trail Scenic Byway provide a unique opportunity to illustrate the ways that people living and working in the Salinas area for some seven centuries have adapted to both the limits of local resources and influences from outside areas. Important elements of this story include its settlement history, the relation of the settlers to the environment, and the multiple cultural and social structures.

A. Settlement History – Exploration, Immigration, and Community Development

An overlapping series of settlements—Native American pueblos, Spanish missions, land grant communities, railroad towns, farms and ranches, recreational areas, and others—have been established, and at times abandoned, in the Salinas area. Different cultural traditions and technological tools have resulted in varying settlement patterns that have both coexisted and clashed, as well as enjoying varying degrees of success or failure in sustaining populations over time.



The settlement of one of the mountain villages or one of the railroad towns might be the story that is told. Each of the various cultures that settled in the area had their own distinctive ways and traditions that are evident in the ways they settled the land and established their communities. Many of these traditions survive to the present day and would provide interesting stories for the local communities to share amongst themselves as well as with travelers along the Byway.

B. People and the Environment – Living on the Land and With the Water

The uniqueness of the Salinas area, the setting for the Salt Missions Trail Scenic Byway, is seen in the interconnectedness of the area’s resources—the people and their adaptation to the natural environment. The different cultures that settled the area have modified the landscape in their efforts to adapt to the surrounding environment.

The Byway’s significant intrinsic qualities can be used together to unfold a long history of communities that have relied heavily on local resources to support agriculture, ranching, forestry, and other basic needs. It is this story that unifies the Byway as it provides the traveler with an interpretation of the area’s history, culture, and environment as they pass through the landscape and the numerous communities along the route. This story could be conveyed effectively by focusing on the land use practices in an individual community over the centuries or how different environmental areas, such as the salt lakes, the mountains, or the plains have been used over time. These stories would focus on how the area’s different cultural groups have worked within the landscape gathering salt, harvesting timber products, ranching, farming, and using available water resources.

C. Cultural and Social Systems – Traditions and Change

The communities that have developed in Salinas are not “Anywhere USA.” People have brought to the region diverse social and cultural traditions and beliefs that have continued to change and evolve in a relatively remote area. Historic and contemporary cultural patterns reflect both outside influences and unique local adaptations.

A series of different natural habitats can be viewed along the Byway route, and in specific locations there are reliable opportunities to see wildlife. These locations can be used to illustrate the current conditions of natural resources and tell the story of how these resources have changed over time.

V. BYWAY MANAGEMENT

Management of the Salt Missions Trail Scenic Byway will be guided by the goals for the Byway laid out in Section II of this document. A discussion of each of these goals and its relation to Byway management is provided below.



A. Goal: Share Community History and Cultures

Management of the Byway in relation to this goal will center on facilitating the ability of communities along the Byway to join together in events for all ages along the trail. These events will encourage visitors and residents to participate in meaningful experiences and, as a by-product, provide more jobs for residents as a result of increased visitation.

The Byway's natural and cultural resources give the area its sense of place and make it both unique and memorable. Sharing these resources with others will increase tourism into the area, thereby generating economic benefits for communities along the route. However, Byway communities are committed to maintaining a balance between promoting and protecting the various resources that make the route special.

Tourism and economic development along the Byway should respect and preserve the region's diverse resources while drawing on those resources to provide residents with meaningful employment opportunities

Nearly every community along the Byway has a unique festival. These are connected with local history, and the majority capitalizes on the cultural traditions of the region. These long-standing celebrations, along with local fiestas and Matanzas where appropriate, can be highlighted in a culturally-meaningful way to bring new visitors to local communities while also welcoming former residents. Future opportunities and projects include a website providing information about long standing celebrations, fiestas and matanzas linked to those celebrations (e.g., Santa Fe Zozobra), and new events that celebrate local cultures. Ideas for new events include the enactment of chataquas, the use of story tellers to convey town histories, an annual pan-Byway Festival of Cultures, living history events, periodic public activities such as field trips and demonstrations of historic equipment and tools, and a 150-mile Flea Market.

B. Goal: Retain, Promote and Communicate Local Cultures

This goal is primarily focused on ensuring that accurate historic information is retained and disseminated. This effort is concerned with motivating residents—especially young people—to be interested in their heritage and to be involved in assuring its retention, thus preserving the potential for managing the Byway in the long term. The retention of the regional Spanish language dialect is seen as especially critical to this endeavor. To a certain extent, the development of Town Histories and the events discussed under the previous goal are instrumental to implementation of this goal as well. However, the activities associated with retention, promotion, and communicating local cultures are more focused on overtly educational activities.

In addition, activities designed to attain this goal will inform and educate residents and visitors alike about important aspects of the region's prehistory, history, cultural traditions, and natural resources. This information will be derived from reliable sources and presented through high quality media. These educational programs will be designed to limit the impacts on private



property and sensitive areas by making clear the rights and responsibilities of visitors and encouraging an understanding of and respect for local communities and resources.

Currently, there is very little public interpretation of the history or culture of the area. Activities that do exist tend to focus on local resources and lack coordination. They include:

- a. An existing Salt Missions Trail brochure that is outdated and badly in need of revision. It gives a general overview of the area and a very sketchy outline of attractions and facilities along the Byway which is no longer current.
- b. The Moriarty Historical Museum and Visitors Center houses an interesting collection of pioneer memorabilia but the location is not readily visible or accessible to visitors passing through.
- c. The National Park Service visitor center in Mountainair serves as an information point for the Salinas Pueblo Missions National Historic Monument. The visitor center offers audiovisual programs, exhibits, published information, and staff that provide information on the National Historic Monument. There are also self-guided interpretive trails and publications at each of the three Mission sites. All of these programs focus almost exclusively on the resources found within the National Forest and National Monuments.
- d. Wildlife West is a private nature park outside of Edgewood. It offers workshops, summer day camps, on-site exhibits, and field trips for all ages. The educational programs focus on New Mexico ecology, native wildlife, and plant identification. A recent addition to the park is a Pinto Bean Museum.
- e. The Friends of Tijeras Pueblo staff an Interpretive Center with hands on activities for school tours, and provide outreach programs to schools, community services, and monthly Lecture Series, among other activities.

Given these current uncoordinated activities, the Byway organization hopes to serve as a central point to bring these resources together to develop a series of activities that will highlight and communicate the history of the area. These include development of a curriculum program for Regional Spanish Language Retention, "Fox Fire"-type histories, a comprehensive history curriculum taught in local schools, a Speakers Bureau for History and Archaeology, archaeology lectures, and the development of publications that reflect local history. In addition, the material developed as a result of these efforts can form the basis for publications which reflect local history that can then be sold at venues along the Byway. This material may take the form of general public or specialized material, and may include the use of a variety of media, including e-books and the newly-established local radio station. Initial projects could include translating into English and publishing an existing Spanish-language history of the Land Grant communities or the publication of a record of Willard's history.



C. Goal: Historic Resource Protection

This goal focuses on preserving the physical historic resources still available along the Byway and assuring the protection of those resources for the future. These include physical buildings as well as artifacts from the various historic settlement periods.

The various communities and land managers along the Byway must strive for long-term protection and management of these resources if they hope to preserve the unique quality of the landscape. While the loss of a few historic structures or agricultural fields may not seem important at the present time, the cumulative effect eventually threatens an area's integrity and results in that area losing its sense of place. The significance of the Salt Missions Trail Scenic Byway hinges on its unique historic and cultural resources. Potential impacts to privately-owned cultural properties located along the Byway can be avoided by careful planning, consultation with owners, and providing technical support as needed. For example, the owner of an historic building or structure that has been identified as historically significant to the Byway and its interpretive story can be notified and provided with information regarding treatment alternatives for preserving or rehabilitating the property. Currently, this information is available from the State Historic Preservation Office (SHPO) in the form of handouts and bulletins.

Some communities along the Byway already have ordinances in place to manage growth and development. In addition, the National Park Service continues to maintain and provide interpretation of the three Salt Mission sites along the trail. Other activities that should be considered to achieve this goal include the designation of other ruins and historic buildings as historic landmarks, development of a Railroad museum utilizing a current historic structure, and development of a Salinas Province History Museum in the same type of venue.

The preservation of historic resources must be balanced with the continued safety and level of service for the roadway facility itself while maintaining roadway design standards appropriate for the Byway. Achieving this balance will continue to be a concern for Byway communities as they work to manage the Byway in a manner that creates a safe, historic experience for residents and visitors. This will include the consideration of appropriate signage—including outdoor signage—along the Byway corridor.

D. Goal: Interpretive Way-Finding and Information System

The purpose of this goal is to establish an effective way-finding system for the use of visitors and residents along the Byway. This system would inform users of the extent and types of opportunities along the Byway. It is seen as a strategy not only for enabling people to find visitor experiences, but also as a tool for disseminating accurate historic information about sites along the Trail. Hence, the concept is to provide a way-finding system that provides visitors with a sense of where they are on the Trail, informs them of the variety of experiences available along the Byway, and provides interpretation for those experiences. These Byway directional



signs should be distinctive and effectively integrated with other road signs and educational signs, exhibits, and other materials.

The first phase of the interpretive way-finding and informational system will be the development of a Salt Missions Trail Scenic Byway “brand” that can serve as the graphic focus for the second phase. The second phase of this effort will be a well-designed system of road signs that clearly identifies the Salt Missions Trail Scenic Byway and directs visitors to public attractions. These signs will take into consideration the NM Scenic Byway trail signs and NM Department of Transportation interpretive signs already in place along the Byway and the design effort will consider the possibility of proposing modifications to the interpretive material on those signs to reflect a more comprehensive historicized approach.

Further phases of this effort may include installing interpretive kiosks at current roadway turn-outs along the Byway, establishing kiosks at additional roadway turns out at points of interest along the Byway as well as at historic buildings, and developing walking trails that provide visual access to rock art in the area.

E. Goal: Effective Marketing and Publicizing of Trail and Events

Byway management in terms of this goal is primarily directed towards achieving an increase in visitors to events along the Byway and the growth of employment opportunities for residents as a result of the increased visitation. The results of the efforts outlined for goals A through D above will become the primary content for this marketing/publicizing strategy.

New Mexico Department of Tourism data indicates that over three million people visit the Albuquerque area each year from other parts of the United States. Of these visitors, 87% drive a private vehicle. The top five favorite visitor activities include rural sightseeing, visiting state and national parks, and touring historic sites and churches. The relative proximity of the Salt Missions Trail to Albuquerque and the general visitor profile suggest that there are significant opportunities to increase the level of visitation to the Byway.

Initially, the most critical task related to implementation of this goal is development of a readily-recognizable “brand” that symbolizes the Byway and can be used to create excitement for visitors and a sense of linkage between the different sites and events along the Trail. This will be followed by development, publication, and distribution of a general brochure and map that orients visitors to the Salt Missions Trail, introduces the brand, provides basic information about the region’s publicly accessible sites and activities, and outlines “do’s and don’ts” information. Additional fliers, brochures, or booklets could be developed to focus on individual Salt Missions Trail events, contribute more detailed information on pertinent topics, and guide visitors to related sites. Publications for general audiences could also be disseminated through a continuing series of articles in the local newspaper and other media outlets.



Other efforts to generate greater awareness among both visitors and residents of the area's attractions include well publicized day trip information distributed through regional and state venues; effective advertising, both state and nationwide; implementation of a web site and links to that site; and the calendar of community cultural events discussed under Goal A of this section.

F. Goal: Sustainable Byway Funding

Management of the Byway will not be possible without a funding source for base-line projects such as the branding effort, brochures, and web site. Therefore, the purpose of this goal is to highlight the need for creating an ongoing source of funding that provides for these basic activities while also establishing a source for match amounts for other projects when grant funding opportunities become available.

Currently, the following strategies have been identified as potential approaches to creating a sustainable financial source for Byway management, whether in-kind or direct revenue: enabling advertising on the Byway web site; partnerships with local chambers of commerce and/or community newspapers; resources from sales of publications; Byway membership dues; and partnerships with local governments and regional planning organizations. The Byway Committee also recognizes the need to develop a group of volunteers who can coordinate ongoing grant writing and fundraising efforts.

VI. ORGANIZATION AND COORDINATION

A. Organization Structure

The consensus of the organizing Committee is that the structure of the Salt Missions Trail Scenic Byway Committee should remain loosely organized, to encourage participation by all of the governmental and non-profit organizations along the Byway as time and the availability of participants permit and to facilitate the development of coalitions around specific projects. The Mid-Region Council of Governments' Rural Transportation Planning Organization staff will provide the focal point for maintaining organizational records and for facilitating the calling of meetings and agenda setting.

B. Participants

The participants in the Salt Missions Trail Scenic Byway Committee are envisioned to reflect the makeup of the community, with formal representation being drawn from local governmental entities as well as non-profit organizations. At this date, these organizations are:

- Chilili Land Grant
- Town of Edgewood
- Edgewood Chamber of Commerce
- Town of Estancia
- Estancia Valley Economic Development Association
- Friends of Tijeras Pueblo



Manzano Land Grant
 City of Moriarty
 Moriarty Chamber of Commerce
 Moriarty Historical Society/Museum
 Town of Mountainair
 Mountainair Chamber of Commerce
 Tajiue Land Grant
 Village of Tijeras
 Torrance County Archeological Society
 Village of Willard

This is not intended as an inclusive list, but rather as a starting point to encourage the participation of a wide range of communities and organizations in identifying and developing Byway projects. The organizing principle for identifying participants at any given time will be to draw together those entities most interested in participating in and/or facilitating a particular project as well as those entities most affected by the project or activity in question.

C. Project Implementation

Decisions regarding projects to undertake and the process for and participation in those projects will be by consensus of the entities participating in the meeting or for whom a project has an impact. See section B for clarification regarding how the decision making process is envisioned to work.

Implementation of a given project will typically be sponsored by a local organization or the Mid-Region Council of Governments at the request of the Salt Missions Trail Scenic Byway Committee, depending on financial and staff resources. Participation in implementation is expected to depend on the project in question, but will be as inclusive as possible. The Mid-Region COG has agreed to act as the fiscal agent for grant-funded Scenic Byway projects implemented along the Byway.

D. Public Participation

All meetings of the Salt Missions Trail Scenic Byway Committee will be open to the public and notification will be submitted to local general-circulation newspapers for publication.

VII. PROPOSED PROJECTS

SHORT TERM PROJECT LIST (Prioritized)			
Project Title/Description	Goals and Objectives Met	Potential Lead Agencies	Preliminary Estimated Cost
Brand development. Develop "Branding" and	Goal E	MRCOG	\$50,000



marketing tag.			
Sign Project Phase I: Interpretive Signage that connects and interprets Salt Missions Trail locations as well as connections to other Scenic Byways.	Goals B & D	MRCOG	\$100,000
Updated Scenic Byway map identifying towns and attractions along the Byway.	Goals B, D & E	MRCOG	\$35,000
MID-TERM PROJECT LIST (Not Prioritized)			
Project Title/Description	Goals and Objectives Met	Potential Lead Agency	Preliminary Estimated Cost
Sign Project, additional phase: Turn outs along Byway.	Goals A, B & D	NMDOT, MRCOG	\$500,000
Sign Project, additional phase: Identification of and signage for historic points of interest along Byway (e.g. Original Sandia Downs Racetrack).	Goals A, B & C	Torrance County Archaeological Society, MRCOG	\$100,000
Photo history project(s). Gather and preserve the historic photographic record. Projects could focus on local communities or structure types such as local sawmills.	Goals B & C	Historical Societies along Byway	\$50,000 per project
Website and links.	Goals A, E, & F	MRCOG	\$50,000
Archaeology lectures.	Goals A, B, & C	Torrance County Archaeological Society	\$30,000
Tijeras Pueblo Interpretative Center Trail.	Goals A, C & D	Friends of Tijeras Pueblo	\$50,000
Annual Pan-Byway Festival.	Goals A & B	Chambers of Commerce, EVEDA, MRCOG	\$35,000
Designation of ancient/historic buildings.	Goals B & C	Historical Societies, MRCOG	\$35,000
Guidebook of Day Trips: "World Beyond Tramway."	Goals A, D, & E	Chambers of Commerce, EVEDA, MRCOG	\$30,000
Salinas Province History Museum.	Goals A, B, & C	National Park Service, National Forest Service, Torrance County Archaeological Society	\$1,000,000
Translation of existing Spanish history of the Land Grant communities into English and subsequent publication.	Goals B & C	UNM, Land Grant Communities	\$50,000



LONG TERM PROJECT LIST (Not prioritized)			
Project Title/Description	Goals and Objectives Met	Potential Lead Agency	Preliminary Estimated Cost
Rails to Trails interpretative signage.	Goals A, B, & D	Torrance County, Estancia, Moriarty	\$75,000
Mountainair Visitor Center Display.	Goals A & B	Mountainair Chamber of Commerce	\$35,000
Trail Identification related to various epochs (Civil War, Wagon Trails, Abo...).	Goals A, B, C, & D	Historical Societies, Chambers of Commerce	\$50,000
Rock Art Walking Trail.	Goals A & C	Torrance County Archaeological Society	\$50,000
Burlington Northern and Santa Fe (BNSF) Railroad Museum.	Goals A, B, & C	BNSF, Local Railroad Enthusiast Organizations	\$2,000,000
Tractor and Farm Equipment Museum, Open Air Sculpture.	Goals A, B, & C	Historical Societies, Chambers of Commerce	\$2,000,000
Story Tellers: History of Scenic Byway Towns.	Goals A, B, & C	Local Historical Societies, Local Drama Societies	\$50,000
Publication of historical material via e-book or other format. Potential topics include Willard's history, history of limestone and how it contributed to development patterns, Barton baseball history, and so forth.	Goals A, B, C, E, F	Local Historical Societies, Torrance County Archaeological Society, NM Dept of Education	\$35,000 per publication
Murals project: Culturally-themed painted or ceramic murals on public and private buildings in communities.	Goals A & B	Local Communities, Chambers of Commerce	\$25,000 per community
Restore neon signs along Route 66 in Moriarty.	Goals A & B	Moriarty, Chamber of Commerce, Route 66 Scenic Byway Organization	\$75,000
Sign Project, additional phase: Signs/plaques that identify buildings along the railroad route.	Goals A, B, C, D	Local Historical Societies, Railroad Enthusiast Organizations	\$35,000



Identify and interpret Civilian Conservation Corps camp site near Manzano.	Goals A & C	Local Historical Societies	\$100,000
Establish annual celebrations like Zozobra.	Goals A & B	Chambers of Commerce	\$35,000
Festival of Cultures.	Goals A & B	Chambers of Commerce, EVEDA	\$35,000
150-mile Flea Market.	Goals A & B	Chambers of Commerce	\$25,000
Rails to Trails infrastructure, Moriarty to Estancia on old railroad alignment.	Goals A, B, & C	Torrance County, Estancia, Moriarty	\$2,000,000
Mountainair Town Square. Develop town square between Town Hall, Dr. Saul Center, and Town library.	Goals A, B, & C	Mountainair, Mountainair Chamber of Commerce	\$100,000
Barton Motor Court restoration.	Goals A, B, & C	Bernalillo County	\$100,000
Sandia Downs Racetrack restoration.	Goals A, B, & C	Bernalillo County	\$100,000
Chautauquas/Historical dramas.	Goals A & B	Local Historical Societies, Local Drama Societies	\$50,000
Bean Warehouse Project. Restore local bean warehouses and use as interpretive site for history of farming and continued agricultural uses in area.	Goals A, B, & C	Local Historic Societies, Chambers of Commerce	\$250,000
Living History Events.	Goals A, B, & C	Local Historical Societies, Single Action Shooting Society (SASS)	\$50,000
Development of a curriculum program for New Mexico Regional Spanish language retention.	Goals B & C	University of New Mexico (UNM), Local School Districts, NM Dept of Education	\$75,000
Oral History projects for local communities.	Goals A, B, & C	Local Communities, Local Chambers of Commerce, Local School Districts. In Estancia, the Willis Memorial Fund.	\$50,000 per community
Speakers Bureau for history and archaeology.	Goals A, B, C, & E	Torrance County Archaeological Society, Local	\$50,000



		Historical Societies	
Foxfire type histories. Develop historical material and publish as part of publication project.	Goals A, B, C, E & F	Local Historical Societies, NM Dept of Education, Local School Districts	\$100,000
Comprehensive school history curriculum.	Goals A, B, & C	Historical Societies, Local School Districts, NM Dept of Education, UNM	\$200,000



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**APPENDIX A – LISTING OF NATIONAL HISTORIC PLACES AND STATE HISTORIC REGISTER
ALONG THE SALT MISSIONS TRAIL SCENIC BYWAY**

Name of Property	Location	County	National or State Register
Quarai National Monument		Torrance	State Register
Abo National Monument	Abo	Torrance	State Register
Berkshire Hotel	Estancia	Torrance	State Register
Gran Quivira National Monument and collections	Gran Quivira	Torrance	National and State Registers
Eclipse Windmill	Moriarty	Torrance	National and State Registers
Greene Evans Garage	Moriarty	Torrance	National and State Registers
Neon signs along Route 66	Moriarty	Torrance	National and State Registers
Atchison Topeka & Santa Fe Railway Depot	Mountainair	Torrance	State Register
Mountainair Municipal Auditorium (Dr. Saul Community Center)	Mountainair	Torrance	National and State Registers
Rancho Bonito	Mountainair	Torrance	National and State Registers
Shaffer Hotel	Mountainair	Torrance	National and State Registers
Holy Child Church	Tijeras	Bernalillo	National and State Registers
Tijeras Pueblo Archaeological Site (LA 581)	Tijeras	Bernalillo	State Register



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APPENDIX B – FEDERAL CORRIDOR MANAGEMENT PLAN REQUIREMENTS

Corridor Management Plans for Federally-designated Scenic Byways are required by Federal regulation²¹ to address specific issues. The regulations are as follows:

“A corridor management plan, developed with community involvement, must be prepared for the scenic Byway corridor proposed for national designation. It should provide for the conservation and enhancement of the Byway’s intrinsic qualities as well as the promotion of tourism and economic development. The plan should provide an effective management strategy to balance these concerns while providing for the users’ enjoyment of the Byway. The corridor management plan is very important to the designation process, as it provides an understanding of how a road or highway possesses characteristics vital for designation as a National Scenic Byway or an All-American Road. The corridor management plan must include at least the following:

- (1) A map identifying the corridor boundaries and the location of intrinsic qualities and different land uses within the corridor.
- (2) An assessment of such intrinsic qualities and of their context.
- (3) A strategy for maintaining and enhancing those intrinsic qualities. The level of protection for different parts of a National Scenic Byway or All-American Road can vary, with the highest level of protection afforded those parts which most reflect their intrinsic values. All nationally recognized scenic Byways should, however, be maintained with particularly high standards, not only for travelers’ safety and comfort, but also for preserving the highest levels of visual integrity and attractiveness.
- (4) A schedule and a listing of all agency, group, and individual responsibilities in the implementation of the corridor management plan, and a description of enforcement and review mechanisms, including a schedule for the continuing review of how well those responsibilities are being met.
- (5) A strategy describing how existing development might be enhanced and new development might be accommodated while still preserving the intrinsic qualities of the corridor. This can be done through design review and such land management techniques as zoning, easements, and economic incentives.
- (6) A plan to assure on-going public participation in the implementation of corridor management objectives.
- (7) A general review of the road’s or highway’s safety and accident record to identify any correctable faults in highway design, maintenance, or operation.
- (8) A plan to accommodate commerce while maintaining a safe and efficient level of highway service, including convenient user facilities.

²¹ The requirements were published as Interim Policy for the National Scenic Byways Program in *Federal Register*, Vol. 60, No. 96, May 18, 1995)



- (9) A demonstration that intrusions on the visitor experience have been minimized to the extent feasible, and a plan for making improvements to enhance that experience.
- (10) A demonstration of compliance with all existing local, State, and Federal laws on the control of outdoor advertising.
- (11) A signage plan that demonstrates how the State will insure and make the number and placement of signs more supportive of the visitor experience.
- (12) A narrative describing how the National Scenic Byway will be positioned for marketing.
- (13) A discussion of design standards relating to any proposed modification of the roadway. This discussion should include an evaluation of how the proposed changes may affect the intrinsic qualities of the Byway corridor.
- (14) A description of plans to interpret the significant resources of the scenic Byway.

The Salt Missions Trail Scenic Byway is a State-designated, not a Federally-designated, Scenic Byway. However, to facilitate the Salt Missions Trail Scenic Byway’s access to Federal Scenic Byway Program funds, this document has been designed to address the issues outlined above. The table below identifies the portion(s) of the document where each item has been addressed.

Federally-Required Item	Document Section	Page #
1. Corridor map showing corridor boundaries, intrinsic qualities, and land uses	Description of Byway	1
2. Assessment of intrinsic qualities and of their context	Byway Inventory and Analysis	7
3. Strategy for maintaining and enhancing Corridor’s intrinsic qualities, including preservation of visual integrity and attractiveness	Byway Management	25
4. Implementation and review schedule and list of cooperating organizations and agencies	Organization and Coordination	30
5. Economic enhancement/corridor preservation strategy	Byway Management	25
6. Public participation plan	Organization and Coordination: Public Participation	31
7. Corridor safety issues	Byway Management	25



8. Maintenance of roadway level of service	Byway Management	25
9. Resource protection/visitor experience enhancement	Byway Management	25
10. Outdoor advertising	Byway Management	25
11. Corridor signage plan	Byway Management, Proposed Projects	25, 31
12. Marketing strategy	Byway Management	25
13. Roadway design standards	Byway Management	25
14. Byway interpretation plans	Byway Management, Proposed Projects	25, 31



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APPENDIX C – PRELIMINARY PROJECT PROPOSALS



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**2011 Salt Missions Trail Scenic Byway Corridor Management Plan
Worksheet: Description of Potential Project**

Project Name and Category: Scenic Byway Signage

Project Description: A signage project executed in three phases

1. Take an inventory of existing stock and update it.
2. Add to existing stock to create a more engaging and cohesive string of information.
3. Extend the signage program into the local communities and coordinate it with local announcements and events such as festivals.
 - The result of the signage effort will be a system of signs that range in scale from a basic Byway identification sign to signs with more in-depth historical and community narratives.
 - The signage system will be graphically cohesive and strong. Branding and identity for the Byways and various communities will be addressed.
 - A thorough review of content will create an accurate and engaging narrative.
 - Additionally, this project will benefit from close coordination with the NM Department of Transportation and NM Tourism Departments of Tourism as well as the professional input of a graphic designer.

Corridor Plan Goal Addressed:

- Enhancement of Byway experience through Interpretative Signage.
- Resource Protection – Historic points of interest located along the Byway

Community Benefits:

- Illustration of regional identity through written and graphic content
- Marketing tactic – branding
- Byway recognition through cohesive signage

Potential Partners:

- Town and village councils
- Local sign company
- NM Department of Transportation
- NM Tourism Department



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**2011 Salt Missions Trail Scenic Byway Corridor Management Plan
Worksheet: Description of Potential Project**

Project Name: Salt Missions Trail Map

Project Description:

- A map of physical locations of all communities and other noteworthy locations along the Byway
- A calendar of major events

Corridor Plan Goal Addressed:

Primary:

- Calendar of Community Events
- Marketing and Publicizing the Byway

Secondary:

- Retaining, Promoting and, Communicating Local Cultures
- Interpretive Guideposts

Community Benefits:

- Recognition of local communities
- Celebration of New Mexico's deeply-rooted culture
- Advertisement for community businesses and events
- Marketing tactic/tool that can be connected to a larger marketing plan
- Give in-state and out-of-state tourists specific reasons to visit
- Help smaller communities where gross receipts taxes are the lifeblood of the community
- Link to economic development efforts

Potential Partners:

- Town and village councils, and other local government agencies, through letters of support
- Chambers of Commerce
- Businesses (possible advertising opportunities for specific businesses)

