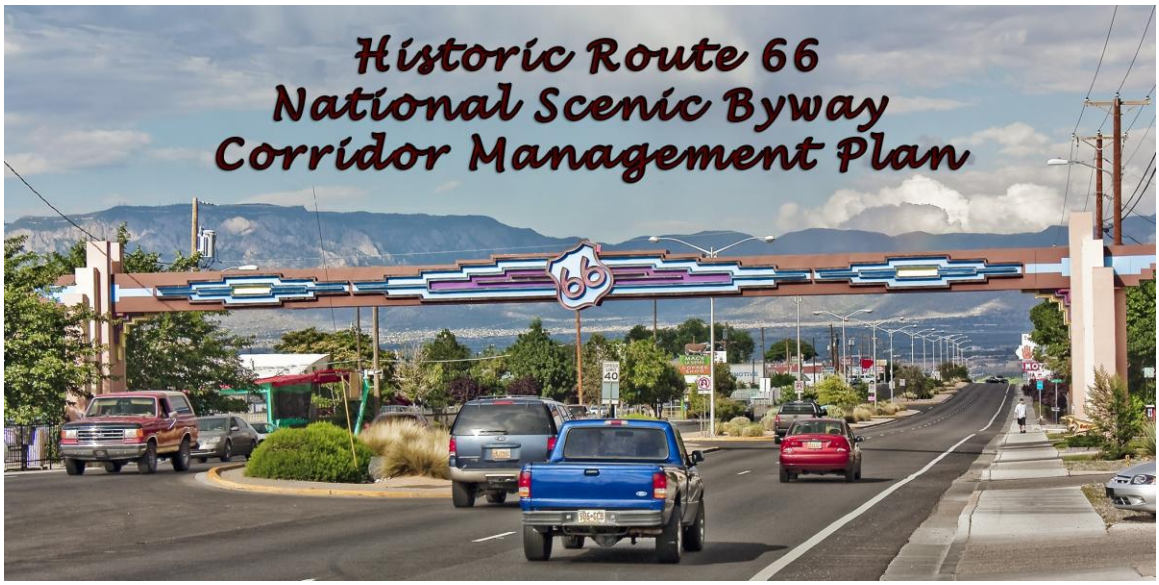

Prepared by Cynthia C. Tidwell, MCRP
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and
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2009

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Funding provided by the Federal Highway Administration

ACKNOWLEDGEMENT

In 1992, New Mexico Tourism Secretary Michael Cerletti commissioned an economic revitalization report focused on historic Route 66 in New Mexico. That document laid the foundation for designation as a national scenic byway, and outlined a plan for successful development in the communities in the Route 66 corridor—all with a focus on the incredible story of Route 66. Though the "Mother Road," as it is affectionately nicknamed, was constructed, flourished, and then faded into memory within a bit more than half a century, its contribution to our nation's history will last forever. Route 66 is the warp and weft of the fabric of our people's story

As one of the collection of national scenic and historic byways, Route 66 offers communities along the byway an opportunity to benefit from the resources and national marketing offered by the Byways Resource Center—a program of the Federal Highway Administration.

This 17 year odyssey as a scenic and historic byway stands witness to a variety of community involvement activities in developing projects. The coming ten years promises to continue the desire of scenic byway communities to create an even higher standard of authentic experiences, marketing, visitor amenities, beautification, development guidance, and partnerships between all the communities and agencies within the corridor.

Let's get out on Route 66, and celebrate our successes, and dream new dreams. But first, read through this updated plan, find your community and county, and contribute photographs and stories, as well as corrections by November 30, 2009. We want this plan to be a living document that includes all our corridor neighbors. The final version of the Corridor Management Plan will be filled with photographs and, hopefully, local anecdotes and additions; it will be available by CD and it will be on the Dept. of Tourism Scenic Byway website as well as the NM Route 66 Assn. website. Everyone is now invited to go to the Tourism Dept. website to download the draft, and later, to download the final version.

Vickie Ashcraft
President
New Mexico Route 66 Association

April 30th, 2009

INTRODUCTION

This project is funded by a grant from the Federal Highway Administration Scenic Byway Program (TEA-21). The New Mexico Route 66 Association, Inc. is administered the grant, and contributed the "match" required.

The "seed grant" that spurred updating the existing corridor management plans, building on the foundation of the 1992 document, can truly be described as a gift to the byway community. Like most gifts, it was unexpected, unannounced, and un-programmed. For many persons working or volunteering in Route 66 communities today, the 1992 document didn't exist; it was not kept "on the desk" as a ready guide to activities and achievements. Among all the persons who came to the community meetings, only a handful had seen the original document. Most had never seen the subsequent management plans either.

As a professional planner, I am embarrassed to admit this is sometimes typical of planning documents, no matter where one lives. A document is prepared, the contractors paid, and then enthusiasm generated by the community meetings wanes. When funding grants are applied for by municipalities and county governments, the application asks, "Is this project included in an adopted plan?" Then documents are dusted off and read again by new staff and new community participants. More often than not, the new generation of readers and advocates wonders, "What happened?, Why weren't these plans implemented?"

One of the "strategies" in the 1992 plan was to establish a State Route 66 Task Force to coordinate implementation of a number of recommendations. This new task force was to be composed of representatives of state and local governmental agencies, the United States Forest Service, the Bureau of Land Management and National Parks Service, Indian Pueblos and the Navajo Nation, and local businesses and community leaders. Local "torch bearers" and community advocates for Route 66 should also be on the task force, acting as liaison between the state and the communities. This task force was to be appointed by the Governor and charged with meeting before the end of 1992. If only….

One might say the chance was missed; others say the opportunity is now. I choose the latter. Looking forward, the Route 66 communities have the momentum to implement the tasks identified in the goals sections and the "whole route" section. More importantly, nomination as an All American Road in the National Scenic Byways collection should be sought with all urgency. The preparation for that nomination will build upon this revised corridor management plan, and will flesh out the detailed information required. Now is the time to 'hit the road' again and move toward cohesion as a byway community throughout the Route 66 corridor—not just in New Mexico but with the other seven states through which the Mother Road courses.

One of the most crucial, catalytic projects outlined in the Corridor Management Plan is establishment of the New Mexico Route 66/DeAnza Heritage Center at the DeAnza Motor Lodge at the corner of Central Avenue and Washington at the east edge of the Nob Hill neighborhood in Albuquerque. This new transportation related museum will serve as the hub for state-wide Route 66 efforts in multiple areas of interest, including visitor information, tourism marketing, powerful internet presence to assist heritage travelers as well as residents, and a connecting-point for the Route 66 community.

The DeAnza Motor Lodge, located in Nob Hill and owned by the City of Albuquerque at this time, is on the National Register of Historic Places. It embodies more than sixty years of operation of lodging accommodations on Route 66—from the beginnings in the 1930's to its sale some five year ago to the City. The Nob Hill neighborhood is one of the best-preserved 1950's commercial and residential sectors, representing the Route 66 era with vitality and the spirit of community. The lovely old motel is poised to serve the entire corridor community from a central location, only four miles from the Sunport where tourists disembark for their adventures in the Land of Enchantment, and on the street that offers 19 miles of Route 66 eye-candy, day or neon-lit night.

Besides the Route 66/DeAnza Heritage Center project, preservation and conservation of historic structures and infrastructure; maintenance and repair o the road; economic revitalization through heritage tourism and authentic experience; and the documentation of America's history— telling our stories; and restoring pride in our communities— are the guiding principles of byway plans.

It is clear to those who care about the history of Route 66 that identification of preservation projects and development as well as adoption of corridor design guidelines including appropriate zoning regulations, are compelling issues that need attention now. I hope this plan provides encouragement to elected officials, interested citizens, history nuts like myself, car and road *passionistas*, and Route 66 business owners. And I hope everyone will find the tools they need to craft local plans and projects.

The first step for new and old Route 66 corridor leaders is to bookmark **www.bywaysonline.org** and **www.bywaysresourcecenter.org** on your web browser. Go to those sites often and familiarize yourselves with all aspects of this comprehensive program. One can even take an on-line course called "Byways 101" to get started in this adventure.

The second step is to send your contact information to center@byways.org and ask for a subscription to "Vistas"—the newsletter of the National Scenic Byways Resource Center.

I want to especially thank two people: first, Hank Rosoff, for his expertise in engineering and infrastructure development, as well as being all-around

knowledgeable of much of New Mexico's history, and second, Loretta Tollefson, Special Projects Manager, Mid Region Council of Governments, for her editorial suggestions and willingness to push through the material; it is a better document because of her contribution.

If you have stories, photographs, old maps, personal histories, additions, or corrections, please send those precious materials to me via email at the following: **cyndie.tidwell@gmail.com**.

Or, send snail mail to 312 Dixon Road, Corrales, NM 87048. My hope is for this corridor management plan to "live" in every community along the old road. As a living entity, it should grow and expand and be enriched by the experiences of many who are touched by this greatest of American roads. And it's important to document the progress communities are making in managing "their" piece of history.

See you on the Byway,

Cyndie Tidwell

TABLE OF CONTENTS

AMERICA'S BYWAYS® ... Come Closer

INTRODUCTION

In 1992 the Historic Route 66 segment running through New Mexico was the subject of an extensive study commissioned by Secretary of Tourism J. Michael Cerletti. The Congress of the United States was at that time conducting meetings and hearings dealing with the economic effects of the completion of the Interstate Highway System. Communities that flourished when Route 66 was constructed from Chicago to Santa Monica, were now bypassed by fast-moving traffic. Based on the findings in the study, a number of projects were implemented on historic Route 66, with financial support from the Federal Highway Administration, state, and local governments.

In 1990, the New Mexico Route 66 Association applied for and received, a grant of $1,500 from the New Mexico Community foundation to use as "seed money" to obtain additional funding for developing a Route 66 Plan. The Route 66 Association worked with the New Mexico Department of Tourism in support of a bill in the 1991 legislative Session earmarked for Route 66 planning. The appropriation provided $12,500 to the New Mexico Department of Tourism for planning in Route 66 communities, to be matched by participating communities.

The legislation also appropriated funding for an historic survey to be performed under the auspices of the State Historic Preservation Office. This survey was a prerequisite to designation of Route 66 in New Mexico on the National Register of Historic Places and the State Register of Cultural Properties. The survey was performed by historian David Kammer during the same time as this Route 66 planning process.

The New Mexico Route 66 Association applied for, and was granted, the $12,500 by the Department of Tourism, which was matched by contributions from the following entities: Quay County, the City of Tucumcari, Guadalupe County, the City of Santa Rosa, Moriarity/Santa Fe County/Torrance County, Bernalillo County, Albuquerque Convention and Visitors Bureau, Sandoval County, Town of Bernalillo, Village of Los Lunas, Los Lunas/Bosque Farms Chamber of Commerce, Cibola County, and McKinley County.[1.]

Santa Fe was not included in the planning process as it was not considered to have the same economic development needs as the other Route 66 communities. In today's economic environment, Santa Fe may choose to amend its position given the

heightened interest in Route 66 and its world-wide cache; there are indications that Santa Fe is embracing its Route 66 history. Perhaps the perspective brought by the passage of time changes the perception of need. A number of Rt. 66 motor lodges on Cerrillos Road are vibrant reminders of historic lodging, and there are other Route 66 era commercial structures that provide visual references to that short period of Santa Fe's heritage. Route 66 historic markers have been installed, though most tourists are not directed south on the old route through Aqua Fria or La Cienega before they are required to jump back on the freeway.

Now, nearly 18 years since planning was initiated, many projects related to the old road have been completed, Michael Cerletti is once again the NM Tourism Department Secretary, and another Rt. 66 generation – the 1930's and 40's road builders and motel operators, the early fueling station and repair shop operators like the Unser family on West Central, the diner cooks, and curio shop owners who lived the history of the "Mother Road" – are no longer with us. Some of the last cohort of Rt. 66 entrepreneurs and road maintenance workers, who continued until the final segments of the highway were decommissioned in 1984, are now retired or have moved on to other pursuits.

Among the participants in the creation of the original document, several are still working or active in New Mexico. Their perspective on that experience will be valuable as revitalization and preservation efforts more forward in the 21st century. It is hoped that they will re-join the project, adding their wisdom to the effort.

The original designated alignment of Route 66 began serving travelers some 83 years ago this year – in another two years there will be an "85th birthday party" of sorts, vintage and antique vehicles will cruise the old road, and there will be speeches and music and other fun. But none of this celebratory activity will further the hopes and dreams of the original team – that this document would be used as a planning tool by state agencies, local government, and tourism and economic development agencies and associations, and that "the neon glitter of the Route … be restored in Tucumcari, Albuquerque, Grants, and Gallup."

This project updates the original revitalization plan in a format that more closely follows the national scenic byways guidelines for Corridor Management Plans, and adheres to the 1995 Federal Register requirements.

It seems appropriate to quote the 1992 CMP "Conclusion" in this introduction to the updated Corridor Management Plan (CMP), as a summary of the vision she and the participants hoped to become reality.

> *It is hoped by the authors that this document will be used as a planning tool by state agencies, local government, and tourism and economic development agencies and associations.*
>
> *This document is far more comprehensive than originally contemplated. The authors, in the course of gathering information and visiting each Route 66 community in New Mexico, personally felt the significance of the importance of Route 66 in the history of New Mexico, and recognized the*

role which it could plan in rebuilding community pride and economic success in communities which now remember only their past glory.

We close this report as we opened it, by quoting Michael Wallis:

Route 66, the name is still magic.

Route 66, it will always mean going somewhere.

Let's hope that, as a result of this effort, its magic will be restored in New Mexico. (pages 286-288)

CORRIDOR MANAGEMENT PLAN UPDATE PROCESS

This 2009 CMP update is funded through a grant awarded by the Federal Highway Administration Scenic Byways Program. The scope of work delineated in the grant award called for five community meetings to be held, with reports written on the results of the meetings, and a final document produced and distributed to the communities. The communities were for the most part the same communities Anita Miller and her team visited – Tucumcari, Santa Rosa, Albuquerque, Grants, and Gallup. During the scheduling phase of the project, Santa Rosa opted out and was replaced by Moriarty/Edgewood as a meeting location.

The first document was drafted a mere five years after the decommissioning of Route 66 in New Mexico; it's possible the full implications of the interstate's bypassing "America's Main Street," as Route 66 was sometimes called, were not yet starkly clear. It's now twenty-five years since that last stretch of two-lane highway was put to rest, and we have a new urgency concerning the economic vitality and preservation of communities that shared the phenomenon of Route 66.

We usually conceptualize Route 66 as moving from east to west, Chicago to Santa Monica. It was the road of adventure and nascent interstate commerce in the 1920's, the road of flight during the Great Depression in the 1930's, and the road of the soldiers heading to the west coast before and during the Second World War and afterward. In the late 1940's and the 1950's it became one of the family "road trip" routes as post-war prosperity brought leisure time and disposable income to the middle classes. This brought America's love affair with the automobile to full bloom.

Route 66 brought the East Coast and the Mid West to the Southwest beginning some 83 years ago, as hardy adventurers and the restless poor seeking a better life poured over the Texas-New Mexico border by the tens of thousands; eventually the economic migrants totaled some 200,000 souls. What America forgets is that at least half of those migrants returned to their former homes, having failed to find what they sought for themselves and their families. Route 66 was the umbilical cord attaching them to "home."

The stories – of triumph and disappointment, the appreciation for the vastness and strange beauty of the southwest and knowledge of the Native American and Hispanic communities there, of tragedy and hardship, of failure and return, of difficult manual

labor in the construction camps, of entrepreneurship that emerged not only out of affluence but also out of desperation, of new architectural styles, and of art and music – all need to be saved and honored. Remnants, at the very least, of the Route 66 architecture, bridges, neon signs, and streetscapes should be preserved for future generations to learn from and enjoy.

And we dare not forget that the historic road was also known as "Bloody 66" in reference to the horrendous number of accidents and fatalities that occurred in what were then largely very rural regions of the country. This experiment in modern road building surely led to life-saving improvements in design and construction, but at a great cost to early motorists. New techniques and designs continue to be developed – its part of the history of transportation in America – and those first years of paved, two-lane roadway, some 22 feet in width taught many lessons.

This 2006-2009 team hopes to bring this updated version of the revitalization plan to life in Route 66 communities across New Mexico. The vision, goals, and objectives of each unique segment of the highway will provide a plan to move forward in a unified way over the coming years.

The team also wants the historic Route 66 communities to think of the road not just as an historic artifact, receding into fading memories, but as one of the collection of 126 Federal Highway Administration (FHWA) designated National Scenic Byways. The designation marks it as one of America's Byways, a great honor and responsibility. Anita Miller and her crew worked hard to lay the groundwork for this future designation; our task is to bring a new focus on preservation and conservation efforts, and to bring appreciation to new generations of byway travelers who have not yet had the opportunity to experience Route 66.

ACCOMPLISHMENTS AND CHALLENGES

For those participants in the original process and in the update process who could remember what Route 66 was like, the name was still magic, but the challenge remained of how to bring travelers to the "main drags" of San Jon, Glen Rio, Tucumcari, Montoya, Newkirk, Santa Rosa, Romeroville, Rowe, Los Lunas, Grants, Gallup, Budville and even smaller way stations. The Native American communities through which the road coursed had also experienced benefits – a cash economy based on travelers and tourists buying fuel and having repairs done, and also buying artisan goods, especially made in small sizes for the convenience of the buyers – during the height of the Route 66 era of significance.

Miller congratulates the City of Albuquerque on its recognition of the historic importance of Route 66 though the creation of the Old Town Historic Zone, the Nob Hill Design Overlay Zone, the Huning Highland, Downtown Neighborhood, Huning Castle and Sawmill redevelopment projects, all of which straddle Central Avenue which is the Right of Way for US Route 66 through the City. There were also plans to renovate Central Avenue west of the Rio Grande, as well as the La Mesa neighborhood east of Nob Hill and Highland, and to create an aquatic park and botanical garden along the old route.

She mentions several City urban core projects, including a Central Avenue streetscape, renovation of Civic Plaza, construction of a major office complex, a Hyatt Regency Hotel, and a planned Performing Arts Center.

Some of these projects are now complete – downtown Albuquerque is in the throes of exciting redevelopment projects, and the turquoise and red painted Route 66 and Railroad themed streetscape is colorful and adds character to street activity. Civic Plaza and the Hyatt Regency are popular conference and entertainment venues. The Botanical Gardens, 1920's Farm Museum and Aquarium on the north side of Route 66 as well as renovated Tingley Beach facilities on the south side, create a cluster of attractions (which includes the Albuquerque Zoo only a short distance from the Rio Grande) open year 'round to residents, in-state visitors, and tourists from the US and many other countries. There is no performing arts center yet, but that may be in the future of the City.

There are gateway structures in Nob Hill – neon and steel – and across the Rio Grande, one of which spans Central Avenue. The other is comprised of pillars on either side of Central Avenue, with neon over stucco. Additional Route 66 facilities are planned for I-40 east and west of the City, though it is not known when they will be completed.

The National Park Service Route 66 Corridor Preservation Program has provided a number of grants since 1993, notably for the re-survey of historic structures along Route 66, and a neon restoration project that provided funding to light up ten historic signs across the state. An architectural neon project is currently underway, and additional signs are being restored. Funds for emergency stabilization of the Municipal Bath House in Tucumcari were used to cover disintegrating adobe. And in Gallup the historic district has fulfilled the goals stated in the revitalization plan.

But there is so much more that can be accomplished. Miller noted in 1991 that smaller communities often do not have the benefit of professional planners, historians, and other staff and do not have the financial resources available to retain consultants. While this continues to be true for the smallest communities, it is encouraging to report that most of the Route 66 communities now have professional staff, or can rely on help from the regional Councils of Governments for technical assistance. While there may be gaps to fill, this is a positive shift in capacity in the smaller rural municipalities and counties through which Route 66 passes.

The emphasis now should perhaps be focused on Heritage Tourism and linkage with the National Scenic Byways marketing and organizational program. Byway travelers seek authentic experiences, not the sameness of franchise lodging and dining establishments located at Interchanges.

NEW INITIATIVES

The initial funding to create a revitalization plan included money to conduct an historic survey under the auspices of the State Historic Preservation Office. This survey created the basis for designation of Route 66 in New Mexico on the National Register of Historic Places and the State Register of Cultural Properties. The survey and the planning processes took place simultaneously, resulting in powerful documents for use in preserving and revitalizing Route 66 communities. The survey was updated in 2002; records are located in the National Park Service library.

The byway communities are taking a look at the old road, and bringing new energy to their role as caretakers of the "Mother Road" of the national scenic byways. Serious challenges to the tourism economies in New Mexico–higher cost of gasoline, more stringent visa requirements for international travelers–have stimulated creative adaptations to the "new reality." The demographics of travelers to the region are shifting upward in age as the Boomer generation begins traveling more and for longer stays.

The original plan established a statewide strategy for preservation and future utilization. It allowed each community to identify the historic features in the community which evoke Route 66's "heyday," and to become acquainted with procedures to preserve remaining historic structures, to develop means to assure that future growth will not destroy the community's Route 66 heritage and to develop plans for tourism-related businesses and attractions that will stimulate private and public investment, create jobs, and bring small, rural communities greater prosperity.

Besides outlining preservation strategies, the participating communities learned the importance of adequate infrastructure and amenities to support tourism; there were also recommendations for marketing and promotion. It is clear that the marketing efforts have been embraced, but questions about tourism infrastructure adequacy remain in the rural communities.

Perhaps now is the time to explore deeper interpretive issues related to historic Route 66; the interface of rural traditions – ranchers and farmers still using horses and mules – with urban adventurers and dispossessed wanderers; the realities of a federal highway crossing Indian Pueblos and Reservation lands; and the unique history of the "crossroads" where ancient Native American trails, Spanish colonial "royal roads," Yankee trade routes like the Santa Fe Trail, and sheep and cattle drive trails converged.

We would also like the communities to look at the influence of the Depression-era projects in the Route 66 corridor in places like Tucumcari, where an Olympic-size swimming pool and Pueblo Revival style bathhouse opened in 1939 – one of dozens of WPA projects in New Mexico – to serve residents and travelers. There was also the extensive irrigation system constructed in and around Tucumcari, opening land for cultivation and bringing livelihood and earnings to area farmers who then used Route 66 for transporting products. These structures were barely 50 years old when the first planning document was written; they are now "of a certain age" in terms of historic preservation.

This updated CMP is intended to complement the plan produced by Anita Miller and her team, and to serve as a 5-year plan for the communities along Route 66. We are in debt to the participants who worked hard to "make a start."

COMMUNITY PARTNERS.

Community meetings were scheduled in five locations; other locations may be visited in the future. More than 100 persons participated in the planning process, bringing their expertise, passion, and valuable time to the effort. Distances between communities are great – Route 66 covers nearly 500 miles from Texas to Arizona, through the heart of New Mexico.

The Byway courses through the high plains rangeland extending west from Texas at Glen Rio, narrow canyons and winding mountain terrain of the Sandia-Manzano Uplift, the long alluvial fan of the west face of the Sandias, the lush oasis-like valley of the Rio Grande, up and across mesalands punctuated by colorful rock formations and lava flows, and then to the hills of Gallup and Manuelito near the Arizona border. Ice and snow can make the drive treacherous, and summer thunder storms can send rivers of water down the slopes and across the highway, leaving rocks and silt in their wake. High winds and blowing sand and dirt can reduce visibility to nearly nothing. But this is Route 66, one of the most famous highways in the world though it existed as a United States highway for only some fifty-five years. As demanding as it can be today for motorists, it was more intensely challenging for all the travelers who pushed the gas pedal across it for so many early years.

Purpose. This corridor management plan update is the first phase of re-energizing byway interest and management. Continuing community meetings and planning will provide opportunities for identifying projects and developing management techniques to carry preservation and conservation of the Byway's intrinsic qualities forward over the coming years.

Future activities delineated in the corridor management plan will focus on building organizational capacity as well as strengthening relationships with the federal land management agencies – USDA United State Forest Service, Department of the Interior Bureau of Land Management and National Park Service, and the New Mexico Department of Transportation – located within the Byway corridor.

If substantial historic preservation and economic revitalization is a goal for the small municipalities and counties, as well as the Rt. 66 neighborhoods in Albuquerque, a robust partnership with all the Route 66 communities is crucial to success. The synergy of such a partnership has the potential to attract financial and technical resources necessary to "lift all boats."

Participants and Community Meetings

This document represents the contributions of many people. Starting in April 2007, five community meetings were held and many telephone and email communications were carried out. The thoughtfulness expressed here reflects the character of the people of Historic Route 66– independent, resourceful, creative, intellectual, traditional, non-conforming, science-oriented and New Age, environmentalists and land managers, Old West and ancient pueblo, Hispanic, and Modern West.

"Thank you," each and every one.

Tucumcari

Virginia Wright, Board of Directors
Executive Director, Tucumcari Chamber of Commerce
Peter Kampfer, Executive Director of the Econ. Dev. Corp,
Sharon and Doug Quarles from the Murals (they've left Tucumcari)
Bill Curry, Quay County Commissioner, District III
John Murphy (Cactus RV Park),
Doug Powers
_____, City Manager
Nelda Burson, Deputy Clerk

Michael Romero Taylor, Director, National Park Service Route 66 Corridor Preservation Program

Grants

Rick Best, Board of Directors, NM. Rt. 66 Assn. and National Park Service Malpais National Monument
Kathy Gonzales, Executive Director, Grants MainStreet
Star Gonzales, Grants/Cibola Chamber of Commerce
Randy Hoffman, Grants MainStreet-Design Committee
Ina Hoffman
Heather Sood
John Archer Peterson, Budville Trading Company, Cubero
Barbara Wesley, 7 Cities Production
Jim Maniaci, Cibola County NM "The Independent"
Merla Olson
Rosie Sais, NM Dept. of Transportation

Gallup

Tim Hagaman, Representative, Region 1 NM Economic Development Department
Kaisa Barthuli, Coordinator, National Park Service Route 66 Corridor Preservation Program
Laura Herman,
James Herman,
Frances Herman, and
Roy Herman, Herman's Garage, Thoreau
Lillian Makeda, Architectural Historisn
Milan Sklenar
Bill Siebersma
Bill Keeler, Gallup Jewelry & Pawn
Martin Link
Betsy Windisch, Gallup MainStreet, Tourism Task Force, El Morro Theatre Friends, Bicentennial Committee for Gallup
Peter Zsombor
Theo Shorty, Southwest Native Consultants, Inc.
Glen Benefield, City of Gallup
Virginia Yazzie, Navajo Tourism, Window Rock, Arizona
Sandra Young, Gallup Chamber of Commerce
Krista Kennedy, Gallup MainStreet
Tom Kennedy, Zuni Tourism
Pete Kelly, WNM Council of Governments
Matt O'Mara, AGB
Herb Mosher
Lisa Baca Diaz, Primero Planning
Sherry Whiterock, Gallup, Visitor Information Center, NM Dept. of Tourism
Garry Larry, Gallup, Visitor Information Center, NM Dept. of Tourism
Marianne Joyce, Four Corners Runners Journal

Randy Menapace
Brett Newberry

Laguna Pueblo
Former Governor Roland Johnson,
Sharon Hausam, Ph.D., Director of Planning
Janis Delaney, Route 66 Casino, Laguna

Albuquerque
Vickie Ashcraft, President, Board of Directors, NM Route 66 Assn. owner of, Enchanted Trails RV Park
Tom Willis, Vice President, Board of Directors, NM Route 66 Assn, owner of the Route 66 Diner
Anita Miller, Attorney at Law, Special Presenter
Arlene Thomas, Workshop Assistant,
Cindy and Ann Carson, Albuquerque
Bob and Helen Werden, Rio Rancho
Howard Calkins, Edgewood
Van and Cheryl Barber, Albuquerque
Nancy M. Tucker, Albuquerque
Paula Donahue, Planning Dept., City of Albuquerque
Elizabeth Chestnut, Albuquerque
Bob Audette, Tijeras
Cathy Wright, Director, Albuquerque Museum
Craig Cropsey, Placitas
Bill Flounders, Santa Fe
Charles Page, Albuquerque
Bill Gilmore, Albuquerque
Marie Holloway, Greg Hicks & Associates
Dick Forbes, Albuquerque
David Nidel, Albuquerque
Nancy Woodford, Albuquerque
Bob Yhas
Bill Tallman
Bernadette McTigue, Albuquerque
Rudi Roney
Janis Delaney
Tom Kennedy, Grants; Zuni Pueblo Tourism
Kathy Duffy, Expo New Mexico
Tim Hagaman, Gallup
Andrew Homer
Steve Whitman, Albuquerque

Moriarty/Edgewood.

Myra Oden, Edgewood Chamber of Commerce
Debbie Ortiz, Moriarty Chamber of Commerce
Sherrie Molera, Moriarty Chamber of Commerce
Robert Fordyce, Moriarty
Sonja Britton, Memorial of Perpetual Tears, Moriarty
Jurl Kenway, Moriarty
Andrew Homer, Moriarty
Laura Nesbitt, "Mountain View Telegraph"
Bill Gilmore

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Mid Region Council of Governments

Loretta Tollefson, Special Projects Manager –Rural Transportation Planning Organization, Moriarty and Edgewood

Sandra Gaiser, Regional Planner, Mid Region Council of Governments

MAPS.

Travelers on the Historic Route 66 National Scenic Byway may need several types of maps. Motorists or cyclists may choose the Original 1926 – 1937 Route or the final alignment, which is about 95% drivable. Some portions are gravel, but still considered good roadway. There are short segments where Interstate 40 lies over the original roadbed, but there are interchanges where one can get on and off to continue on Route 66. The maps produced for the 1992 "Revitalization" plan are referenced here; no new maps were created for this document.

Historic Route 66 was essentially the first east-west constructed road all the way through New Mexico. Traditional routes were primarily north-south in orientation, along the Rio Grande, the Rio Pecos, the Canadian River, the Rio Puerco, and other perennial watercourses. One of the most well-known trails was El Camino Real, more or less established in 1598 by Don Juan Oñate as the route of settlement flowing north from central Mexico. It was a braided-trail used by Native Americans for centuries before European colonists arrived; Oñate's journey documented the "trail" that countless others followed for 300 years after him. The trail meandered depending on conditions along the river banks though a memorial route is now designated as El Camino Real National Scenic Byway. As with the other established north-south trails, the old trails and trade routes intersected with what would become historic Route 66. This is a unique transportation corridor, with the fierce challenges of mountain ranges, high desert sands, mesa lands, and lava flows that Route 66 engineers struggled with as they designed the roadway through New Mexico.

Throughout New Mexico, there are national and state scenic byways that intersect Historic Route 66. The eight in the Albuquerque Metropolitan area are:

Turquoise Trail

Salt Missions Trail, south of Tijeras

El Camino Real

Jemez Mountain Trail

Corrales Road State Byway

Sandia Crest Byway (US Forest Service)

Abó Pass Byway (US Forest Service), and,

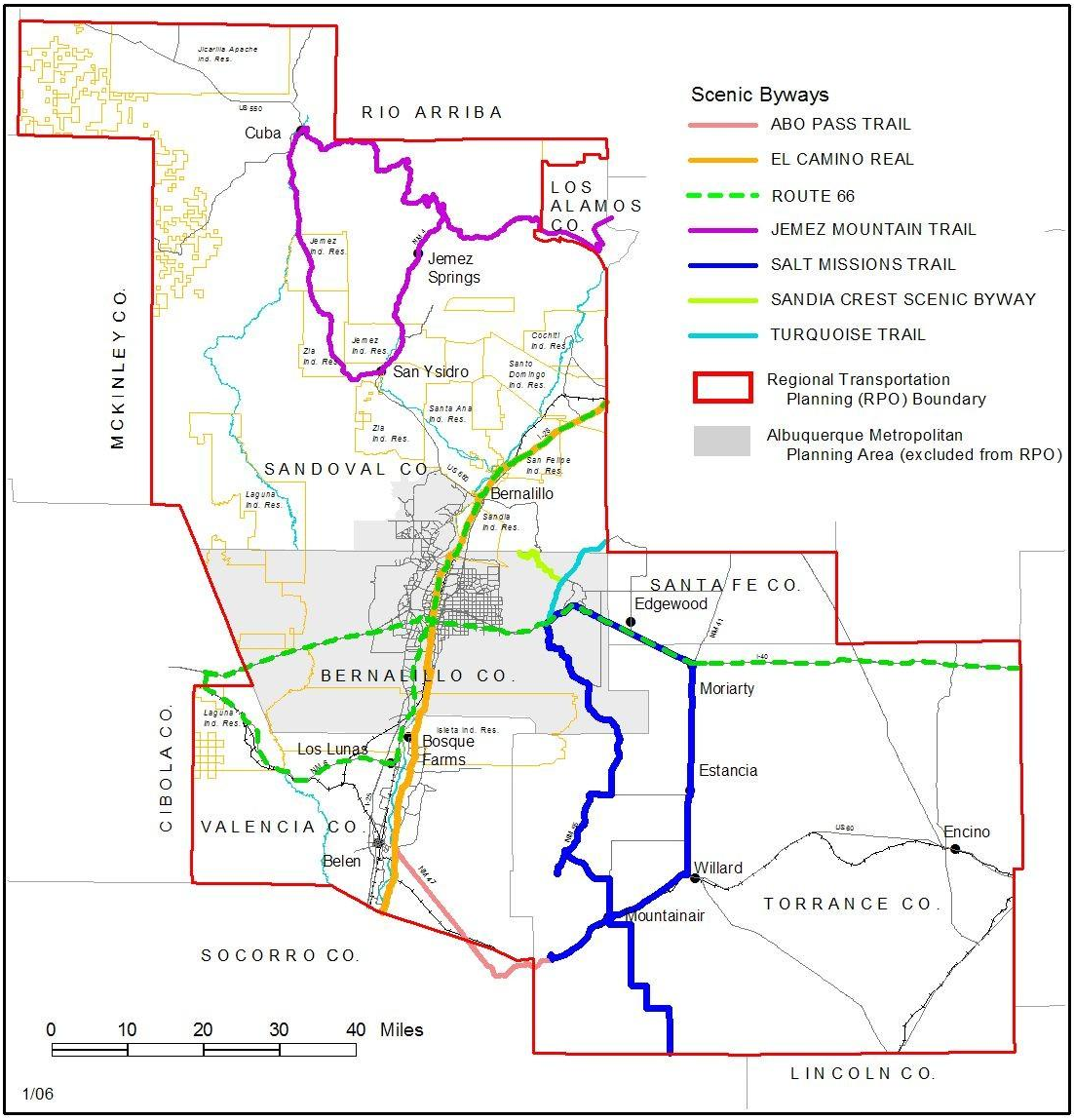
Historic Route 66 (both alignments).

To the east from Tucumcari is the Mesalands Scenic Byway. To the west of Gallup is the Trail of the Ancients National Scenic Byway.

Federal land management agencies have jurisdiction over large areas through which the Byway passes – the USFS Santa Fe National Forest includes the Pecos Ranger District (original alignment) and Cibola National Forest as well as the Sandia-Manzano Ranger District and Mt. Taylor Ranger District. The National Park Service includes the Malpais National Monument and Pecos National Historic Park (original

alignment). The road also passes close to several state parks, including Red Rock State Park, Bluewater Lake State Park, and Coronado State Monument (original alignment)..

These land management agencies have developed hundreds of miles of recreational trails, along with campsites, fishing facilities in a variety of settings, and other areas of interest for visitors. Some of these areas include geological and archaeological resources, as well as a broad spectrum of historic resources.



Scenic Byways
in New Mexico
State Planning and Development District 3

Mid-Region
Council of Governments
809 Copper Ave. NW
Albuquerque, NM 87102
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ASSESSMENT OF INTRINSIC QUALITIES AND THEIR CONTEXT ALONG THE BYWAY

Historic Route 66 National Scenic Byway is separated into several distinct areas for the purpose of delineating the qualities and their context along specific stretches of the roadway. The landscape is spectacularly diverse, from broad plains and mesa lands to alpine mountain forests, geologic uplift mountain ranges and extinct volcanoes and lava flows. Typical of the mostly tree-less High Desert, the "bones" of the earth lie exposed to the traveler's eyes. Mount Taylor, snow peaked most of the year, is a beautiful cone-shaped volcano, while the five small peaks of old volcanoes defining the edge of the west mesa of Albuquerque. Rock formations are spectacular in color and shape, revealing mineral content and origin. From the high elevations, one can see more than 50 miles in every direction.

Culturally, the Byway is equally diverse. Ranching and logging operations dominated some areas; Spanish land-grant communities and Native American Pueblos remind travelers that they're in a very unique place in America. One hears Spanish spoken as readily as English, and everyone loves red and green chile—the hotter the better. There are highway signs in Native American languages, and many different languages can be heard across Route 66.

Irrigated farming, patterned after Native American and Spanish traditions, continues in the high valleys and across the plains. The Bureau of Reclamation initiated extensive plans to bring irrigation to vast areas, thus expanding the choices of crops that could be produced. In the process, the Bureau and the US Army Corps of Engineers built levees and dams to control flooding, and the Rio Grande was tamed. These irrigation works, now more than 70 years old, continue to bring life-giving water to the high plains and the Rio Grande valley. Route 66 travelers witnessed this agricultural revolution first hand.

The major structures were in place during the Route 66 "era" of the 1950's, eliminating much of the massive destruction all too well-known to New Mexicans. The engineers designing the roadway had to accommodate typical desert flash floods, raging torrents in what was most of the time a dry or barely damp river bed or arroyo, swampy conditions in some areas, and deep sand elsewhere.

Along the Byway, a rich agricultural tradition testifies to the livelihood and way of life across the region. Chiles, deep green or brilliant red against dark green leaves, maize, squash, pinto beans, and other vegetables as well as beef and lamb provide ingredients for regional cuisine. Fruit trees and bushes offer the promise of delicious desserts and juicy snacks in season. Vineyards continue to produce grapes for wine and table.

Historic Route 66 has abundant qualities in every category, something to bring pleasure to every visitor. One could just enjoy the scenic views, if there is no time for stopping long, and that would be enough to delight the most exhausted traveler. Motorists, cyclists, and motorcyclists share the old road, experiencing what travel was like "at grade" on a narrow ribbon of asphalt or gravel.

EARLY HISTORY

When Route 66 was authorized by Congress in 1924, New Mexico had been a state for a mere twelve years. Construction of a federal highway commenced, with the opening of the original alignment in 1927 marking the beginning of a new era for this vast, rural region. However, there were already nascent tourism efforts underway by the 1920's, luring East Coast adventurers to the awesome landscape and exotic Native Americans of the West. When the First World War broke out in Europe, driving out American expatriates, Santa Fe and Taos attracted artists and writers who formed communities and brought attention to the Southwest.

There were some 23 million automobiles in the United States in 1930. The number of miles of paved roads doubled from 1921 to 1930, and doubled again from 1930 to 1940. Between 1933 and 1942 federal relief agencies poured some $4 billion into road and street construction projects. By way of comparison, the website "MeasuringWorth.com" calculates several ways to look at the relative value of a specific dollar amount. Using the date of 1933 as a starting point, the $4 billion spent in the decade of 1933 – 1942 would have totaled $63.99 billion (CPI), or $998.41 billion (as the Relative share of GDP) in 2009 dollars. It was a huge investment at that time, and it would be an enormous infrastructure project today.

In 1934 the Public Works Administration workers embarked on roadside beautification projects, and put up road signs and markers. And by 1937, the state tourism bureau designated New Mexico as the "Land of Enchantment" on official highway maps.

There were several different ways the highway was stitched together through the eight states that can claim its history. In New Mexico there were camps of workers that constructed and moved westward as they completed segment upon segment. The camps included families, and schools were even set up to educate the children. These camps were like a living creature crawling steadily along, with hundreds of workers living in them for months or years at a time.

But there is so much more, and the byway communities invite byway visitors to … COME CLOSER and experience a remnant of the history of our great country.

SCENIC QUALITY.

Uplift, rift, volcano, erosion— New Mexico's Route 66 corridor.

Significant features include the landforms of mesas and mountains, rifts and rolling hills, canyon passes, and immense flatlands. The landscape illustrates the massive energy and power of erosion by wind and water, as well as tectonic plate movement. At the eastern edge of Route 66, the earth's swelling raises the Great Plains. Travelers will notice the subtle drag on the engines of their vehicle as they cross the hundredth meridian in Oklahoma and as they steadily climb to higher and higher elevations going westward into New Mexico. Byway travelers may be informed by interpretive materials that the colorful mesas viewed at nearly every turn represent the ocean bottom from millions of years ago and that where they are driving represents millions of years of erosion "down" from the mesas. In addition, there are landmark formations and other evidence of volcanic activity represented by the "necks" or "plugs" lining the Albuquerque escarpment and farther west at Mt. Taylor (Blue Bead Mountain to the Navajo). It is almost overwhelming to the traveler, with geology writ large in almost every mile of the route.

The Mesalands.

The miles and miles of rangeland, punctuated by high bluffs and mesas, and sprinkled with sink holes remind travelers of the enormous distances encountered in the West. The eastern portions of the Byway include range and mesa lands, former home of the Tucumcari Apaches, and wide-roaming Comanches farther to the east. Major Native American transportation corridors ran north-south proximate to the Pecos River and the Canadian River, long before Europeans appeared on the scene.

The Sandia-Manzanos

West of Moriarty, the Sandia-Manzano Mountains fill the horizon. Edgewood lies in the foothills on the "green" side of the mountains. At Tijeras (which means "scissors" in Spanish) the historic route begins its twisting climb through the canyon, dropping down into Albuquerque after passing by the old settlement of Carnuél. The mountain pass is gorgeous, whatever the season. Public art—a stainless steel yucca lit by changing colored lights—offers a delightful visual surprise to the traveler.

Coming through the pass, seeing the entire valley laid out below, one is reminded of what the 1950's travelers must have seen, albeit a smaller version of what the city is now. It has been said that during the Route 66 era of the 1950's, the City of Albuquerque boasted the greatest number of neon signs in the world. The city lights twinkled in one of the darkest skies in America at that time; they're still quite dark, and getting darker as policies embrace the concepts of the Dark Sky to protect the night views. The New Mexico legislature has enacted a statute titled

the Night Sky Protection Act, with stronger regulations amending earlier versions in 2009.

The Byway traveler finds new beauty around each tight curve. For those who do not live near forested mountains and for whom this is the first such drive, the journey is one of new experiences, new images, and new types of settlements. It may be their first drive at high altitude, not just visually breath-taking, but physically as well!

The mountain drive changes with each season: snow covered mountain slopes and recreation areas for snow shoeing, down-hill skiing, cross-country skiing, snowboarding and snow tubing bring families of all ages out to play; miles of trails for hikers, cyclists, and equestrians are good choices nearly all year; scenic vistas and special places summon day-trippers throughout the year; and historic communities with unique adobe and rustic western architecture offer a chance for visitors to sample small town life, local cuisine, and shopping for artisan wares. The City of Albuquerque is a large city with a small town feel; it's very accessible to the Route 66 motorist.

The City of Albuquerque straddles the muddy Rio Grande, which is lined with the largest cottonwood forest in America. This feature truly stands out as an important scenic element in the corridor. Visitors not only pass over the river, they can see and experience it by stopping at the Albuquerque Biopark and the 1920's farm exhibit there. Early travelers would have welcomed a break from the beating sun, and a chance to sit under a tree, or stick their toes in the cold water.

Climbing west from the river bottom, drivers grind up Nine Mile Hill, with a chance to see a "real" moving sand dune to the south. This part of Route 66 took a lot of sophisticated engineering work to design and construct: for many, many years it was not passable for wagons due to the loose, deep sandy soil structure. Even horses struggled to climb up to the top of the escarpment. This long climb up from the river is scenic itself, and of course, drivers coming from the west to east would have come to the top and surveyed the city laid out before them. At night the twinkling lights must have seemed magical under a very dark sky.

Once away from the city lights, the Dark Sky, precious to New Mexicans, is also a scenic attraction. Travelers from populated areas may never have seen the majestic scattering of stars as they can see them here. The moon light is brilliant, and the moon seems enormous at high altitude. There are efforts, including state legislation, to protect the Dark Sky just as any historic and scenic property would be safe guarded.

Once on top of Nine Mile Hill, the city below disappears from view for motorists going westward. The vast plateau spreads out in every direction. Mount Taylor, sacred to five (5) Native American cultures and more than 13,000 feet in elevation, looms many miles away. There are marvelous rock formations, in an array of "earth tones." Small settlements line the road as it follows the contour of the land, quite unlike the modern interstate highway not far away. Driving close to the massive road cuts, slowing down for the curves, swooping up and down the hills, seeing the adjacent land and passing next to structures and cemeteries—this

is the authentic Route 66 experience, filled with the stark beauty of the high desert landscape, that heritage travelers will enjoy.

Quite by surprise, less than an hour west of Albuquerque in the midst of all sorts of amazing formations, travelers find themselves driving through an ancient, but geologically recent, lava flow. There are opportunities to exit Route 66 and take a short side-trip to the Malpais to the south. With a bit more time, travelers are rewarded with a chance to hike around La Ventana, and look over the cliffs at the lava fields below.

Mount Taylor has dozens of hiking trails and offers a chance to drive up the mountain for an unparalleled long-range view of the region. The high forested slopes of the mountain provide green relief from the more or less tree-less environment here. The mountain is sacred to five Native American tribes, and it is interesting to note that all the patient windows at the Indian Health Service Hospital face the mountain to take advantage of its healing benefits for those in need.

There are other opportunities for side-trips along Route 66, especially to Acoma Pueblo, the "Sky City". Its several miles south of the road, but awe-inspiring for motorists coming around the last curve to a pull-out where they can view the entire valley, and the twin mesas beyond. Dropping down into the valley, passing between unusual rock formations, and grazing cattle or sheep, the sense of remoteness and austere beauty envelop visitors.

Back on the highway driving westward and climbing to ever higher elevations, the Zuni Mountains come into view. The road makes sweeping curves, with delightful scenery at each new panorama. From Thoreau, one can drive north to Crown Point on the Navajo Reservation, and then to the Chaco Cultural National Historical Park as a bonus side trip. Chaco is a world heritage site and a place once visited never to be forgotten. Early Route 66 tourists most likely made these side trips, out of curiosity and a sense of high adventure.

Motorists cross the Continental Divide near here, and it probably provoked discussion and amazement for the parents and children on family vacation road trips. For those who'd crossed the Divide in other locations, the apparent flatness here was surely a point of comment. And it was a learning experience for Mom or Dad to explain to the kids the meaning of the Continental Divide. This was the type of trivia factoid that excited children and adults. There are side trips available through the Zuni Mountains, and good interpretation of the logging industry that employed hundreds here for a number of years.

Gallup.

Gallup is announced by historic (and not so historic) billboards several miles out of town. The drive on Route 66 provides a close-up perspective of passing through a gap in massive rock formations, red cliffs, and then into the hills that provided timber and coal. Gallup is a hilly city, with commercial buildings and residential development marching up the hillside from the railroad tracks and Route 66. A sculpture garden on the north side of Route 66/I-40 contains diverse

pieces of artwork, and a fantastic stainless steel “ribbon” of highway, signifying Route 66 and transportation in this corridor.

NATURAL QUALITY

Historic Route 66 courses through the Cibola National Forest, El Malpais National Monument, and the Santa Fe National Forest (on the original alignment). These federal lands are comprised of incredible natural assets. These features include great forests; scenic and historic river corridors like the Rio Grande, Rio Pecos and the Rio Puerco; remnants of ancient volcanoes, mesas, and plateau landscapes; desert landscapes; and glimpses of pronghorn antelope and raptors hunting prey from the sky.

The original alignment of Route 66, which swings in an arc from Santa Rosa north through Pecos and Santa Fe passes through miles of high country timber and the Santa Fe National Forest. Southwest of Santa Fe, Route 66 courses through the small communities of Agua Fria and La Cienega (el Rancho de las Golendrinas), where travelers are guided back onto Interstate 25 to descend the geologic feature known as La Bajada.

The old road connected Cochiti Pueblo, Santo Domingo Pueblo, San Felipe Pueblo, Santa Ana Pueblo, Sandia Pueblo, the communities of Algodones and La Angostura, and the Town of Bernalillo. Continuing on through Albuquerque, the Rio Grande is never far away. It is speculated that the original alignment of Route 66 more or less follows the Camino Real corridor—a natural and ancient transportation path.

Route 66 runs through the City of Albuquerque north-south, crossing itself at the intersection of 4th Street and Central Avenue. Leaving the urban environment, travelers roll through irrigated farmland in the south valley and across Isleta Pueblo before turning northwest at Los Lunas. NM 6 (part of the original alignment of US Route 66) is mostly gravel, engendering a sense of deep remoteness for a number of miles before it terminates at the old Village of Laguna on Laguna Pueblo; it is paved at I-40.

Several segments of Route 66 run through rugged, isolated country. Typical of high desert and mountain wildlife, there are bears, mountain lions, antelope, and deer. There are rattlesnakes to be wary of during mild weather. The area is a paradise for birdwatchers, with great numbers of migrating birds, including raptors. The flora of the high desert rewards intrepid hikers with keen eyes, and an appreciation for life that endures in a challenging environment.

Geology

Geologic materials in the area date from the Precambrian Era to Quaternary period. The major rock types are basaltic granite, lava, limestone and sandstone. The surface soils are mostly gravels and sediments washed down from mountains and volcanoes.

What is now New Mexico is a region shaped by mountain-building, the coming and going of oceans from east and west, the creation of broad deltas and river floodplains, desertification, erupting volcanoes, and the breaking apart of massive plates and bedrock formations. Great mountain ranges have emerged only to be worn down by erosion, many times in geologic history. Some 570 million years

ago in the Paleozoic Era, when this region was part of Pangaea, the western part of the massive singular continent tilted slightly and the ocean washed across the nearly featureless landscape, depositing layers of sedimentary rocks—sandstone, siltstone, and limestone—that included marine fossils. Alternating layers of continental deposits, from the vast floodplains of great rivers and undulating desert dunes also appear in the chronology of formation of this land.

In the late Paleozoic Era, the precursors of the Rocky Mountain range emerged, resulting in a barrier reef formation across the southern boundary of the state. Over time, inland seas evaporated, leaving behind deposits of salt, gypsum, and potash.

During the Mesozoic Era, the age of the dinosaurs, continental sediments settled around the new mountains, along with the gravels and sands of their broad alluvial fans, and the vast blankets of sand and silt deposited in the floodplains and river deltas. These sediments are seen today as the red and pink ledges and cliffs in the northern part of New Mexico; they are interspersed with volcanic ash layers. The region became dry and Sahara-like due to the lack of Pacific moisture.

Near the end of the Mesozoic Era, seas intruded once again, this time from the east, as the continent dropped. But that ocean intrusion retreated, as had all the others before it, and the dinosaurs became extinct. The planet grew colder, and vegetation died from lack of sun and rain. Animals died from lack of food.

At the end of this period of geologic time, the North American land mass broke away from Europe and began drifting westward across what is now the Atlantic Ocean. This movement has been on-going for some 66 million years, and continues to this day.

As the North American plate collided with the East Pacific plate, it over-rode it, plunging it downward into the earth's mantle. Against the force of this collision, the continent buckled and broke, and the present-day Rocky Mountains rose in just about the same place their precursors had. New volcanoes ejected hundreds of square miles of ash and rock. Streams and rivers formed; mountains shed enormous amounts of rock material, but due to the terrain, most of that material washed down to intermountain basins, where it remains today.

New animals came into being—mammals. Fossilized remains are found throughout New Mexico, testifying to the presence of camels, horses, dogs, cats, bears and many others, some of which have no modern descendents.

About 30 million years ago, a new feature appeared in the landscape—fault zones created by pressure from below, and swelling of the earth's mantle; these fissures signaled the beginning development of the Rio Grande Rift. This rift lies between two fault lines; other movements of faults resulted in step-like plateaus across the northern part of the state and in the Four Corners region.

Some 15 to 18 million years ago, this swelling increased the tension to the breaking point. It's as if the earth's surface simply pulled apart. One side of the break tilted upward, and the other side dropped to form a basin, hence the

description common to the Southwest: Basin and Range. Increased volcanism west of the Rio Grande Rift covered much of the surrounding region with ejecta, and left empty calderas as mute testimony to the violence. The Rio Grande flowed into basins which gradually filled with rocks and sediments, and the river eventually became through-flowing all the way from the Colorado Rockies to the Gulf of Mexico.

During the great Ice Ages that have come and gone, the area that is now called New Mexico supported glaciers, and received more rain than it does today. The cycle of erosion, cutting down, depositing, releasing, and revealing was repeated many times.

Some million years ago, New Mexico looked pretty much like it does today. The Rio Grande Rift continues to spread apart, more sediment has washed down from the mountains into the valleys and the rift, and there is evidence of fairly recent volcanic activity. Native Americans in the Route 66 corridor have oral traditions that reflect their ancestors' witnessing this lava flow.

The Rio Grande Rift is often referred to as a "valley." It is not a true valley, but the scale of the rift is so vast, it is not recognizable to the average person as anything but a valley between the mountains to the east and the volcanoes and plateau to the west. Route 66 travelers would not have known the difference either; they just knew they were passing through a landscape unlike anything east of the New Mexico border.

Route 66—Arizona to Grants (West to East)

Travelers cross into New Mexico through cliffs of buff-colored Jurassic sandstone, with origins as ancient sand dunes in a vast desert. Above the cliffs lie Mesozoic rock deposited as Dakota sandstone as now Cretaceous "beach front property." Before reaching Gallup, a new group of sandstone appears, known as Gallup sandstone (also Cretaceous). The Rio Puerco (not to be confused with the Rio Puerco east of Laguna) is a non-perennial stream here, appearing during flash floods. Thin layers of coal seen in road cuts through the cross-bedded sandstone testify to the Cretaceous Era oceans and marshes that left behind vegetation and sediments.

The presence of coal seams in the region pulled the railroad through Gallup—rather than some 60 miles to the south where the Coast to Coast Highway would be, in just a few years—carrying trucks and cars through Springerville, Arizona. When the railroad barons chose Gallup, the ultimate decision to locate Route 66 within the established corridor was a foregone conclusion.

Driving eastward from Gallup, travelers see the emergence of Cretaceous Era rocks, older than the Gallup formations—from this point eastward, the geology reveals an ever older landscape ranging from Cretaceous, to Jurassic, to Triassic along the highway. This environment is on the west side of the Zuni Uplift, a pile of ancient rocks forming a huge dome. The towering cliffs of Jurassic Entrada sandstone to the north flank the eroded down track carved by the Rio Puerco (not the Rio Puerco east of Laguna) comprised of mudstone and siltstone. As softer

rock formations lying under the hard erode, great slabs of the cliff faces separate and fall. The valley widens slowly, but inexorably. This geologic history can be "read" in the road cuts through which Route 66 travelers have coursed since the 1930's.

Just before reaching the community of Thoreau (pronounced "threw"), motorists cross the Continental Divide, near milepost 48. An oil refinery gives additional credence to the presence of ancient swamps and marshy vegetation that covered the area; to the north is the San Juan Basin, one of America's largest natural gas fields, and plentiful coal resources are found here also.

To the east of the Continental Divide, the rivers drain toward the Atlantic, or in the case of the Rio Grande Rift, to the Gulf of Mexico. Soon the massive cone of what is left of a giant volcano, Mt. Taylor, comes into view. Some believe it blew out its magma chamber to the side, as did Mt. St. Helen's in 1980 leaving half of what had been some 29,000 feet in elevation.

At the small enclave of Prewitt (pronounced "pru-it), the gorgeous red cliffs of Entrada Sandstone seem to disappear, the result of a fault. They are replaced in the landscape by lava-capped cliffs (mesas) of tan sandstone and the gray shale formation of the Mesaverde group, more of the Cretaceous seascape. There's a lot of geologic mishmash, signaling movement along faults, volcanism, and warping. Southeast of Prewitt, travelers catch sight of a Quaternary lava flow, the youngest of all the rock formations to be seen along this segment of Route 66.

Approaching the Town of Grants, which lies on the floor of a valley wedged between lava flows to the south and Jurassic and Cretaceous Era cliffs of sedimentary formations capped by older lava flows to the north, travelers see steep slopes draped across the cliffs that testify to landslides of lava and rock slipping over shale formations.

The Town of Grants, growing as a railroad town in the 1880's, then as Route 66 in the 1930's, became a major resource center for uranium mining in the 1950's. Uranium is formed mostly in the Jurassic Morrison formation; it begins as water filtering through volcanic and other rocks, dissolving the element uranium (U or U238 and others) and then depositing the mineral in organic material (plant or animal). The Morrison formation, laid down on a river floodplain is rich in organic material as seen in the mudstone which contains a great deal of bentonite derived from volcanic ash. This mudstone formation also contains layers of sandstone in which much of the uranium is concentrated. The uranium district extends from Grants to Laguna to the east; most of the mines opened in the 1950s and active through the 1970's are now closed. Uranium created just another episode of the boom-bust economic cycle in Grants.

Route 66 tourists in the 1950's and 1960's drove through the location which supplied yellow cake uranium (from which plutonium is made) for the warheads that were touted as protecting the free world during the Cold War era. The atomic bomb, developed in Los Alamos, NM, in the 1940's, became an integral component of America's defense system, with the nation's stockpile of nuclear warheads located in the Manzano Mountains (since relocated) near Kirtland Air

Force base in Albuquerque. Vacationers, college kids, job seekers, and commuters drove past the repository (now relocated) without knowing anything about it.

The yellow cake traveled to Sandia Laboratory (a spin-off from Los Alamos) in Albuquerque along Route 66, the only highway available. Sandia Labs, located just south of Route 66 in east central Albuquerque, emerged in the 1950's as a major employer in the region. The uranium industry in the Grants area reminds travelers that Route 66 was authorized by Congress in 1924 as a military transportation system, not just as a great highway for the tourists of decades later, or only for new settlement in the western United States. It has always served a number of different needs and interests.

Route 66 travelers would also have enjoyed seeing the lava flows that come up to the highway by Grants, at milepost 93. This lava is "young" and comes from small volcanoes some 30 to 40 miles to the south and west of the highway, and is part of El Malpais National Monument (the Bad Lands). The most recent flow is less than 1,000 years old and is believed to be part of Native American oral traditions that describe the "fire rock" that buried their ancestors' fields. The exposed lava is jumbled, twisted, ropy…full of gas bubbles, lava tubes, and formations that indicate it's path, pushing through already hardened lava.

Looming to the northeast is Mount Taylor, an extinct volcano—it erupted last some 2,000,000 years ago—that is also known as "Blue Bead Mountain" to the Navajos. The valley of the Rio San Jose carries the roadway, flanked by basalt-capped sandstone mesa tilting off the Zuni Mountain Uplift. Route 66 continues eastward through a marshy area (by milepost 114), which used to be a lake for which Laguna (lake) Pueblo was named by the Spanish.

Looking to the north from Route 66, there are lower mesas appearing below the Cretaceous Era cliffs, capped with Jurassic rocks. Farther east, red-tinted Triassic mudstone lies on the valley floor.

Between mileposts 130 and 140, the mesa lands of the Colorado Plateau disappear. Motorists are now crossing a fault zone that delineates the western edge of the Rio Grande Rift. East of the Rio Puerco—and the historic bridge—the Mesozoic rock formations are far below the surface, covered by sediments that are either old sand and gravels of the Santa Fe group that were deposited by the Rio Grande before it's bed cut down to the present valley, or new sand and gravels eroded down from nearby mountains.

Along both the Rio Puerco and the Rio Grande, a series of sloping terraces represent cycles of deposition and erosion, with the oldest features uppermost. Between mileposts 140 and 150, the road passes over a terrace that was a dune field in Pleistocene Era. A string of small volcanoes lie to the north, lined up along a fault or fissure in the earth.

Motorists can stop at milepost 151 to view the City of Albuquerque from the top of Nine Mile Hill, which is built on several terraces. Across the 28 mile wide rift valley, the steep cliffs of the Sandia Mountain Range rise more than 5,000 feet.

In the earliest years of Route 66 travel, vehicles with gravity-fed fuel systems had to back up the slope, a neat trick of driving that was made obsolete by the invention of fuel pumps.

Looking at the rift valley from Nine Mile Hill is like looking at an enormous tear in the earth's surface that runs from central Colorado in the Rockies through all of New Mexico, and a large part of the Mexican state of Chihuahua. Its "floor" has dropped thousands of feet between two fault zones. The rift is comprised of a series of basins, like pearls on a cord, which have been pulled apart by the movement of mantle material. In some places, the wedge-shaped rift has dropped some 26,000 feet, but it is now filled in with sediments and gravels, lava and ash. If it was not filled up with sediment, a narrow inland sea or a seaway would divide New Mexico in half—like the Red Sea or the Gulf of California.

Las Vegas to Santa Fe (1926-1937 alignment)

Diverging from Route 66 between Arizona and Albuquerque, the original alignment is also geologically interesting. I-25 follows the original Route 66 alignment here, which actually follows the Old Santa Fe Trail. The roads wind through hogbacks that rim the southern tip of the Sangre de Cristo Mountain Range; road cuts expose the tilted blocks of rock—Cretaceous Dakota sandstone, Jurassic Morrison formations, and Triassic red sandstones and shales. At the junction of US 84, close to Romeroville, older rock formations emerge and can be seen on the way to Santa Fe. Among the Triassic and Permian rock layers, in order, are light gray and tan Santa Rosa sandstone, purplish red Bernal formation, gray San Andres formation, Glorieta sandstone, and a wide sequence of Yeso and Sangre de Cristo formation "redbeds"—brick red siltstone and sandstone. The Yeso layer includes veins of gypsum in the form of selenite. Thin sheets of this material were used as "window panes" letting light into pueblo and Hispanic rooms, and later into Anglo houses too.

The slopes are heavily wooded now, but the strata can be clearly seen between milepost 325, Glorieta Mesa, and milepost 311. There are ledges and cliffs, and mudstone and siltstone weathered into gentle slopes. The red-brown coloration of some of the rock formations is cause by the presence of hematite, an iron oxide. Different amounts of it create different colors. There is a steady climb from Las Vegas toward Glorieta Pass, and near Pecos the escarpment becomes the landscape of the Pecos National Monument.

At Glorieta Pass, the same small trough through which the explorer Coronado passed in 1540-1541, the Santa Fe Trail, the railroad, and Route 66 also coursed. The Sangre de Cristo range makes up the hills to the north, with Precambrian rock formations comprising the core of the mountains. The Rio Pecos heads in these mountains, whose highest summit is Truchas Peak ("the trout"), some 13,102 feet in elevation.

Road cuts from milepost 292 reveal Precambrian rocks of the primary mountain mass, extending to the highway. Within this formation are very hard, greenish black gneiss streaked with veins and dikes. To the west, across the Rio Grande Rift rises the Jemez Mountains, formed by a resurgent volcano that ejected its magma chamber and collapsed into itself. To the south, beyond the small hills of the Ortiz Range (the Cerrillos—"little mountains"), lies the Sandia Range.

Driving south from Santa Fe to Albuquerque on (I-25 going down La Bajada) Route 66, much of which is passable, the road runs across a broad, gentle slope of eroded material. This slope lies some 400 feet above the rift valley floor. Near La Bajada, the Ortiz surface merges with the Jemez lava surface, revealing soft red and pink sandstone and mudstone. There are gypsum mines in the field of vision, and mica is mined near here as well.

Turquoise is found in these formations, and has been mined near here for centuries by Native Americans. Gold was found in these little mountain ranges, as well as silver, lead, and hard anthracite coal. There was a mini-gold rush here a few years before gold was discovered in California. Coal was mined in the

Cerrillos Mountains until the 1950's; in fact, all the coal needed by Los Alamos National Laboratory was supplied from these little hills, and carried out by rail up to the Pajarito Plateau to the west.

Albuquerque (original alignment 1926-1937)

Below La Bajada, the interstate converges with the lava-walled gorge of the Rio Grande. Route 66 runs through Indian pueblos, some of which is drivable, but in other places it is not accessible to non-Indian persons. Driving south across the Ortiz erosion surface, the innards of ancient volcanoes can be seen to the west. The hard cores are called "necks," rising above the surface. The craggy west face of the Sandia Mountains comes closer, looking as if a dome was cut in half vertically, with the gradual slope on the eastern side, and the ragged slice on the western side.

In ancient times, there were a series of closed basins following the rift; the Rio Grande is now through-flowing, having filled the basins with gravels and sediments over eons. The largest of these formerly closed basins in the Albuquerque-Belen Basin within which the City of Albuquerque lies.

Looking west from the City of Albuquerque, Route 66 drivers see a line of little volcanoes located on a north-south fissure, forming the escarpment, and the familiar shape of the western horizon.

A horrendous flood in 1874 measured recorded water levels higher than ever noted and changed the river's channel. This was about 100 years after an earlier catastrophic flood also altered the bed of the Rio Grande and washed away settlements. The valley floor became more and more swampy, and unsuitable for agriculture. In about 1926 Congress, through the Bureau of Reclamation, created quasi-legislative entities for the purpose of draining the marshes, and providing reliable sources of irrigation waters. In the Albuquerque area, the Middle Rio Grande Conservancy District manages irrigation facilities, and to a lesser extent, flood control structures and levees. The Rio Grande was shortened by some 300 miles, and "tamed" to stay in its banks.

However, the violent flooding caused by intense rain storms and run-off from the mountain slopes continued to plague the valley until massive channels were constructed in Albuquerque in the 1980's. Route 66 travelers passed over and next to these "modern" engineering feats as they drove west or east across New Mexico. The US Army Corps of Engineers also built flood control structures that protect urban development. The New Mexico Museum of Natural History, located in Old Town Albuquerque just blocks north of Central Avenue (Route 66), has comprehensive information of the geologic history and the long series of animals that have come and gone—from dinosaurs to giant mammals. This resource provides Route 66 travelers, including children, with an opportunity to see the state in its entire ancient context.

The terraced development of the City of Albuquerque reflects the cycle of deposition and down-cutting erosion, as well as uplift and spreading apart of the faults. This is a young geologic environment. Some of the lower terraces are

only a few thousand years old; some contain archaeological sites of Early Americans. It is thought that Paleo-Indians (Sandia Man) roamed central New Mexico more than 12,000 years ago as evidenced by artifacts found in Sandia Cave; farther to the east, south of Route 66 in Tucumcari, Clovis Man tools and other artifacts give testament to these very early inhabitants of the North American Continent.

The Petroglyph National Monument, just a short distance north of Central Avenue, offers visitors the opportunity to see the lava formations and some 17,000 petroglyphs chiseled and scraped into the rocks, which are accessed via hiking trails. This lava cap along the escarpment was prominently visible to Route 66 travelers as there was virtually no residential or commercial development on the west side of Albuquerque until the late 1980's. The lava cap and escarpment developed some 150,000 years ago, with the tips of little volcanoes peeking up through the gravely soils.

Sandia Mountain, along with the Manzano Mountains to the south, forms the eastern rim of the City of Albuquerque, and through which Route 66 passes, is tremendously old. Its western face exposes 1.4 billion year old Precambrian granite iced with 300 million year old Pennsylvanian sedimentary rock—evidence of an ancient sea bed. This top layer is studded with fossil brachiopods, bryozoans, and corals, as well as sea lily stems. Route 66 travelers could drive up the 'green side' along a winding road to the crest; or they could venture north from Central Avenue and ride an alpine tram to the crest, observing the rock formations on the 20 minute trip. It remains one of the 'must do' activities in Albuquerque, as it has been for several decades.

From the crest of Sandia, one can see the entire rift valley, with the dark lava flows on the western edge of the city. Mt. Taylor looms on the horizon some 60 miles away. One can see the forked tip of the Southern Rockies—Sangre de Cristo—in Santa Fe, through which drivers of the original alignment passed.

On the wooded eastern slope of the Sandia-Manzano range, limestone surfaces the bedrock**.** There is a cement processing plant near the village of Tijeras, but it most likely supported construction of I-40 parallel to Route 66; the plant was built in the 1950's. However, as the Interstate Highway system was just commencing, perhaps materials from this plant were used to repair or expand historic Route 66; it was four-laned through the canyon in the 1950's. The easy access to limestone may have been a major factor in the decision to locate the cement plant in the present location.

Slipping through the canyon, drivers are quickly made aware of the edge of the Great Plains, where the Pennsylvanian limestones dive under the Estancia Basin and where an ancient lake once covered vast areas.

Original alignment south of Albuquerque.

Early Route 66 travelers drove south along 4th Street in Albuquerque (New Mexico No. 1), through the Barelas neighborhood, crossed the river to the east side on Bridge Street, and then continued south through Isleta Pueblo. There is

another area of lava flow to the west of the Rio Grande, with weathered rock "varnished" dark by time.

The Manzano Range, a continuation of the Sandia Mountain range, flanks the river on the east. Here the rift has widened to some 30 miles, where it was about 18 miles wide in Albuquerque. The broad alluvial fan sweeping the western slope of the Manzanos was once lush grassland. Now it stands as barren evidence of overgrazing by the domesticated animals imported by the Spanish—horses, cows, and sheep—and by Anglo settlers after the mid-19th century. There is a gap through which Native Americans and Hispanic settlers traveled from the high plains down to the valley below—the Abó Pass National Scenic Byway. In Los Lunas, travelers turned west and northward on NM 6, which carried them to Laguna Pueblo.

East of the Rio Grande Rift.

The region east of the Sandia-Manzano Mountain range is known as the Great Plains, or the high plains. It consists of gently rolling hills, with small intrusions of rock formations every few miles. Permian Limestone, a very erosion-resistant formation, underlies this vast area. There are also sandstones and siltstone formations, all are sloping toward Texas and Oklahoma. There is an escarpment through these plains that delineates the *Llano Estacado*, the Staked Plain. The *Llano Estacado* is comprised of the remnants of the debris from the Southern Rockies; it is part of the Ogallala formation.

There are small rifts through the plains that once contained huge ancient lakes; in times of abundant rainfall, perhaps the lakes drained toward the Pecos River. During dry times, they filled and evaporated as salty *playas* like those that remain south of Route 66 along the Salt Mission Trail National Scenic Byway.

The plains are rich with archaeological sites, from the hunter-gatherers of more than 11,000 years ago to more recent pueblo settlements dating to the 12th to 14th centuries based on the "CBS" agricultural tradition of growing the "Three Sisters"—corn, beans, and squash. There were well-established towns here in the mid 16th century when the Spanish explorer Coronado marched through. The area is dotted with Spanish churches and settlements, and the ranches that developed when production livestock management came to the plains in the late 19th century.

From Albuquerque to Clines Corners, a distance of some 61 miles, the rock formations revealed east of the Sandias are younger. At the Town of Edgewood motorists cross into the closed Estancia Basin. Driving eastward the road makes a gradual climb through sedimentary rocks—red shales and sandstone of the Abó formation. To the south can be seen the Pedernal Hills, up-faulted blocks of Precambrian granite that first rose up in Pennsylvanian time as the southern most tip of the Ancestral Rocky Mountains.

Clines Corners to Santa Rosa

Clines Corners isn't a town or a village at all, but is just the place where Route 66 intersects with US 285 and where now the I-40 interchange pulls motorists and truckers off from east and west. Earlier travelers found Clines Corners in other

locations, but Roy Cline moved the buildings as the road moved and was improved and realigned to keep his business accessible to traffic. This area is covered with gray Permian San Andres limestone; it is a grassy flatish tableland now, with any number of undrained depressions formed by the collapse of cavities in the limestone, or below the formation. Unseen by travelers, the area is criss-crossed by tunnels and caverns far below the surface. This limestone formation includes the barrier reef limestone of Carlsbad Caverns, some 200 miles to the south of Route 66.

Mesas are visible to the north of the highway, capped with Glorieta limestone. To the south, milepost 219, the ancient Pedernal Hills can be seen. There are gigantic wind rotors lining the bluffs to the south, seen for miles—as modern today as the railroads and telegraph lines were in the late 19th century. Route 66 crosses a flat surface close to mile marker 237, signaling an outpost of the great plains. Across this area are the gravels washed down from the eastern slopes of the mountains to the north and south—the Ogallala formation.

Some twelve miles east of Clines Corners, Triassic sandstones in a variety of colors, as well as siltstone, are seen from the highway. From the rest area at mile marker 251, it's possible to get a closer look at the Santa Rosa sandstone and other rock formations in the exposed face of a collapsed "sink." The Santa Rosa and Chinle formation are chock full of fossils, including petrified woods and other plants, invertebrates and vertebrates such as the phytosaurs that swam the floodplains of ancient rivers here.

This area is dimpled with sinks resulting from minerals going into solution; the topography of this underground formation is called "karst" for the region in the former Yugoslavia known for its limestone caverns. The Pecos River and its tributaries flow through valleys created by the collapse of these formations. Travelers approaching the Town of Santa Rosa from the west drop into the floor of a sink some six miles across.

The highway crosses the Pecos River in Santa Rosa, perhaps ten miles north of where some 450 years ago the Spanish explorer Coronado built a timber bridge to cross over as he continued his search for the Seven Cities of Gold. One of the favorite sinks in Santa Rosa, is called "the Blue Hole" for its clear water and depth of some 80 feet; it's a popular scuba diving venue.

Another popular recreation area just a few miles north of Route 66 is Santa Rosa Lake. Here the sandstone formation contains an estimated 90 million barrels of oil locked up as "tar sands." The tar sands were mined for road material during the 1930's era of constructing Route 66, but are not worked at this time. There is a dam on the Pecos River upstream from Santa Rosa, providing irrigation water for farming, flood control, and de-silting. The water backed up behind the dam submerged a number of settlement sites—Native American, Hispanic, and Yankee, dating from some 5,000 years ago to the late 19th century.

Santa Rosa to the Texas border.

Driving eastward from Santa Rosa toward Tucumcari, a local landmark named "Sunshine Mesa" is seen to the south. It is capped with caliche, a hard calcium carbonate-soil mixture mined and used for road building. The mine tailings can be seen close to the edge of the mesa. Below the caliche are seen the layers of sandstone, siltstone, and Chinle formation conglomerate. There are fossils found throughout—its not hard to imagine ancient reptiles and amphibians wallowing through the mud and shallow waters seeking prey. Ferns and early tree fossils are also embedded in the formations.

North of the small ghost town of Newkirk, some 4,000 to 8,000 feet below the surface lie it is estimated some 39 million barrels of heavy oil lie in the Santa Rosa formation. It is not being extracted at this time due to the high cost, but it is there for some future time perhaps. From Newkirk, to the north as well as to the south, high mesas form a panoramic view of the isolated remnants of the ancient Great Plains surface; they join up with the main Great Plains surface here in what the Spanish named "the staked plain" or *el llano estacado* for the trail markers they placed for guidance through oceans of featureless grasses. This area is considered to be one of the flattest regions in the world.

Route 66 climbs onto Jurassic rock formations east of Montoya, another ghost town. The Todilto sandstone layers were laid down in paper-thin varves during yearly cycles of run-off abundance, aquatic plants, and varying water temperatures. A Morrison formation rests on the Todilto formation—both are Jurassic—and as elsewhere is comprised of green and red shales and siltstone, which include clay minerals found in volcanic ash and uranium. Uranium was mined near here briefly, but is not actively mined today.

Getting closer to Tucumcari, drivers will notice they are climbing onto these formations, dropping down again through all the layers of Cretaceous, Jurassic, and Triassic formations onto the wide valley of the Canadian River. During the Pliocene era, erosion cut deep eventually breaking through the Ogallala formation caprock of the region known as the Great Plains, forming what is called the "Canadian Breaks." Familiar river terraces formed along the breaks, according to cyclic climate fluctuations during the Ice Ages.

The region around Tucumcari is blessed with fertile soils, irrigated from the Canadian River to the north, making farming prosperous. The soil is colored "salmon" pink; the escarpment is seen to the south. The Mesalands Scenic Byway provides a delightful loop between these remnant formations. Route 66 travelers caught their first glimpse of these unusual formations as they crossed the Texas border, driving westward.

East of Tucumcari, Revuelto Creek has cut deep into the soil, carving a canyon that regularly reveals fragments of fossil vertebrates, including phytosaurs and small meat-eating dinosaurs, among others. Near San Jon, the highway rises to a surface covered with redeposited gravels. From here it's possible to survey the environment—a flat, high plain that has not changed much for millions of years. The absorbent porous caliche ensures abundant water for wells and ranches.

After passing through the drought stricken areas of western Oklahoma and Texas, 1930's Route 66 migrants must have been grateful for such a blessing.

At the nearly abandoned settlement of Glen Rio, a new Visitor Center on I-40 welcomes travelers on the New Mexico side of the border with Texas. There were no such amenities for early travelers on Route 66. However, there were small enterprises that provided fuel and repairs, perhaps lodging and directions to the places down the road, and plain good food. Traveling across New Mexico's Route 66, more than 90% of which remains drivable, provides an amazing opportunity to see first hand how this part of the western United States was formed over millennia. Though it would not have been understood by the typical 1920's and 1930's travelers, it would surely have inspired awe.

Climate

The Route 66 corridor is topographically diverse, with low precipitation at lower elevations, and a cooler atmosphere in the mountains and at the higher elevations. The climate is for the most part semi-arid and is humid only at the highest elevations in the mountains.

The single largest source of moisture, particularly in the summer half of the year, is the monsoonal rain associated with the Gulf of Mexico. The summer season is the rainy season, with most of the precipitation occurring in short heavy thunderstorms from late June through early August. Areas of highest precipitation (20 inches or more) correspond to areas of high elevation. The winter snow pack is a critical source of water for streams and the rivers, and irrigation of crops in the spring and early summer months.

Topography

Topography dictates climate in New Mexico, the fifth largest State, with a total area of 121,412 square miles that lies primarily between latitudes 32^{o} and 37^{o} and longitudes 103^{o} and 109^{o} W. New Mexico's topography is mostly high plateaus or mesas, with a number of distinct mountain ranges, canyons, valleys, and arroyos (washes) that are dry most of the time, but which fill rapidly with storm water in what is characterized as "flash flooding" in the desert.

The average elevation is some 4,700 feet above sea level, with the lowest point just above the Red Bluff Reservoir at 2,817 feet where the Pecos River flows into Texas. As noted above, most of the rain and snow is generated by weather systems coming from the Pacific Ocean, 500 miles to the west, and the Gulf of Mexico, 500 miles to the southeast. New Mexico's climate is described as mild, arid or semiarid, continental climate characterized by light precipitation totals, abundant sunshine, low relative humidity, and a relatively large annual and diurnal temperature range. The hot days of summer are endurable because of the delightfully cool nights.

The State is divided into three major areas by mountain ranges and highlands, oriented in a general north-south direction. The Northern Mountain and Central Highlands, between longitudes 105^{o} and 106^{o} W, are the western boundary of the Great Plains which slopes downward gradually eastward and southeastward.

The Pecos River rises in the Sangre de Cristo Mountains and flows southward through the Southeastern Plains into Texas, and then swings back into New Mexico southeastward to join the Rio Grande. Route 66 crosses the Pecos in Santa Rosa.

West of the mountain ranges forming the Continental Divide, rivers drain into the Gulf of California through the Colorado River system. Between the Northern Mountains and the Central Highland system and the Continental Divide system is the Rio Grande Rift (or, valley). The Rio Grande rises in the San Juan Mountains

of southern Colorado, flows southward through New Mexico. Route 66 crosses the Rio Grande in Albuquerque, and the 1926-1937 alignment crossed the river both in Albuquerque and in Los Lunas.

Temperatures. Elevation is a greater factor in determining the temperature of any specific locality than is its latitude.

During the summer months, individual daytime temperatures often exceed 100^{o} F at elevations below 5,000 feet, and even above that elevation on infrequent occasions; but the average monthly maximum temperatures during July, the warmest month, range from slightly above 90^{o} F at the lower elevations to the upper 70's at high elevations. It is usually hottest in the month of June before the monsoon season of highly localized thunderstorms (the male rains in Native American lore) roll in from the south or from the west. In July and August, afternoon storms cool the air though the humidity makes it feel hotter than it really is. Sunshine on most days and low relative humidity creates rapid cooling after the sun sets. Nights are deliciously cool and comfortable, making for good camping experiences for the Route 66 travelers. In New Mexico it is ordinary for the daily range in temperature to be between 25^{o} and 35^{o} F; sometimes it's an even greater spread.

In January average daytime temperatures range in the middle 50's in the south and central New Mexico; cooler in the western highlands of the Colorado Plateau. Temperatures below freezing are common in all sections of the State during the winter, but not usually during the day. Occasionally freezing temperatures linger for a few days, but that is the exception. The growing season in the central valley is nearly identical to that of Minnesota, again, attributable to elevation. The Albuquerque region has a growing season of some 192 days, from April 16 to October 23, on average.

Precipitation.

Average annual precipitation ranges from less than 10 inches over the Rio Grande and San Juan Valleys to more than 20 inches at higher elevations. A wide variation in annual totals is characteristic of arid and semiarid climates; it's important to note that drought cycles are frequent and unpredictable. Eastern New Mexico was part of the "Dust Bowl" of the 1930's and there were severe drought conditions here in the 1950's as well, just as in Oklahoma and Texas to the east.

Brief, intense thunderstorms characterize summer rainfall events. During July and August, about 40 percent of the year's total rain falls. During the warmest 6 months of the year, May through October, total precipitation averages from 60 percent of the annual total in the Northwestern Plateau to 80 percent of the annual total in the eastern plains.

During the winter months, rain and snow come mainly from weather fronts coming from the Pacific Ocean moving west to east. Considerable moisture falls west of the Continental Divide and over northern and high central mountain ranges. The snowpack in the mountains of New Mexico and Colorado provides water for irrigation of farms as it melts and finds its way to rivers and streams. Without a "normal" snowpack, which melts slowly in the spring, farming is doomed. Winter is the dry season in the Route 66 corridor, though there can be blowing snow that causes the highways to close for brief periods of time.

Much of the winter precipitation falls as snow in the mountain areas, but it may occur as either rain or snow in the valleys. Average annual snowfall ranges from about 3 inches at the Southern Desert and Southeastern Plains stations to well over 100 inches at Northern Mountain stations. It may exceed 300 inches in the highest mountains of the north.

Floods.

Intense summer thunderstorms may unload several inches of rain in localized areas in a short amount of time. Arroyos may drain vast areas of mountain basins and storms can affect areas that are far from the localized rainfall. Runoff from these storms may cause flash floods in local areas, but much of the flooding occurs in undeveloped areas. Engineers designing and building Route 66 had to meet the challenges of these flash floods where the road crossed rivers and streams. Arroyos may rage out of their banks for a time, stopping traffic where water flows over the highway; it can damage bridges, culverts, and roads; and if in a developed area, it may cause property damage. Snowmelt during spring months, especially if warm rains come, and with heavy rains during August to October may raise the level of the larger rivers and cause property damage. A lot of damage may be caused if levees and flood-control structures fail or are compromised during storm events. The Route 66 corridor has benefited from solid engineering work and flood hazard mitigation measures over a period of several decades.

Severe Storms.

Hurricane activity in the Gulf of Mexico or from the coast of Southern California may occasionally bring rain storms and high winds; however, the storms are not often catastrophic regarding wind damage. Engineering designs often call for design consideration of winds to a possible maximum of 140 mph. Tornadoes can occur in New Mexico, most likely during the afternoon and early evening hours from May through August. The eastern Great Plains in New Mexico is sometimes hit with tornado activity, but it is not a frequent phenomenon, and the storms are not as powerful as they are farther to the east in "tornado alley."

Thunderstorms are frequent in the summertime, often accompanied by hail which sometimes does enormous damage. When hail falls over an agricultural area,

considerable local crop damage may result. One day of untimely bad weather can destroy an annual crop.

Sunshine.

The sun shines nearly every day in New Mexico, with an average of 75 to 80 percent of the possible sunshine brightening the days. During the winter, 70 to 75 percent of the possible sunshine is received. As much as 90 percent of the possible sunshine may occur in November and in some of the spring months. There is no season that is not good for travel in New Mexico.

Relative Humidity.

The average relative humidity is lower in the valleys and higher in the mountains. The relative humidity in the summer months is about 65 percent just before sunrise and about 30 percent in mid-afternoon; however, afternoon humidities in cooler months may go as low as 4 percent which moderates the extreme temperatures to a degree. It's not unusual to see New Mexicans outside in shirtsleeves in 30 and 40 degree weather, where that would be unbearable in locations with higher humidity. Travelers are advised to carry water in their vehicles, and to be conscious of needing to drink more water during the day than they may be used to doing in other climes. It is very dry in the winter months, averaging less than 10% relative humidity.

Wind.

Wind speeds are usually moderate, but strong winds frequently arrive with weather fronts during late winter and spring months. Thunderstorms also bring strong winds as they move into an area. Weather front winds can exceed 30 mph for several hours and achieve peaks of more than 50 mph. Springtime is the season of blowing dust that sometimes makes highway travel hazardous for short periods of time. Winds over the eastern plains are consistently stronger than in other parts of New Mexico. Local surface wind directions vary according to local topography and mountain and valley terrains and currents. The "Albuquerque Box," famous for its characteristics desired by hot air balloonists, is an example of fairly predictable wind current patterns. The international balloon fiesta takes place in October, just a few miles north of Route 66.

Drought.

Periods of drought are part of the climatic weather cycle in the high desert environment. The last 40 years have been relatively "wet" but a generalized drought continues in many areas of the state. It is predicted that the wet cycle is nearing an end and that New Mexico will be entering a new, drier era in the coming years. Rainfall is so sparse that when a year or several years are below average, the accumulated deficit becomes impossible to overcome.

Climate and the Economy.

The principal economic activities of New Mexico are agriculture, mining, lumbering, gas and oil production, tourism, and recreation. There are high-tech industries in Los Alamos and Albuquerque. The influence of climate on agriculture, tourism, and recreation is of major importance. Less than 4 percent of New Mexico's area is under cultivation, and about one-third of that area is farmed using irrigation. More than one-half of the State is pastureland and some 28 percent is woodland. The rest of the land is generally classified as wasteland and/or urban. The so-called "wasteland" is a beautiful, scenic high desert environment regardless of its usefulness for production agriculture. The Route 66 traveler passes through every type of climate and agricultural use from one side to the other across the state.

In summary, average moisture (rain and snowfall) in the Albuquerque area is some 8 inches annually. On the east side of the Sandia-Manzano range, some 22 inches of moisture falls at high elevations. The eastern plains enjoy somewhat more rainfall, though being west of the 100th meridian, farmers must rely on irrigation or engage in dry-land farming. West of Albuquerque, the temperatures at Grants and Gallup are always colder in the winter reflecting higher elevations and frigid air dropping down off the Colorado Plateau. Altitude is a strong determinant of temperature and the average vertical temperature gradient is 3 to 5 degrees Fahrenheit for every 1,000 feet elevation.

Biota.

Due to the wide variations in soils, elevation, and climate, vegetation is highly diverse and complex. Plant communities range from lower elevation grasslands, through piñon-juniper, ponderosa pine, mixed conifer, and Englemann spruce/sub-alpine fir forest in the higher elevations zones.

Topography.

The Historic Route 66 corridor represents most of the life zones in the world and boasts spectacular scenery. The Byway begins at Glen Rio at about 4,000 feet elevation, climbs through Tijeras Canyon at more than 7,500 feet, and leaves New Mexico at Mañuelito at more than 6,500 feet.

HISTORIC QUALITY

As a transportation corridor, the Historic Route 66 National Scenic Byway, represents a continuum of thousands of years of human habitation. Due to its remoteness and the rugged terrain, settlements tended to be small and scattered; Puebloan communities were the largest in terms of numbers of persons.

It surely is clear to byway travelers that they are driving through settlements organized by a variety of traditions rather than only by modern subdivision with a grid system street layout, except in the railroad towns. These small communities, some really only hamlets, provide travelers with a glimpse of a simpler life-style.

Introduction to the Historic Assets along the Byway.

The byway communities range from very old Native American settlements to Spanish and Mexican enclaves, Yankees who plied their trade over the Santa Fe Trail, and railroaders from elsewhere. Finally, new groups of "Anglos" came to this outpost territory—the "lungers" seeking a cure for tuberculosis, the entrepreneurs attracted to Route 66, the scientists and engineers who hired on at the national laboratories, and the soldiers and airmen who were stationed at what became Kirtland Air Force Base.

An easy way to think of the "where" of Route 66 is to follow the railroad lines across New Mexico. The corridors carved out for rails were sufficiently wide to allow for construction of roadway without needing to acquire additional land. This was convenient and expedient. The railroads in many cases followed old trails and paths as being the only feasible routes through the mountains or other rugged terrain. Route 66 is comprised of two communities—the 1926 to 1937 community, and the 1937 to 1985 community. While there is some over-lap, the experience of the two routes is quite different. The early alignment coursed through Indian lands to a great extent, while the final alignment, straighter and more direct by more than a hundred miles, only ran through a couple of pueblo and reservation lands west of Albuquerque.

The major communities are as follows, starting with the 1926-1937 route;

Glen Rio,
Tucumcari.
Santa Rosa,
Las Vegas,
Pecos,
Santa Fe,
Agua Fria,
La Cienega,
La Bajada,
Cochiti Pueblo,
Santo Domingo Pueblo,
San Felipe Pueblo,
Santa Ana Pueblo,
Sandia Pueblo,

Isleta Pueblo,
Zuni Pueblo,
Navajo Nation, and,
Laguna Pueblo.

Visually, the two routes of the Byway differ remarkably – one twisting through the great timber of the Santa Fe National Forest, the other winding through the Cibola National Forest. Route 66, with its two alignments, crosses itself at 4th Street and Central Avenue in downtown Albuquerque, the only national scenic byway to do so.

One might say, "Geology is Destiny" in this region characterized by various forms of the release of energy – plate tectonics that pulled the earth's surface apart along rifts and pushed up mountain ranges, volcanism, coal and uranium ores, solar energy that produces crops in the short growing season of the high desert, and the growing number of "wind farms" lining the rims of the mesas. Route 66 frequently lies within corridors established for railroad lines, which later included telegraph and telephone lines, and electrical lines that brought light to rural communities. Since the construction of the interstate highway system, beginning in the 1950's, Route 66 is now frequently parallel to I-40, or I-25 on the old alignment, along the frontage roads, or under I-40.

Settlement patterns indicate places where water, the life-giving element essential to all living creatures, is available in some form. It might be a river, a perennial stream, melting snow pack, or harvested rainwater. The 1937-1985 alignment included the following communities, though there are other small settlements along the way:

Moriarty,
Edgewood,
Tijeras,
Carnuel,
Albuquerque,
Old Town,
Laguna Pueblo (I-40),
McCarty's
Acoma Pueblo,
Cañoncito Navajo Chapter,
Grants/Milan,
Thoreau,
Prewitt,
Zuni Pueblo
Navajo Nation,
Gallup, and,
Mañuelito.

Brief descriptions of the Route 66 byway communities are found in the demographics section.

Historic Bridges

There are two historic bridges still in use on the New Mexico portion of Route 66, the Rio Puerco Bridge and the Rio San Jose Bridge, both west of Albuquerque. Both bridges have been part of Route 66 since they were constructed in the 1930's.

The Rio Puerco Bridge is a Parker Through-Truss which was fabricated in Kansas City and erected by an Albuquerque construction company, F.D. Shufflebarger., who also constructed the Albuquerque Central Avenue underpass that eliminated the at-grade crossing of Route 66 and the railroad tracks in Downtown Albuquerque. When the new alignment of Route 66 was commissioned in 1937, the Rio Puerco bridge was ready to takes its place in history. The 10-panel truss spans 250 feet and was remodeled in 1957. In 1999, the bridge was converted to pedestrian use.

The Rio San Jose Bridge, in Cibola County, west of Albuquerque was also constructed to be part of Route 66. At 105 feet in length and 24' wide the bridge provided two full width driving lanes. The Parker pony truss bridge is not as significant at the Rio Puerco, but remains in service to over 1,000 vehicles per day.

New Mexico State Fair on Route 66.

In 1937, when the new alignment of Route 66 took it through Albuquerque on Central Avenue, the New Mexico State Fair was just constructing its new home east of Albuquerque on the heights. F.D. Shufflebarger, whose construction company was building the Rio Puerco Bridge west of town, was one of the prime movers behind the construction of the new Fairgrounds and racetrack and the first Fair Manager. With the new Route 66 passing right by, the racetrack, home of the only pari-mutual betting in the western United States, travelers came from all over the region on the Mother Road. Constructed with Works Progress Administration (WPA) buildings and WPA funding the Fair was an early beneficiary of the recovery from the Great Depression and drew as many as 5,000 patrons a day to bet on the races and horse owners from all over the Southwest traveled to Albuquerque on Route 66 for to board their horses in the WPA barns and race them at the Fairgrounds.

Conrad Hilton.

Conrad Hilton was born in San Antonio, NM, attended NM schools including the New Mexico Military Academy and the New Mexico School of Mines. He served as a Republican legislator shortly after Statehood in 1912 and served in the US Army in France during WWI. When he returned to the US, he moved to Texas and began the Hilton Chain of hotels. In 1938, Conrad Hilton expanded his small chain of hotels outside of Texas to New Mexico and built the La Posada de

Albuquerque just half a block from Route 66. Hilton had recognized the growing role of automobile travel and he wanted to take advantage of it. The La Posada was the first modern high rise hotel in the State and the ten-story building became a landmark along Route 66. Currently under-going renovation, this historic hotel remains in service today; it will be open to the public by early fall, 2009.

Glorieta Battlefield.

The original alignment of Route 66 passed through Glorieta Pass, a little-known Civil War battlefield. In 1862, the Confederacy made a major effort to control New Mexico sending soldiers to capture and occupy the territory. It was to be a key step to deny the West to the Union. The decisive battle of the Civil War in New Mexico was fought at the summit of Glorieta Pass on March 28, 1862. Union troops won the battle when a party of Colorado volunteers burned the Confederate supply wagons, thus destroying Southern hopes of taking over New Mexico and capturing the gold mines of Colorado and California. In 1933, due partly to the exposure of the battlefield to new travelers on Route 66, The Glorieta Battlefield became part of the National Park System. There is a new interpretive center, now open (2009), easily accessible from I-25 or old Route 66.

USFS Santa Fe National Forest – Pecos Ranger District.

(RESERVED text and photos)

USFS Cibola National Forest – Sandia-Manzano Ranger District

(RESERVED text and photos)

CULTURAL QUALITY

Geography.

Geography is destiny. Evidence of Pre-Columbian settlements throughout the corridor, including the Sandia-Manzano Mountains, reflects valley farming communities and mesa clusters as well. The eastern plains, more like western Texas and Oklahoma, were home to Apaches and Comanches… and the western reaches were dominated by wide-ranging Navajos who were superb herders. The unifying connection is "water" which Puebloan peoples used and harvested with great technological skill. Hispanic settlers adapted to the traditions in place before their arrival. After the Civil War, the bison that sustained Native American populations on the high plains were gone; new groups of settlers arrived, bringing new crop preferences and "production agriculture" raising large herds of cattle.

The high desert of north central New Mexico has a short growing season, with elevations ranging from 5,400 to an about 10,400 feet. The last and first hard freeze of the spring and autumn brackets the span of time in which the "three sisters" — corn, beans, and squash —can be grown. Crops were grown using irrigation systems, as well as by an intricate network of "waffle gardens." Orchards are tended carefully, with some years lost to late freeze in the spring.

Other crops became traditional through the centuries – chiles, squash, beans, tomatoes, onions, and garlic. Fruit orchards, flowering delicately against the dramatic landscape, were introduced by Spanish colonists; apples, apricots, cherries, pears, and grapes for winemaking. With careful management, and the luck of good weather, food can be produced here. Animal fodder is also grown, as hay or alfalfa. High desert environments are austere and harsh, with extremes in temperature, rainfall, and wind being the norm.

The communities organized themselves to maintain irrigation facilities, to apportion water resources, and to bend to the seasons as they planted and harvested. The geology of the high desert created a geography representing beauty and danger; if summer rains don't come, crops will fail; if there is little snow pack, the ditches will run shallow; if hard freeze comes in late May or early June, crops can be ruined for the rest of the summer; and, if gale force winds sweep through the valley, plants can be broken and lost. This region has never been a place of easy abundance.

Then the railroad came, and new towns sprang up instantly. These turn of the century communities were laid out in "urban" patterns, rather than the traditional land divisions created for irrigation from *acéquias*. The government-created corridors were very wide, and accommodated power lines and local roadways. Those local roads were stitched together into US Route 66, connecting the diverse communities and the entire nation.

Communities.

Communities along Historic Route 66 National Scenic Byway are diverse. They include Pueblo Indian settlements that have been there since "time immemorial."

There are Spanish settlements dating to the 17th century and Spanish land grant communities dating from the early and mid-17th century. There are old mining towns and timber cutting settlements that were stimulated by the arrival of the railroad, and there are cattle and sheep ranching operations. And there are the ghost towns whose rises were caused by various commercial impacts, but whose falls were finally resolved by the construction of I-40 and the subsequent bypass of the traffic on which they depended.

There is evidence of Paleo-Indian settlement in the Albuquerque area as early as 17,000 years ago. In about 1350, a mass migration of Native Americans occurred, perhaps moving down from drought-stricken highlands to the river valleys. These early settlers belonged to the Southern Tanoan linguistic group; there were three subgroups of these puebloan people.

When the Spanish came, they described the puebloans living in the Albuquerque area as being part of the Province of Tiguex; later they also called the area the *Rio Abajo* (the lower river). Besides growing corn, beans, and squash, the puebloans also grew cotton. Turkeys and dogs were domesticated and small game and birds were captured in traps. Ceramic goods are most frequently used to document occupancy periods and ancestry. There was also a rich tradition of mural painting in dwellings and sacred spaces.

The Spanish explorer Coronado came through the region in 1540-42; he met with leaders of some twelve pueblos located along both sides of the Rio Grande, requesting food and clothes for his party. These negotiations were not well-received, and there was tension and fighting in which many Native Americans were killed. Coronado returned to Mexico without finding the gold and silver he sought, and left in his wake a resentful populace of puebloans.

In 1581 a new expedition was mounted, this time under religious pretexts. The party left Santa Barbara, (CA), and arrived just south of Albuquerque (perhaps 70 miles) in some 31 days. The local puebloans were afraid of another massacre and fled before their arrival; however, persuaded that this was a friendly visit, they returned and reported the fate of two priests that had been left behind by Coronado some 40 years earlier—they were killed. Fray Augustin Rodriguez traveled north along the Rio Grande, counting some 61 settlements consisting of perhaps 130,000 persons in well-organized communities. These early records of historic contact may or may not be completely accurate, but they provide a glimpse of life in the Albuquerque region some 400 or more years ago.

Beginning in 1598, Don Juan de Oñate claimed the region for Spain, and assigned a priest to the Tiguex pueblos. Missions were established at Isleta and Sandia, and reports from the Spaniards at that time did not differ much from the previous five decades.

The tiny settlements huddled along the Rio Grande, neighbors with the puebloans. Raiding Apaches constantly harassed the settlers, eager to capture their horses. The Spanish were in need of food and other supplies, which they took from their Indian neighbors, reducing them to poverty. While the region is seen as "abundant" today, the life it supported then was one of scarcity, with adequate

provisions raised in the good years, and privation ensuing in the desperate times of drought or bad weather that ruined crops. Church leaders tended to advocate for better treatment of the Indians, while the settlers tended to follow civil law and custom in their treatment of indigenous people.

A report on the status of the missions between 1663 and 1680 described the Pueblos of Sandia, Alameda, and Isleta as having excellent churches, with choirs and organs, as well as planted fields. These communities anchor Albuquerque on the north and south; the pueblo at Alameda was deserted after the re-conquest.

The 17th century population of New Mexico was perhaps some 3,000 persons who mostly lived near the missions where there was some semblance of protection as well as Indian labor available. All this changed in 1680 when the puebloan peoples rebelled and drove the Spanish south to el Paso (Texas). Of the nineteen Spanish ranch holdings in the Albuquerque area, all were burned during the revolt. Until 1692 when the Spanish came up from the south to re-conquer New Mexico, the area was all but deserted.

In 1692 de Vargas came up along the Camino Real, establishing settlements at Santa Cruz and Santa Fe (again), and slowly the Rio Abajo began to grow in population again. Between 1705 and 1707, the *Villa de Albuquerque* was chartered as the third villa in *Nuevo España*. Most of the first settlers of the new *villa* were from the 17th century families who had settled around Bernalillo and Rio Arriba; originally they came from Zacatecas and Mexico City in 1694-95 to Santa Fe.

Villa de Albuquerque (now referred to as Old Town), one of the Spanish land grant settlements, today is part of a modern Western city with a metropolitan area of nearly 800,000 population. Interpretive markers remind visitors that this land was claimed as a Spanish colony in 1598. It became a "villa" by royal authority in 1706. There is a long history to the tiny settlement, today home to restaurants and stores, and a variety of artisans. Multi-generational Hispanic families continue to live the history of their ancestors and old traditions. San Felipe de Neri Church, rebuilt several times, stands as testimony to the tenacity and perseverance of the settlers and it serves as the parish church for a congregation with deep roots in the area.

In 1776 there were only 24 dwellings around the plaza, but settlers were scattered up and down the river where they could be close to their fields and animals. The Spaniards brought new crops—fruit, including grapes. Herds of sheep were built up, providing food and wool. These early Albuquerque families intermarried and populated the region from Algodones to Belen. As the land was taken up by new generations of heirs, families moved farther away from Old Town. Everyone was a subsistence farmer or day-laborer, except for government officials and clergy.

Development was hampered by trade restrictions imposed by Spain and then by Mexico, and raiding Apaches in the farther reaches. The clergy continued to vie for control; the Bishop of Durango pushed his influence into New Mexico in spite of the protests of the Franciscans. By 1797 the *villas* of Santa Cruz, Santa Fe, and

Albuquerque were made secular parishes under the control of the Bishop of Durango.

The Mexican Period.

In 1822 Spain lost control of its colony; a new constitution in1824 re-organized the northern part of the territory into one large state comprised of Durango, Chihuahua, and New Mexico. Finally, the states became akin to their modern organization. New Mexico had a legislative body called the *Provincial Deputation*, further divided into four *partidos*, of which Albuquerque was the capital. Old Town was the northern boundary, which included Socorro to the south, and west to include Laguna and Acoma Pueblos.

The population in the *Partido de Albuquerque and Alameda* in 1804 was estimated to be about 7,000 persons. The first official census was taken in 1827 showing the Villa de Albuquerque to contain some 397 farmers, 85 craftsmen, 15 merchants, 1 school teacher, 113 day laborers, and 1 priest. There were 848 unmarried men, 900 unmarried women, 347 married men, 347 married women, 46 widowers, and 59 widows for a total of 2,547 persons.

In 1835 a muster roll revealed a total of 141 firearms and 2,500 arrows for some 556 men to use in defense of the *Rio Abajo* and the *villa.* In 1839 a military census reported some 496 men, of whom 129 were mounted with the others being foot soldiers; Albuquerque had furnished 18 mounted men and 38 foot soldiers, with a total for the region having 146 firearms, 27 lances, 24 sabers, and 244 quivers of arrows.

Under Mexico's governance, American traders were welcomed into New Mexico, opening a floodgate of goods, including textiles, clothes for men and women, ribbons, handkerchiefs, gloves, and hats; building materials, glassware, tools, paper and ink, and paints. On the return trip the Yankees carried gold and silver, buffalo rugs, furs, wool, and Indian and Mexican artisan wares. They also drove herds of livestock—mules and donkeys—into the United States.

Along with opening of trade, talks about annexation into the United States soon followed. During the Mexican American War of 1846-1848, General Kearney crossed the Rio Grande at Albuquerque and raised the flag of the United States of America in the plaza. A constitutional convention met in 1849, deciding upon territorial status instead of statehood; the state's boundaries were set, and New Mexico became an official territory. Now the government of the US undertook protection of residents, affording some greater measure of safety from Apaches and Navajos. The military garrison and payroll helped fuel employment and increased commerce.

The Civil War was not of much interest to most New Mexicans; there were some 22 African slaves in all of the territory when the war broke out. However, when the Confederacy sought to extend its base all the way to the Pacific, and sent a contingent of its army up the Rio Grande under General Baylor in 1861, New Mexicans sided with the Union and took up arms. Albuquerque was captured without resistance on March 2, 1862; the occupation only lasted about two

months. The Confederates retreated to El Paso on April 12th after being defeated in a decisive battle in the Glorieta Pass on March 28, 1862.

During the Civil War period, Albuquerque boasted of only one street—the old road from El Paso (Franklin, as it was then known) to Santa Fe. There were about nine "Anglos" living in Albuquerque at that time.

The Livestock Industry.

While sheep had become a vital part of the economy and food supply in the Albuquerque region, cattle became a huge industry after the railroad arrived. Until that time, 1880, the population was still using the wooden plow, raking hay by hand with a hoe, harnessing oxen with a yoke on their heads, grinding corn and wheat by hand, and transporting goods with little burros. However, thousands upon thousands of sheep were grazed on the mesalands by shepherds with dogs. Some of the flocks totaled 300,000 or 250,000 head, requiring some 1,000 persons to care for, herd, shear, and brand each one. However, these were the Spanish *churro* sheep; Merino sheep from Europe were brought in to provide higher quality wool and meat. Albuquerque was one of the largest wool-producing regions in New Mexico. Woolen mills were established to take advantage of the new railroad lines that had been laid, and by 1890 Albuquerque handled more than 5 million pounds of wool, including some 2 million pounds of Navajo wool.

The railroad also enabled the cattle industry to boom. No longer being driven to markets in the north "on the hoof" cattle were shipped by rail out of Albuquerque. The first shipment in 1884 totaled some 30,000 head. The era of the big cattle drives was coming to an end.

The City of Albuquerque (formerly called New Town), incorporated as a town in 1885; this incorporated area did not include Old Town, some mile and a half to the west. Albuquerque incorporated as a city in 1891. Just as it had been slow to react to American occupation and territorial status, it was slow to embrace the railroad's potential, lagging behind the cities of Santa Fe and Las Vegas (NM). At the time, Bernalillo and Los Lunas were about the same size as Albuquerque, regarding economic activity and population.

But in 1880, steel rails connected the city with all of the eastern United States, and Albuquerque began a rapid transformation. A German immigrant, Franz Huning, had donated property east of Old Town, since the Hispanic oldtimers refused to have the railroad come through their lands. The New Town saw "Anglos" residing in newly laid out neighborhoods, while the Hispanic population remained more or less in the Old Town area and on ancestral lands.

Besides the railroad, the Albuquerque Street Railroad Company was formed in 1880, and streetcars were soon carrying passengers. Business was booming, and the city came to life. The influx of Yankees drove many changes. By 1880 and 1881 the first gas lines were laid, as well as the first telephone lines. The Albuquerque Electric Light Company was busy installing electric lights. In 1884

the Albuquerque Water Company started up, with a reservoir constructed in the "heights" by 1886.

Central Avenue (Route 66) was called Railroad Avenue then; typical lots were 25 feet wide. The cost of building materials, in great demand, was high. Bricks were made locally, and stone was carried on the train from the west. In 1882 there were some 466 structures and most were not adobe as they were in Old Town.

Fancy new materials were brought by rail, including paneling, chandeliers, mantelpieces, and staircases that could not be made locally—New Mexico has no hardwood forests, except for the firs and pines on the mountain slopes. By 1885 there were seven houses of worship—one Roman Catholic, one Jewish, and five were Protestant. A number of social organizations had active memberships, including the Masons, the Odd Fellows and the Knights of Pythias in 1882, B'Nai B'rith in 1883, the YMCA in 1884, and the Ancient Order of Hibernians and the Catholic Knights of America in 1885. By 1900 Albuquerque had the largest and best free library in the entire southwest. There were also cultural events and fairs, theater and musical productions, including opera.

This was no longer Spanish New Mexico, but rather a yeasty brew of old and new residents who collaborated to make the city work in every way. A fire department was organized, bridges and streets were built, and various pieces of equipment were purchased for the public benefit.

In just a couple of decades, this is the City that prepared for Route 66 to be routed through on Central Avenue, no longer called Railroad Avenue. The era of the automobile was beginning. The University of New Mexico, two miles east of New Town, was established in 1889, and Route 66 would pass along the southern boundary of the campus. The architectural style of campus buildings is primarily attributed to John Gaw Meem, a Santa Fe architect; the majority of structures are in Campus Pueblo (a version of Pueblo Revival) style, unique and totally reflective of Albuquerque and northern New Mexico. Disciples of John Gaw Meem carried on the architectural tradition.

Albuquerque, or 'Burque as locals affectionately call it, represents characteristics common to this region of Spanish America: great diversity of the physical characteristics of the land itself; an isolated population center, proximate to a perennial river; an urban core that serves far-flung settlements; a relatively small population (but one which is now rapidly increasing); and racial and cultural diversity, comprised of several layers of complexity, including Native American, Spanish, Mexican, Yankee, and "generic Anglo" cultures and law, all of which are in play.

Albuquerque straddles the Rio Grande, identified in 1706 by Don Francisco Cuervo y Valdez, Governor, as "at a middle station along the road (el Camino Real), on one of the best sites which the …northern kingdom affords." The road traveled for so many hundreds of years is the only natural north-south transportation corridor in the region. The region supported fairly large pre-Columbian populations, as well as Spanish colonists as they arrived and settled.

The river, providing water for irrigation, overcame the high desert limitations of areas far from perennial streams. In addition to food production, the river actually supplied the only source of building materials—mud—for inhabitants. Until the arrival of the railroad, virtually all structures were made of *adobes* or *terrones,* harvested as mud, formed and dried.

Until the region became a territory of the United States there was no extensive mining, manufacturing, or trade. However, after 1850, the Albuquerque area began to emerge as a trading and shipping (rail) center, and the population increased constantly.

After the Civil War, modest development took place. In 1891 Albuquerque was allowed by statute to levy taxes for the support of public education, especially targeted at high school, or preparatory, education. In 1879, a private preparatory school, Albuquerque Academy, an adjunct of the Colorado College of Colorado Springs was established. It was initially a "tuition school" but transitioned into the beginnings of public education in Albuquerque. The first county-level public school began in 1884, serving Bernalillo County.

Albuquerque High School, originally at 3rd and Lead from 1900 until 1914, moved to its new building at Central and Broadway, at the edge of the downtown core. Intended to contain some 500 students, it was quickly at capacity. Travelers on Route 66 drove past the commanding buildings, now re-used as lofts and retail/office complex, built in educational gothic style. By 1950 the second high school was operating a few blocks south of Route 66—Highland High School. By the early 1950's the city and county school systems merged creating the present-day Albuquerque Public School system.

The University of New Mexico was established two miles east of New Town. The original charter provided for it to become the state university upon statehood (1912). By the First World War the campus was more than 300 acres; a few hundred students studied in the "Pueblo-style" buildings, the architectural style chosen by the first president, Dr. William George Tight. The campus and the abandoned barracks of Camp Funston, served as a training ground for recruits—the Students' Army Training Corps— and one can imagine the Route 66 travelers coming westward across the mesa's desert scrub with a major educational institution in view right on Route 66. The grassy lawns may have provided a place to stop and rest, walk around, or enjoy a picnic.

Central Avenue (Route 66) east of downtown rose steeply from the railroad tracks to where Presbyterian Hospital stands today. It was only after severe flooding that required major repairs that the roadbed was cut deeper and the slope made more manageable. Trolleys carried passengers until 1928, when they gave way to buses.

The end of the First World War brought general depression to New Mexico, as would be expected with the ensuing drop in agricultural prices and loss of markets. Between 1920 and 1925, of the 123 banks in New Mexico, 57 were closed. Civic leaders decided to market Albuquerque for its healthful climate, and

the era of sanitoria for patients with tuberculosis began; the "health industry" became a major component of the economy.

New Mexico was poised to be thrust into an enormous road building project. In 1924, Congress authorized construction of US Route 66, the largest infrastructure project in the history of the United States, and by 1927 travelers could drive from Chicago and Santa Monica. Not all portions of Route 66 were paved at this time, but it was possible to drive it all the way, nearly 2,500 miles.

At the same time, 1925, the US Bureau of Reclamation created the Middle Rio Grande Conservancy District to control irrigation water, and to drain swampy farmland to return it to productivity. Bonds were issued in 1929, in the amount of $8,675,000 to pay for the construction of dams, reservoirs, diversions, and more than 1,500 miles of canals, laterals, drains, and levees. The "oasis" created by these irrigation facilities along the Rio Grande is what the Route 66 travelers saw as they passed through. However, periodic flooding was (and still is!) a force of nature to be endured.

The advent of the Great Depression in 1928 didn't hit New Mexico banks as hard as in the rest of the nation as there had been a period of reform in the years following the First World War. The coming years of drought, referred to as the Dust Bowl, brought many difficulties including economic downturn and high unemployment. And these would be the years that Dust Bowl refugees drove Route 66 with their cars and trucks piled high with all their plunder, seeking work and a living in California and Oregon.

In the 1930's, however, Federal government financing of a number of large projects helped ease the troubles of the Depression: the Veteran's Hospital and the Federal Building. Federal agency offices scattered to some 30 to 40 locations around the city, and the federal payroll surpassed that of the Santa Fe Railroad in supporting local families.

Another industry that fared well even during the Depression was trucking. Trucks could cut in half the time of the rails in hauling freight, and they served communities that had no rail lines. Route 66 was ready for this new industry, and helped Albuquerque to become a major trucking distribution center.

When World War II was raging, Route 66 served as a military supply route, moving men and equipment to the west coast. And while the historic roadway carried material on rails, military air force facilities were expanding to handle the nuclear arsenal needs following the war, namely via Sandia Labs, and Kirtland Air Force Base. Material traveled south from Los Alamos to Albuquerque, beginning in the mid 1940's, and on Route 66 as they made their way to points beyond New Mexico.

The population of the Albuquerque metropolitan area (Bernalillo County) was some 30,000 in 1930; by 1940 it was 69,391. In 1950, it had swelled to 145,673, and by 1960 it ballooned to 262,199. This type of explosive growth characterized a number of western cities during the postwar years. The popularity of automobile ownership and use pushed Albuquerque to a low-density population

of sprawling neighborhoods, strung out along major thoroughfares, and especially Route 66. By 1960 or so, there were some 142 motels, motor lodges, or hotels with space for 11,000 travelers every night. In addition to those, there were some 78 caravan camps or trailer courts for travelers.

The state fair grounds, now called Expo! New Mexico, hosted excitement year-round, with horse racing and events. Lying east of the Nob Hill and Highland neighborhoods (and east of the university by about three miles), the fair grounds were once in the "middle of nowhere" out on the east mesa. Residential neighborhoods and the Route 66 commercial strip now surround the Expo! The Pueblo Revival architecture of the earliest buildings is well-maintained. There have been public meetings to discuss future new development on the 230 acre parcel, or re-use of some of the facilities.

Economy

The settlements in the Route 66 corridor reflect eras of Paleo-Indian and Archaic Indian sites of hunting and gathering peoples, pithouse villages that date to some 1,500 years ago, and larger communities where they were living in adobe and stone structures. There are remnants of Puebloan subsistence farming, Plains Indians, Spanish colonial communities dependent on ditch irrigation networks to provide water for crops, mining and logging camps, railroad towns, and more than 100 years of ranching operations.

There are high-technology economic sectors blossoming in the metropolitan area and an important economic engine is tourism, stimulated by the national scenic byway program.

A vibrant arts and creative community lives and works in the Route 66 corridor.

Besides sculpture, painting, jewelry, furniture making and carving, there is a strong interest in literary culture and music. There are many community events focused on authors, jazz, dance, storytelling, and the arts.

Community life.

There are several types of traditional and modern communities in the corridor. Native American communities maintain a ritual calendar reflecting their religions practices as well as Catholic beliefs; Native American veterans are honored on Memorial Day, reflecting former warrior societies. Some celebrations are open to the pubic, offering a rare opportunity to observe pueblo life; many ceremonial occasions are private, for tribal members only, and the pueblo will be closed to the public on those days.

Domestic life

The diverse communities reflect cultural traditions in construction and community organization. In pueblo communities settlement is laid out according to traditional wisdom and beliefs; there are one or more plazas for ceremonial purposes. It is typical to see narrow, unpaved streets crisscrossing the pueblo, and there is very little formal landscaping, especially plantings that require water, in residential areas.

Spanish land-grant communities reflect an agrarian form delineated by open irrigation ditches that bring water from streams and rivers. Because every household needed access to irrigation ditches in order to have water for their crops and gardens, development was adapted to this necessity. The pattern of long lots perpendicular to the *acéquias* remains visible to sharp-eyed travelers.

These long lots are called by different names – *suertes* (chances, like rolling dice), *lineas* (blood vessels), and *tripas* (intestines). As each generation divided land among heirs—sons as well as daughters—the lots became narrower. Each lot needed access to the life-giving water in the irrigation ditch. That is part of the cultural landscape of northern New Mexico.

Puebloan peoples were using sophisticated irrigation systems hundreds of years prior to European contact, and there are remnants of these old systems in the corridor. In Spanish communities the communal use of surface water for irrigating crops created social and political organization patterns that continue to this day. Some even use the old names for functions: the *mayor domo* who manages the allocation of water in each season, according to shared work and type of crops that have been planted; and, the "ditch rider" who continuously monitors the condition of the ditches and makes sure the earthen berms and gates are in good repair, and who also notes who is using water in the rotation schedule. There are traditions for cleaning the ditches in the springtime, and for preparing the fields to receive water.

Cuisine

Everyone enjoys traditional Northern New Mexican food. This means that virtually everything is liberally slathered with red or green *chile*, and frequently both. Anyone who has lived here for more than a month becomes addicted to *chile*, in every form. Burritos, enchiladas, red *chile* soup, green *chile* chicken stew, *carne adovada*, pinto beans, and *posole* (a corn stew) are served everywhere. The hotter the *chile* sauce, the better! *Carne adovada* (a red chile marinated meat dish) is a favorite of many. The official New Mexico State Question is "Red or green?" referring to *chile*, of course. Many times the answer is "Christmas" which means the diner would like to have both red and green *chile* with the meal.

Chiles are grown throughout New Mexico, with regional favorites. There is great pride in local production, with bragging rights for the hottest or most flavorful for specific dishes. Family recipes are handed down from one generation to the next; it is a common cause for a smile when one walks into a local dining establishment or home, and the aroma of cooking with *chiles* is everywhere.

At the time of autumn harvest, traditional braided clusters of *chiles*, called *chile ristras*, hang from porches, over windows, and from beams inside and outside. The beautiful clusters are a deep red, a symbol of the successful harvest and delicious meals to come. The strings of *ristras* are often taken home with visitors where they serve as a hot and tasty reminder of pleasant travel along Route 66 and throughout New Mexico.

Another sign of autumn is the smell of roasting *chiles* over open flames in wire baskets designed just for this purpose. The scent of roasting *chile* carries a long distance – it is guaranteed to bring a smile to your lips. The *chiles* are placed in the rotating basket by the bushel or peck, and turned over an open flame until the pepper skin turns absolutely black. The heap of hot peppers is then scooped into a plastic bag, and tightly sealed. An hour or two later, the *chiles* are ready to be processed; the charred skins slip off easily. Cooks are cautioned to wear protective gloves when peeling and chopping or slicing the *chiles*, preparing them for canning or freezing. The juice will burn the skin, and only heaven can help you if you forget and touch your eyes or lips.

Wine

New Mexico is the oldest wine making region in the United States, with vines planted some 380 years ago in 1629 to supply sacramental wine for Franciscan friars to serve Communion; they weren't supposed to grow their own grapes or produce wine, but after some thirty years they ignored the mandate to buy wine from Spain and bring it up from Mexico City, more than 1,000 miles away and a six month long dangerous journey.

In recent years there has been a renewed interest in viticulture, and especially developing wines that complement the local cuisine. By the turn of the century in 1900, the vineyards planted near the Rio Grande failed due to a rising water table that caused root rot, and other adverse conditions such as alkaline deposits. Prohibition in the 1930's sealed the fate of the once-successful wine industry.

After many fallow decades, new vineyards were planted starting in the 1970s. Many reports indicate that historically the New Mexico wines were somewhat sweeter than many persons prefer today; however, the sweeter wines are complementary to the use of spices (*chiles*). Today, there is a full range of wines produced, for every taste and occasion, and it is no longer stored in ox hides.

There is a website for New Mexico wine makers: www.nmwine.com. A yearly calendar of wine tasting events provides byway travelers an opportunity to sample this very old beverage. Of the 43 licensed winegrowers in New Mexico, 32 are open to the public for tours, tasting, and purchasing.

The cool-hardy French hybrids are planted in small vineyards around the north-central region, as well as some mission grape stock.

ARTISTIC GENRES

Architecture

The architecture of the communities ranges from several styles of adobe construction. Because of the abundance of native stone, construction techniques also include stone, especially in foundations. The "urban" form of the railroad towns is more Midwestern in style.

Spanish settlers also utilized adobe for their buildings, using *terrones* (blocks of sod about 17" wide by 20" or so long, and perhaps 4" deep, cut from swampy

areas near rivers or creeks) when they could, observing Native American techniques but adding unique features.

Every new wave of settlers adapted to the environment, using materials at hand for construction. With iron and steel axes and saws, the typical log-cabin appeared. Framed and pedimented doors and windows appeared in residential and commercial buildings, frequently referencing the beloved "Greek Revival" styles popular elsewhere as soon as sawn lumber became available.

After the railroad brought metal roofing materials, flat roofs gave way to steep pitched "tin roofs," most of the time with a doorway at one or both ends. Byway travelers with sharp eyes will notice this adaptation to building materials, as well as observing the older traditional construction. Sod, however, has been replaced by modern roofing papers or tar and gravel. Ironically, green vegetation covered roofs are beginning a resurgence in sustainable architecture to make better use of natural materials and reduce energy consumption.

As byway travelers drive westward from Albuquerque, a keen eye will be rewarded with the transition from old adobe structures and concrete block and stucco buildings of the Route 66 era to the small houses and sheds built of sandstone. The first ones come into view west of the red rock formations by Laguna. As with people over the whole earth, one builds with what is available. Here it is conveniently stratified stone which could be mortared with adobe mud, and roofed in the traditional ways. Tribal members of Laguna and Acoma built these small structures near the highway to sell crafts to travelers.

The Route 66 corridor contains building forms specifically created in response to the new phenomenon of automobile travel, namely gasoline stations, motor lodges and cabins, cafes and diners, curio shops and general markets that sold souvenirs to travelers. Gasoline companies adopted distinctive styles so that customers would recognize their brands. This trend started before the designation of Route 66—it responded to the explosion of automobile and truck use beginning in the 1910's.

The businesses attracted to Route 66 pulled commercial development into what is now called "Highway Strip Development"—long lines of buildings rather than the pattern of the compact commercial core that was the norm until cars were zipping along the new roadways. Travelers had to eat three meals each day, and new types of restaurants sprang into being. The older hotel dining rooms and downtown restaurants catered to railroad travelers, and were not as convenient to auto tourists. Cafes and diners sprouted on the "strip" and later came drive-ins. Beginning in the 1920's, roadside dining enterprises were flourishing operations. Signature dishes included barbecue (pork and beef), fried chicken, hamburgers, chocolate meringue pie, milk shakes, root beer, and more. These dining places generally reflected the current architectural trends, and are still identified as such today along Route 66, even if the building has a new use. Neon signs and architectural elements were icons of Route 66, on restaurants and on lodging establishments. Their distant glow was a welcoming signal to the weary traveler, a sign of hospitable civilization.

The gas stations and cafes also responded to major architectural trends, designing buildings that were "modern" and streamlined as well as functional. Buildings incorporated elements of logos, such as the wings or fins of specific brands of gasoline. The logos and shields of the major companies became ingrained in the minds of travelers. The major oil companies standardized their building designs, colors, and logos—they were recognizable from state to state.

Route 66 motels, motor lodges, caravan camps, and cabins tended to reflect ubiquitous Southwestern design elements. That was part of the romance of the trip. Automobile tourism, business travel, or migration of people spurred a new type of building and architecture in specific response to the needs of the travelers. Route 66 offers nearly 500 miles of examples of this new development in New Mexico, though many structures of the era have been demolished or replaced by modern franchise establishments.

Another type of building catering to the traveling public was the curio shop. Trinkets, Indian crafts, southwestern souvenirs like petrified wood and polished rocks were sold in these stores. Usually they carried snacks too, and sometimes gasoline and dining were offered. In the Southwest, along Route 66 there was a connection implied with Native American culture—sometimes the signs identified them as "trading posts" and they served locals as well as tourists. These establishments brought cash into the local economies in rural settlements. This arrangement altered the traditional functioning of trading posts on Indian lands, and generated new types of "trading posts" where travelers could purchase goods and crafts directly from the store owner. In the cities, like Albuquerque, these stores also engaged in fabrication or manufacture of Indian artifacts. Goods were made by artisans on the premises. Several remain in business, and others are identifiable by their architecture.

Also along Route 66 were the "fake" trading posts, Indian villages, frontier outposts, curio shops, and so forth. They usually hawked cheap souvenirs, and had animal or reptile attractions to lure travelers in. In spite of their being brazenly inauthentic, tourists seemed to enjoy them, and kids loved gawking at the rattlesnakes and unfamiliar bugs behind glass.

Besides private enterprise, municipal attractions also proliferated along Route 66. During the 1930's the Works Progress Administration program constructed numerous venues in New Mexico, employing local residents, and contributing to increased economic activity for the communities. In Tucumcari, at Five Mile Park, the Civilian Conservation Corps constructed a municipal swimming pool and bath house in Pueblo Revival architecture style in 1939. It is closed now, but perhaps will be restored through historic preservation efforts. Park Lake in Santa Rosa was a WPA project, from 1934-1940.

In Albuquerque, the Middle Rio Grande Conservancy District (a creation of the Bureau of Reclamation) developed Tingley Beach in 1931. It was popular with local residents as well as tourists seeking to cool off after a long hot drive. These municipal projects were used in promoting tourism in the area—an amenity for those staying at local motels. Tingley Beach, long closed due to fluctuation in

river levels, has been re-constructed and is once again a popular swimming, picnic, and fishing venue. It's located about half a block south of Route 66 (Central Avenue) and a block from the Botanical Gardens and Aquarium on the north side of Route 66. Several buildings on the New Mexico State Fairgrounds were constructed by the WPA and remain in use to this day.

In the 1920's a number of communities developed camp grounds that travelers used without payment; these were gradually replaced by private enterprise. These early Route 66 projects were the precursors of today's development of parks, museums, open space, and special events that are used to entice travelers to come and stay over night.

Folklore, costumes, music, art

The Route 66 byway communities include Native American settlements and trading posts, with their rich traditional heritage expressed in religious dances and music, storytelling and rituals. Costumes for the dances represent sacred themes. Traditional ceramics and weaving (baskets and fabric) follow ancient forms and decorations. However, artists also display creative energy in their interpretation of traditional themes. There are opportunities throughout the year to attend art fairs and to visit individual artisans in their studios.

In other communities, there are wonderful tales of life in the mountains and on the plains, funny and sad. Hispanic customs blend with Anglo customs. Cowboy lore runs deep in eastern New Mexico, where near Tucumcari ranching remains a major economic activity.

The Native American communities have centuries-long, rich traditions in ceramics and painting, weaving, and carving stone and wood. Jewelry making is also traditional, with designs and techniques unique to different groups. Indian arts fairs are a popular way to become familiar with the work of local artists; it's possible to visit artists in their studios – signs outside their homes indicate whether or not they're open.

The Gallup Intertribal Indian Ceremonial in August offers several days of activities for byway travelers at Red Rocks State Park, and there are events specific to each pueblo. A check of the Native American calendar for the region will inform visitors of an event they may wish to observe. There are feast days, and dances related to planting and harvesting, all of which are beautiful to see; there are special rules to follow regarding photography and videography on Indian lands, which visitors need to be aware of.

Hispanic culture, reflecting centuries of Spanish and Mexican presence in New Mexico is represented in many Route 66 communities, and especially along the early alignment. At the Village of La Cienega is El Rancho de las Golendrinas, a living history museum that interprets life in a traditional stopping place on the road to Santa Fe (or from Santa Fe) during the 18th and 19th centuries. Route 66 passes right next to this special place, open during the late spring, summer, and early autumn on weekends. An American Girl doll, Josefina, is modeled after a child who could have lived here in 1834, which is testimony to the authenticity of

the venue. The newest addition is the New Mexico History Museum which opened in Santa Fe in 2009.

Besides the wealth of cultural opportunities in Santa Fe, the City of Albuquerque has numerous venues reflecting Hispanic culture. The fairly new National Hispanic Cultural Center, located at 4th Street and Bridge Avenue, a few blocks south of downtown is the latest in major cultural developments in the area. The Albuquerque Museum provides a comprehensive overview of Spanish colonization and the emergence of the culture of New Mexico here.

ARCHAEOLOGICAL QUALITY

Along the Route 66 National Scenic Byway, archaeological resources are accessible at Tijeras Pueblo, located at the Sandia-Manzano Ranger Station in the Village of Tijeras just south of Route 66,, and at the Malpais National Monument. There are other, smaller venues interpreting archaeological sites all along the corridor; many are on Indian lands and some are open for tours, such as at Acoma Pueblo and Chaco Canyon. It's important to note that what some would call archaeological sites are places where Native Americans continue to live and work, as they have done for hundreds of years. Hikers and campers exploring the mountains in the corridor may encounter ruins, with the admonition to leave artifacts in place. Evidence of ancient cultures is encountered frequently. New Mexicans are accustomed to seeing shards and ruins; visitors will be thrilled to walk in the footsteps of ancients and Spanish settlers. One is reminded to leave all artifacts in place. Look, and leave.

The federal land management agencies have implemented extensive interpretive plans and programs that describe archaeological assets to visitors. These monuments are "must see" for many local, national, and international visitors.

RECREATIONAL QUALITY

The federal land management agencies – USFS Santa Fe National Forest-Pecos and Jemez Ranger Districts, the USFS Cibola National Forest – Sandia-Manzano Ranger District, the Bureau of Land Management, National Park Service (El Malpais National Monument), and the Mount Taylor Ranger District have well-developed recreational assets. Activities are enjoyed year-round. Every type of hiker, cyclist, rock climber, equestrian, llama-trekker, camper, fisherman, star-gazer, and wildflower sketcher has opportunities in various locations. The national forests, monuments, and preserves are comprised of some million acres of public lands for the enjoyment of the American people; Route 66 provides access to many wonderful resources.

Near Santa Rosa is the Blue Hole, a popular scuba diving venue—yes, in the midst of the high plains!

Besides the natural environment recreational opportunities, there are a number of cultural opportunities available in a couple of communities along the Byway, including music, dance, and literature. Artists and photographers enjoy outdoor opportunities, and birders seek migration routes and special nesting areas.

STRATEGIES, GOALS, OBJECTIVES, IMPLEMENTATION, TIMELINE

This Corridor Management Plan Update is funded by a grant from the Federal Highway Administration – Scenic Byway Program. The New Mexico Route 66 Association, a 501(c)3 non-profit corporation is implementing the grant. The table below shows the funding history for projects on Route 66 that have been supported by FHWA grants.

NM Rt. 66 Funding History

YEAR	PROJECT	FEDERAL	LOCAL	TOTAL
1995	Corridor Management; Native American focus, west of Albuquerque only.	$ 216,000	$ 43,200	$ 259,200
1997	Byway Facilities -- Main Street economic revitalization	$ 324,000	$ 64,800	$ 388,800
1997	Byway Facilities; Acoma Pueblo rest area	$ 492,000	$ 98,400	$ 590,400
1999	Marketing; statewide signage; 75th anniversary celebration; studies.	$ 84,000	$ 16,800	$ 100,800
1999	Tourist Information	$ 210,000	$ 42,000	$ 252,000
2002	Corridor Management; Livable Communities.	$ 200,000	$ 40,000	$ 240,000
2003	Resource Protection	$ 20,000	$ 4,000	$ 24,000
2003	Corridor Management; seed grant * this grant	$ 25,000	$ 5,000	$ 30,000
2005	Byway facilities; urban plaza. kiosk, park (Bernalillo Co.)	$ 80,800	$ 16,160	$ 96,960
2007	Gateway, neon. Grants/Cibola Co. One gateway sign.	$ 52,000	$ 13,000	$ 65,000
2007	Gateway, to interpret history, culture of the valley; Village of Los Ranchos de Albq.	$ 40,000	$ 10,000	$ 50,000
2008	Tourist information, Ilfield Warehouse, Santa Rosa	$ 62,400	$ 14,800	$ 74,000
	TOTAL FUNDING	**$1,806,200**	**$ 368,160**	**$ 2,174,360**

Over the last fourteen years, more than $2 millions have been awarded for projects as Scenic Byway grants on Route 66. There have been other projects, funded by a variety of entities, such as arts organizations. In addition, there have been specific

projects funded wholly by city, county, or agency budgets or as legislative or Congressional appropriations.

The national scenic byways program has awarded grants totaling $346,999,974 since 1992, funding 2,672 projects in 52 states and territories. New Mexico has been an active participant in the program since its inception.

For this update of the Corridor Management Plan, byway partners met in five community meetings organized by members of the Board of Directors or by MainStreet or Chamber of Commerce leaders. Each group of participants developed a vision statement for "their" section of Route 66, as well as goals, objectives, and implementation steps, and a time line for action. Responsible parties were listed for specific actions.

This series of meetings was a beginning of what should become an on-going process of visioning, goal-setting, project-implementing, and evaluation of effects. The communities need to become "the Route 66 Community" instead of merely existing as isolated blips in the road where economic prosperity is desired, but which is illusive. Except for the City of Albuquerque on the final alignment, and Santa Fe on the original alignment, the Route 66 communities are small and of modest means. This is not a region where corporate foundations and philanthropists support a continuous series of projects and programs.

In New Mexico, Route 66 has languished except in the City of Albuquerque which is one of its greatest success stories—nineteen miles of Route 66 eye-candy, with more rehabilitation and preservation in the planning process. Many of the recommendations made by Anita Miller in her 1992 "Economic Revitalization" report were adopted, but a key suggestion was not—namely that there be a corridor-wide task force at the state level, focused on Route 66, and coordinating activities.

The community partners drafted Vision Statements for the Byway's development. Their statements reflect the optimism and energy of the byway partners, their hopes for a future that includes historic preservation as well as economic vitality.

The byway communities participating in the update of the Corridor Management Plan identified goals, objectives, and implementation actions, responsible parties, and timelines for completion of projects they identified. Each segment of Route 66 represents a unique environment, culture, and response to the construction and use of Route 66, and later, the decommissioning of the highway. The needs of each segment vary according to the specific vision of the communities in that part of the route. Following are the results of the five community meetings held across New Mexico.

PRESERVING HERITAGE CORRIDORS: Learning from Route 66

Personal Journal – Travelogue
Cynthia C. Tidwell, MCRP

The following five-day journal, written as part of a course in historic preservation offered through the School of Architecture + Planning at the University of New Mexico in June 2005, is a small sample of the kind of detailed observation needed in every community along the Byway. And, the in between parts too! This example of what could be written and photographed serves as a tool to help volunteers document what is "on the ground now." There are resources on the national scenic byways website that describe how teams of volunteers can organize a survey of existing features, view sheds, geologic features, derelict structures, intrusions in the byway experience, and cultural and historic structures and places.

As observation and recording efforts are undertaken along the corridor, the resulting documents, whether in the form of a journal or some other form, should be added to the corridor management plan. Walking or taking a slow drive within a couple of miles or so of the byway is not exactly the same experience one imagines flipping pages of any of the dozens of books and magazines, but it is vital to understanding and appreciating the authentic byway. The following journal entries are not meant to be all-inclusive, with many gaps waiting to be filled in by recorders.

Day 1: Reading Physical and Cultural Evidence along Central Avenue.

This afternoon we walked west from the School of Architecture and Planning at Stanford and Central almost to the Old Albuquerque High School at Broadway and Central. Our task was to identify Route 66 era structures, describing the architecture, and analyzing vacant lots and re-used buildings for clues about their past.

Most of the structures in the first part of the walk, east of University Avenue, represented the typical "tax payer blocks" that were an early form of revenue producing development along major streets, and at intersections. We walked around the back to investigate several of the buildings from the rear, and to assess the impact of this type of neighborhood retail and service business on the abutting residential neighborhoods that were developed about the same time as the commercial structures. Decades of adaptation keeps these "elders" functioning, with some similar uses.

Photograph 1. Tax Payer Block on Cornell at Central

There's a wonderful old house (the Werner-Gilchrist House, (listed in the State Register – period of significance 1900-1924) at Silver and Cornell, hidden behind overgrown

bushes, and very dilapidated. It's the last vestige of what were large parcels until the 1920s in the area just south of Central Avenue. I imagined the new bungalows and Pueblo Revival style houses popping up around the two-story house. There are other parts of the City where this pattern of commercial development mixed with residential and agricultural enterprise, such as on North Fourth Street, Rio Grande Blvd., and others.

Photograph 2. Tax Payer Block, Harvard at Central, back to alley.

Before the Siberian elms, planted in the 1930s, grew tall, Central Avenue and its little shops were in view of the older residential developments, as were the University's early classroom buildings. One block south of Central was a transition zone, with isolated older buildings disappearing to make room for "modern subdivision development" at that time. The new federal initiative in highway infrastructure, Route 66, was part of the emerging urbanism in Albuquerque.

Photograph 3. Decorative brick façade, street wall, Harvard at Central.

Our walking tour offered an opportunity to "experience" a bit of old Route 66, albeit with more engine noise, dirt, exhaust, and sheer number of cars and trucks and we were closer to the action than one would have been in the 1930s, 40s or 50s.

Route 66 in the 1940s was two-lanes wide, with perhaps 80 feet of ROW. The street car line must have been in the center. In 1963 the University ceded 20 feet on the north side of Central between Yale and Buena Vista to enable widening the street to the existing two drive lanes, parking lanes, and a center median. It was already widened east and west of the University on previously acquired ROW. The sense of "crowding" on the campus side of Central is evident; the ROW feels like it's too close to the buildings. I would guess that ROW was also taken from the south side of central.

Beyond the University, until the 1930s, there was sparse development to the east. It was mostly open space all the way through the Canyon to some of the old Spanish settlements, like Carnuel and Tijeras.

As we walked it was uncomfortably apparent that we pedestrians are closer to passing vehicles now; originally there was either a broader sidewalk between the commercial buildings and the roadway or there was space for "public parking" perpendicular to the street as is seen on some early subdivision plats on North 4th Street and other parts of the City. There would have been a greater sense of security and a comfort zone, so to speak,

than we have now being so close to a huge volume of traffic, including cars, trucks of all sizes, and buses regular and super-sized. Also, vehicles are larger and more powerful, traveling at a higher rate of speed, which is somewhat anxiety producing. In the 1940s and 1950s when the "tax payer blocks" were developed, it was probably very unusual that anything as large as a semi-tractor trailer rig would be grinding up the hill, or, double-buses pulling over every mile or so to disgorge or take on passengers.

The neighborhoods between the University and New Town continue to exhibit very much intact "taxpayer blocks" of early commercial development, one block deep. Sometimes they continue into the next block or at least to the alley with additional storefronts lining the side street; almost all have a back alley where loading and garbage collection takes place, and sometimes parking for customers. There are long segments of attached structures; some have been remodeled a couple of times since they were built.

The advent of gasoline stations, and repair shops, requiring motorists to pull off the street to reach the pumps or garage area produced gaps in the street wall, which remains evident today. It's like a person whose smile is missing a few teeth. Once that happens, it seems to only continue, not get filled in again. The Highway Strip Development of the 1960s and 1970s exacerbated the "gap disease"; it was more modern to put parking lots up front, with structures located far back on the lots. Where vacant lots now stand were once residential units, either single family or multi-family. In places where a structure was destroyed, by fire or age, and was razed, the newer use was placed farther back from Central, with parking in the front and driveway cuts breaking up the continuous sidewalk plane.

Walking on what now seems like a narrow sidewalk, the most immediate impression is one of pedestrian scale buildings. Doors and windows are right at the sidewalk, or just around a corner. There were examples of corner doors, popular through the 1930s and 1940s. Most of these structures, forming the street wall along Central Avenue, date to the late 1930s or later. In 1936, it was written that in 1915 there was no place for students to purchase anything east of Broadway, a mile or more away. Street car service began in 1916, with 12 minute service from 1st and Central (then called Railroad Avenue) to the campus, replacing horse-drawn carriages that carried passengers from the train depot. We found no evidence of the street car rails, though it is said that some sections lie buried beneath Route 66/Central Avenue.

Photograph 4. Bakery, converted to a theater. Fron, retail store is vernacular Cottage Architecture; unique, eye catching, European.

While the Albuquerque community never had a lot of money, there were attempts to create style and to attract customers with murals, large plate glass windows, painted signs, protruding signs, and decorative ceramic tiles. This person-size scale allowed for more familiar interaction with customers, sales and service personnel, shop owners, children walking home from school, and for neighbors to meet and chat while going about their chores. The shop interiors are small by

today's standards. Neighbors surely encountered one another on a regular basis, and many shopkeepers must have known their customers by name.

It is thought provoking to imagine the "Okies" of the 1930s, passing through the University community, with students, professors, and the shops that catered to the new residential community lining Route 66 creating street-action. Poor, farm-weary, hungry, dirty, nearly gone, landless, homeless wanderers driving slowly through an education corridor, with large imposing buildings in a unique architectural style (College Pueblo/Pueblo Revival), and landscaped with thousands of trees and bushes, beautiful flowers, and cool grass, in the middle of the high desert, it must have been a scene from movies…the privilege-less gawking at the privileged, and vice versa.

Photograph 6. UNM, College Pueblo architecture, on Central at

Photograph 5. UNM Pump House, on Central next to open space where travelers might have stopped to rest

Besides the jobless, landless farmers and workers passing through, there were the Civilian Conservation Corps and Works Progress Administration workers (who worked to build Route 66) many of whom were probably from the farms or small towns across America, and tourists from big industrial cities in the north and east, and later, from the west in California. And, of course, the flow of migrants didn't stop in 1940; there was a steady stream of seekers, traveling to California, Oregon and Washington in the 1940s to take jobs in the war factories.

What must they have thought? What a contrast in lifestyles, environment, and culture, compared to where they'd originated.

Photograph 5. Multi-family housing once stood in this vacant lot, now held by Presbyterian Hospital.

At the time of World War II, only 5% of Americans had any education beyond high school. Driving past the University of New Mexico must have been like going to an exotic place. Most people didn't have a good idea what went on there, and perhaps many who traveled Route 66 had never been in a library. The campus was designed to be a "college pueblo," with a new type of college architecture. In part, the adoption of this new style was motivated by the engineering problems encountered by the relentless winds, and the forces they exerted on pitched roofs and frame structures of the early buildings. The

impressiveness of the University's "all American" architecture, lush landscaping, and status would not have been lost on travelers. It's somehow easy to look at the commercial side of the street, overlooking the significance of the educational institution lying to the north.

When we crossed University Avenue (called Plum Avenue, and unpaved until 1928) going west, the commercial district changed. There were larger buildings, auto dealers, repair/body shops, offices, mixed retail and residential, the City library, a John Gaw Meem designed structure that remains beautiful today, and then Presbyterian Hospital. There was further evidence of "gap disease", and where fast food chains had replaced some Tax Payer Block buildings to the east there are a number of completely vacant lots. We assume these are being held for future development. In front of one such lot, we discovered old driveway cuts, and multiple addresses on the power poles, mute evidence to the former residential use.

When Route 66 came through New Mexico, tuberculosis was a serious disease and killer. "Lungers" continued to seek treatment in the southwest's clean air and bright sun until curative medicine became available in the 1950s. One might wonder how many of the travelers, especially those headed for jobs on the west coast were suffering from t.b., or who might have sought medical help at the hospital as they passed through. There were several hospitals along Central Avenue, and in fact, the area was nicknamed "Pill Hill" for all the medical facilities located proximate to each other. Route 66 was the only major east-west street carrying travelers.

Photograph 6. Presbyterian Hospital, one of several in this area, known as Pill Hill.

After World War II, Albuquerque continued to have a strong reputation for its treatment centers for lung disease; armed service veterans were sent to hospital here, and certainly some chose to stay after recovery. The number of medical related structures in this reach of Central Avenue attests to the continued development of Albuquerque as a major health care center for the entire state.

Walking under the I-25 overpass, we saw more remnants of the mixture of residential and commercial tax payer block type developments. Several commercial structures built in front of, and attached to, residential structures remain, though they are sometimes hard to spot. We scanned roof lines for evidence of this type of accommodation, probably for family businesses at first.

Photograph 7. Street wall, among a growing number of gaps created by automotive businesses. Edith at Central.

There is a charming example of this type of enterprise, complete with a *zaguan* through to additional shops and offices. This is a very traditional type of construction, nearly eradicated by modern developments.

Photograph 8. Residential-Commercial development, with zaguan *through to* plazuela.

In Photograph 10.a. one can see the little house-shop standing humbly next to a New Urbanist style structure, built within the past year. It is unlikely that the older building will survive long in this rapidly re-developing neighborhood, though it will be a shame to lose its texture and color.

Photograph 10.a. Residential-Commercial structure perhaps a century older than its new neighbor.

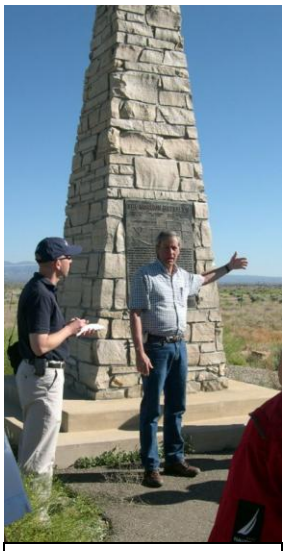
In the book by Frank Waters (1966), "The Woman at Otowi Crossing," the character Turner describes Albuquerque in 1945 as follows: "The overgrown, crowded city was stifling hot as only Albuquerque could be in June …." The major hotel was el Alvarado at 1st and Central; it was visible from University Avenue, especially when one imagines the environment without towering trees and dense shrubbery. In fact, one could see all of downtown Albuquerque from the University area; it's a long, steep grade down to the railroad tracks to the west. More importantly, the City could see the University on the hill, a symbolic site.

Travelers would come through Tijeras Canyon in the east, looking down into the valley where the economic center of New Mexico lay clustered along Route 66, either twinkling with neon lights at night or sweltering under blazing summer sun, as we did on our walking tour on a hot June day. The dust might have been rising from the spring and summer winds. The landscape was nearly treeless except for the campus. Air conditioning, even the lowly swamp cooler of which New Mexicans are so fond, would not become a household item until the 1950s. And cars had no cooling device besides the window cranks. The need for cooling air meant car windows were rolled down, and people were very much face-to-face, with the sounds and smells of Route 66 in their ears and nose, and dust in their throats.

Our tour reminded us of the heat, the intensity of the sun, the dirt and grit from vehicles, the noise – it was impossible to hear each other speak until passing trucks went by – and the little details of the sidewalk and the buildings on the street.

Day 2: Examining the Early Cultural Landscape of Route 66.

We drove out I-25 from the University, exiting to stop at the Mormon Battalion monument near Traditions! Shopping mall at Budaghers exit. There was a distant view of the old Rt. 66 corridor from the monument; mostly there was a sense of the long distances, grinding along gravel or thinly paved roads, crossing arroyos that may have been running. From the monument we viewed the Big Cut just south of the San Felipe Casino and race track. The old traces of the roadway were faintly visible; there were many alignments within the corridor. This important bit of information, meandering paths, trails, roadbeds that shifted due to mud or deep ruts, or other obstacles, served to remind us that it's important to think of the corridors as being wide, containing several alternatives. John Murphey, Office of Cultural Affairs - Historic Preservation Division, joined the group and described the evidence of the early corridors.



Photograph 11. The Mormon Battalion Mon, west of I-25.

We next drove to the I-25 exit to Cochiti Dam and Pueblo, and then to the tiny hamlet of La Bajada. We parked the vehicles and walked across an old wooden bridge and up the switchbacks of the early alignment of Route 66. While about half way to the top of the mesa, we viewed the old trace of road across the landscape, and considered the tortuous trail up the canyon of the Santa Fe River and the location of a segment of El Camino Real. No photos were allowed; none of us will soon forget the 1915 wooden bridge, one lane wide, or the stone work retaining walls supporting the narrow roadbed. We saw very old (1920s) power lines, trellis structures, which were a strangely industrial image in an isolated, and profoundly rural unpopulated environment.

We drove into Santa Fe on Agua Fria, the old Camino Real and early alignment of Route 66. We came through La Cienaga, past El Rancho de las Goladrinas, a stopping place along the Camino Real for hundreds of years. This area is now a mixed development, and it's beginning to gentrify. The ancient patterns of irrigated agriculture continue to delineate the land use forms, with "modern" subdivisions climbing the little hills.

Photograph 12. Church on Agua Fria. Very old.

We stopped at an old church on Agua Fria and looked at the area where "improvements" are planned; curb and gutter, paved shoulders, etc. Residents are looking forward to it, but what is going to be the impact on the historic corridor and character? The church and *campo santo* have quietly served the community for a couple of hundred years; will the faith community recede in importance and function as the road and other infrastructure modernizes?

Photograph 13. Agua Fria campo santo.

Photograph 14. Agua Fria, road infrastructure improvements planned.

The preservation dilemma is one of balancing modern needs with the visual and cultural aesthetic of this ancient trail. An easement created for pedestrians along Agua Fria that allows for the annual blessing of the fields, an old and cherished tradition in Hispanic New Mexico, through a manufactured housing subdivision, appears to be a creative solution to the preservation issue though it was hard-won from the developer according to our instructor. Preservation efforts are sometimes not appreciated by local residents who have to cope with substandard infrastructure on a daily basis; the question is how to satisfy both needs.

We picked up Cerrillos Road (old Route 66) to continue our drive into Santa Fe from the west. We noted several Rt. 66 era motels and other structures still in use. The buildings appear to be in good condition, probably because there is enough demand for inexpensive lodging and other services that the property owners can afford to maintain them well.

In the afternoon we reconvened at the National Park Service headquarters, where we were presented with an overview of the NPS trails program. The building is a beautiful WPA project from the 1930s. It once housed many more employees than it does today, but its *portals* and *plazuela*, gardens and stone walkways echo the timeless design, and functional quality of what we recognize as Pueblo Revival architecture. There are similar buildings not far away, precious treasures from decades ago. Now often hidden behind solid walls and heavy landscaping, glimpses of these Pueblo style homes and institutions plants us solidly in the 1930s and 1940s. The era in which these buildings were erected is to me a "golden era" of New Mexican architecture, and a crystallizing of cultural identity with the patterns and methods of indigenous puebloan construction.

Photograph 15. National Park Service headquarters; WPA project, adobe construction.

John Murphey, OCA, outlined resources for conducting research and discussed some techniques for discovering materials in diverse locations.

We returned to La Cienega for a class reception at the home of Michael Romero Taylor, NPS. While driving out from Santa Fe, we had another opportunity to assess the visual environment and land use patterns of this traditional community on the original alignment of Route 66. A large Bull Snake warming itself on the road's pavement caught our eye, reminding us that this place is rural.

Day 3. Study of the Cultural Landscape and Preservation Initiatives along Various Alignments of Route 66 from Albuquerque West.

We drove west on Central Avenue, stopping at the apex of Nine Mile Hill. En route we passed a number of Route 66 structures, including the site of the Unser family repair shop. Several motels and small shops remain, as do a couple of cafes. The recreational vehicle/motor home park that's been in operation for some 60 years (a caravan park at first) is now a modern facility, with a fantastic view of the City to the east. This was the view that travelers saw as they approached Albuquerque from the west, except that the *bosque* didn't exist--a catastrophic flood in 1940 or 41 scoured out most of the vegetation, as was typical. The heavily wooded "ribbon of green" that is so identifiable with Albuquerque today, was not part of the visual landscape until after the 1960s or so. Closer inspection would reveal the levees and other flood control structures that now hold back the river.

Photograph 16. Nine Mile Hill, West Central

Previous floods scoured out the floodplain also. The 1904 flood was a huge one; the Middle Rio Grande Conservancy District was formed in the late 1920s to reclaim swampy land for agricultural use, and to control flooding between Cochiti and Belen. The irrigation and drainage infrastructure was constructed about 1936. The machinery used in making the laterals and main canals would have required removal of trees and shrubs that were in the way. Also, farmers used all available land; they didn't allow trees to grow up in their fields, with a few exceptions. Levees and borrow pits, jetty jacks and drainage canals all enable the establishment of the heavily wooded riverine corridor that we recognize. This was not the sight that Route 66 travelers saw, but we can imagine a more clear view of Old Town and the growing city of Albuquerque in the distance. Automobile service and repair shops lined West Central Avenue, and that development remains predominant, with old salvage yards sandwiched between other businesses.

We continued westward to the Rio Puerco Bridge built in 1933 which is now on the historic register. It's an example of new bridge construction techniques; this and other bridges on Route 66 were part of innovative engineering initiatives as national road building projects accelerated.

Photograph 17. Rio Puerco of the West – historic bridge.

The Rio Puerco corridor was used for a couple of centuries as a natural trail from the Rio Grande valley up to summer pastures for cattle and sheep. Animals numbered in the hundreds of thousands, driven up to the rich grass in the Jemez, and brought down in the late fall to ship them to

distant markets via the rail road. The Rio Puerco supplied drinking water then; massive erosion didn't cut deeply down

through the soil until the 1920s, a result of extensive logging in the Jemez Mountains to the north.

Nominating the Puerco Bridge to the Historic Register imposes a burden on the NM Department of Transportation, a maintenance and conservation task outside its usual assignment of duties. However, the significance of this bridge, with the above view through the windshield of a car, lies deep in the mythology of Route 66. Millions of motorists drove across the Rio Puerco on it, through a geologist's dream world of mesas and extinct volcanoes, lava fields, and vast alluvial plains.

We continued on I-40 and turned off to reach Route 66 where it paralleled the railroad (driving west) across Laguna Pueblo. The landscape is very desolate, even today.

Photograph 18. Ruins of old filling station and other structures.

We stopped at ruins of what appeared to be an old filling station, a motel that was once rimmed with bright neon, a dance hall (still occupied), lots of trash some of which had lain on the ground for decades, and drove over a rail road overpass designed to prevent collisions between trains and cars and trucks. While there was evidence of cattle grazing, the stock tank was overgrown with vegetation, and where a windmill once pulled water up, only the foundation and well casing remain.

This is a vast landscape. Travelers would have driven for miles and miles before coming to the pueblo settlement, with only a few service businesses available to them. The mesa headlands that appear in the distance would not be attained for hours. Route 66 paralleled the railroad, with diesel engines pulling long lines of freight today, but few passengers. Gone are the magnificent streamlined passenger trains that carried passengers for so many decades.

Photograph 19. Freight moving eastward parallel to Route 66.

Photograph 20. Old motel, unique façade treatment; once lit up night sky with architectural neon.

Photograph 21. Route 66 lying between power lines and rail road; typical alignment.

We stopped in Laguna to look at an old structure with interesting clues as to age and function. This building was not detailed in the Route 66 survey. This would be an interesting research project. No photos were allowed. We discussed the different construction methods used as hints about who built it, and for what purpose; later additions indicate an attempt to continue to adapt to the changing economic environment, though it is now used for storage only. This tiny cluster of residential and commercial buildings once serviced thousands of motorists; it is now just a quiet pueblo hamlet.

We crossed over onto an area near Laguna Middle/High School where we found an old concrete bridge perhaps dating to the 1920s. The dry riverbed below, with deeply eroded banks, is now home to bank swallows. This bridge is part of a very early alignment, and traces of roadbed are barely visible. We will later look at another early bridge that is likely to link up with this one, as we drive closer to Gallup. The materials used in construction offer clues to the type of construction it is, and when it may have been erected. It is no longer serving any transportation purpose; there is no visible evidence of regular traffic along this early road alignment.

Following the geography, contour of the land and 'path of least resistance,' our tour took us through parts of Acoma Pueblo where homes and shops were built close to the road to accommodate tourists, some old communities such as Budville, past cemeteries overgrown with weeds, and abandoned structures. Time and weather are returning many of these buildings to the earth.

Photograph 22. Bridge built in about 1905, part of early alignment pre-dating Route 66.

We continued westward from Grants on I-40 to an area where we could park and walk under a railroad trestle to reach a very old bridge and an early alignment (perhaps 1905 or 1910). A map would likely show that this bridge is part of same alignment as the one on Laguna Pueblo. This would be part of an early route that was cobbled into the east-west route across New Mexico. This was our Hidden Treasure, and truly a privilege to see and explore.

We were perhaps 20 miles east of Red Rocks State Park (Gallup). As is true for much of Route 66 in New Mexico, the alignments closely paralleled railroad infrastructure. The

right of way was ample to accommodate vehicular roadways, and there were no impediments to construction for the most part.

Photograph 23. Pre-historic shards found near roadbed.

There were shards on the ground, in plain sight, just for the looking. In spite of the decades of use, and disuse, seasonal rains wash up evidence of pre-historic artifacts. The site has been disturbed by heavy infrastructure construction for more than a century, but the earth continues to hold evidence of a diverse and wide-ranging indigenous population.

A sense of awe washes over one, with I-40, the railroad, electrical power lines, and an early 20th century roadbed within a corridor of perhaps 100 yards or less. The underlying cultural evidence of ancient civilizations and peoples provided a powerful reminder of the centuries of human presence in this corridor. It is not clear to me if this early bridge and the early alignment's corridor have protection, or if an effort needs to be initiated to further investigate, map, and preserve the subtle evidence of different uses.

Route 66, as other roads will do, came and went, leaving traces for future generations to discover. Its cache may not endure beyond another generation perhaps; but preservation efforts have captured remnants of that relatively short period of time, about a quarter of a century, when Route 66 was known by experience, music, or as part of popular culture to everyone in America.

Photograph 24. The early alignment, looking westward from the bridge. The space between the vegetation is where the roadbed lies atop an earthen berm. In the high desert, evidence of soil disturbance remains for centuries.

Day 4. The Road Meets Community.

We met at the Kimo Theater, in downtown Albuquerque. We walked west and east on Central with Rich "Blue" Williams, the New Mexico MainStreet Coordinator, Department of Economic Development. We examined a number of buildings, some with later additions, some of which had been re-faced or "tarted up" as one might say, to suit modern tastes (for the time).

Photograph 25. Fifth and Central, looking west.

The original cross-roads at 4th and Central formed the 100% corner, evident today in spite of suburban shopping malls, that formed the nucleus out from which commercial buildings emerged. Some were built at or before the turn of the century, though most of those were demolished; others have survived with new uses.

Photograph 26. Skip Maisel's Indian Trading Post, streamline moderne.

Only in the most recent 50 years has Albuquerque embraced 'high-rise' architecture; most of the core of the City appears miniaturized. While I didn't count, it is obvious that many if not the majority of the pre-1940 structures are one-storey. There are notable two-storey buildings, and a few classic multi-storey examples of diverse architectural styles, with sensuous curved exterior walls, flush windows, ceramic tile and medallions inset in the brick or stone work, and copper trim around glazing.

Photograph 27. Curving façade, ribbon windows, 3 storeys.

For reasons not clear to me at this time, the street wall on Central remains largely intact, with new, modern, large buildings located a block or two off Main Street.

Perhaps the small businesses and shops that hummed along, decade after decade, changing use as economics dictated,

Photograph 28. Deco ceramics, painted façade; modern neighbor.

saved the City from total homogenization. Certainly many structures from the early 20th century, and all or most of what was built in the 19th century, have been lost to the urban renewal movement of the 1960s and 1970s. But the City has a done a good job preserving and caring for the remaining examples of earlier times.

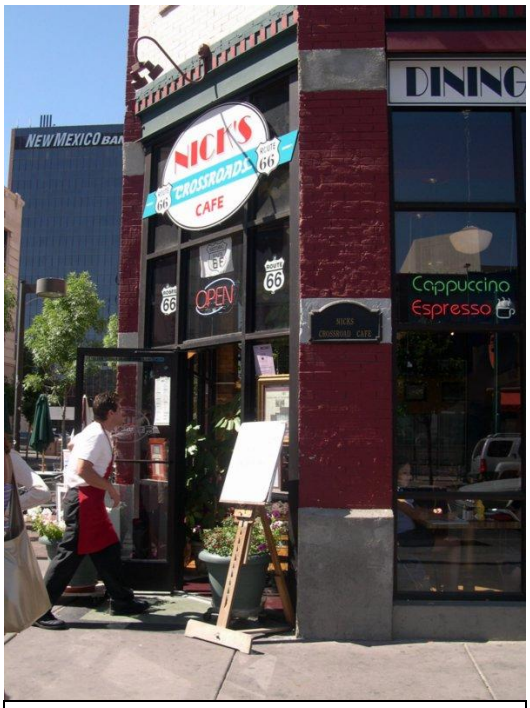
Photograph 29. An example of "tarting up" to appeal to era's aesthetic; painted brick façade. Note modern high rise structures a block or two south.

We walked west, then back east on Central. One of my favorite structures is the El Rey Theater. With a newly restored marquee, it lights up the corner with ruby red neon tubing and an assortment of neon and other lighting features. Many if not most of the retail and entertainment venues on Central sported neon signs, a delight I'm sure to motorists coming through after sundown. There is renewed interested in neon sign lighting, and many restored and new images glow along Central now.

Photograph 30. Restored neon marquee; Spanish Mission style.

Photograph 31. The Kimo Theater, Pueblo Deco style. Premier preservation example, City owned.

The ornate Pueblo Deco façade on the Kimo Theater, restored recently, captures the attention of everyone at the corner of Fifth and Central, as it has done for nearly 80 years. An example of great flamboyance and confidence, the Kimo serves as a public-owned entertainment venue. The happy mishmash of buildings, and a street wall largely unbroken along Central, except for surface parking lots at both ends of "downtown", attests to Albuquerque's development. The street reads like an open book, a Western melodrama of Americana. If there is any trace of Greek or Roman or German or French architectural styles, I missed it.



Photograph 32. Nick's Crossroads Café.

The coolest corner on Central is at the crossroads, and Nick's restaurant is familiar to everyone who's visited older cities. The corner door, plate glass windows advertising menu items, being able to see in and out of the dining area – great for people watching, which city people enjoy to a high degree, and a visually stimulating façade add up to a delightful presentation. The fenestration, paint that is reminiscent of the Victorian Painted Ladies of the 19th century, and era-appropriate lettering on the signs makes this a destination place.

The building covers an entire city block, with other businesses tucked into the structure along the adjacent street.

Photograph 32.a. Nick's Crossroads Café, and building detail to south.

We walked up 3rd to the Sims Building, site of an earlier Richardsonian Romanesque brownstone, part of early Albuquerque commercial scene. The Sims Bldg. features windows nearly wrapping each storey; however, interior wall space is limited. Not a bad trade off for the incredible views in every direction. Some buildings visible from the corner are more than half a century old, but others represent the modern impulse of 30 years ago or later.

Turning southward, along 4th Street, we once again found ourselves on the early alignment of Route 66. At Coal, a corner ceramic monument announces the entrance to the Barelas neighborhood, one of the oldest settlements in the Albuquerque area. Before 1880 when the railroad came in, Barelas was one of the small farming communities lined up in proximity to the river. The farming tradition was lost when modern subdivisions

were imposed on the landscape; the irrigation ditches are gone, except for occasional remnants found near the western edge of the neighborhood.

Walking south, we note the cathedral-like industrial structures, part of the rail yards, to the east. At one time, nearly all the men in Barelas worked at the rail yard, earning good wages and supporting neighborhood enterprises. The railroad and maintenance yards bisected the community; it is hoped that preservation efforts will create a cultural connection once again between the two halves.

When 4th Street was Route 66, more than 1,500 cars a day made their way to or from the Crossroads corner. The gas stations, repair and tire shops, cafes, and other retail shops must have been flourishing, and the neighborhood filled with families and children playing on the sidewalks. There are a number of infill projects underway, and new housing on vacant lots is designed to attract young families back to the area.

Today this is one of the poorest neighborhoods in the City, with many senior citizens, some rearing their grandchildren, but with few young middle class families. Then as now, the residents are primarily Hispanic. They must have appeared somewhat exotic to the "Oakies" and early tourists (this was the route many of them drove) who were not accustomed to hearing Spanish spoken everywhere, though they would have been familiar with a cacophony of European languages spoken by the large percentage of immigrants living in big cities.

As what appears to me to be a standard 32 foot wide ROW, I have a hard time visualizing what it must have looked like chock full of vehicles. While there is local traffic now, there are few cars except at rush hour twice a day. The street has been widened, I suspect, as the sidewalks are very narrow, obstructed by power and telephone poles and other structures. House stoops are extremely close to the street; certainly this would not have been comfortable to the residents with cars and trucks passing day and night.

By 1937, the economic boom was over for Barelas as far as Route 66 traffic went; however 4th Street remained US 1-US 85-"the road to Santa Fe" for more than 30 years, until the completion of I-25. Folks from Las Cruces and all the communities along the way still had to drive through on their way to the State Capitol. After the interstate was completed, motorists chose to speed over the old neighborhoods without slowing down for pedestrians or cross traffic.

In the 1950s the closing of the rail yards and loss of the good jobs there precipitated the decline of the neighborhood. Rich Williams pointed out impressive examples of preservation efforts, one by one, a building here and a building there. It is hoped that re-use of the rail yards will create good jobs for these neighborhood residents, and that further restoration efforts will be possible.

4th Street is anchored by the new National Hispanic Cultural Center at Bridge Street. This 14 acre site continues to develop and is making a positive impact on the surrounding former industrial area. Route 66 crossed the river to the west and continued south to Los

Lunas on Isleta Blvd., and then on NM 47, before turning northward on NM 6 (a long lonely road up to Laguna Pueblo).

We completed our tour with lunch at the Red Ball Café in Bareles on South 4th Street. The Red Ball, a two-storey adobe structure was ready for the wrecking ball when it was saved and restored. Today it is a cozy neighborhood café, with community meeting rooms available, and a steady steam of diners. It stands south of the new Albuquerque Hispano Chamber of Commerce building, a two-storey structure that is expanding to include additional property, behind the Red Ball Café and other small buildings.

Day 5. Documentation, Preservation, and Other Community Issues.

We met at the Nob Hill Business Center (shopping center) to begin our tour with Edgar Boles, City of Albq. Historic Preservation Planner. The Nob Hill Business Center was the first shopping "mall" of its type, a u-shaped structure with teaser parking in the center of the shops and restaurants. It was considered a high risk venture in the late 1940s. There are a number of unique features, including the walk-through corridors for pedestrians by which adjacent streets and parking are accessed. Shops line the exterior of the building, except behind the coop. grocery store, where loading facilities are located. Boles pointed out the cupolas anchoring the corners of the center, a very unusual feature in Albuquerque. This feature is duplicated in Presbyterian Church across the street.

Photograph 33. Walk through passage; access from adjacent streets.

Photograph 34. Pedestrian scale architecture; cool, 1950s storefronts.

Photograph 35. Immanual Presbyterian church, with cupola.

Photograph 36. The corner of Carlisle and Central. Cupolas anchor both corners of the Nob Hill center.

Central Avenue in this historic district is lined with unique, locally owned shops, entertainment venues, offices, and restaurants, with a few national chain fast food places tucked back from the street. The City re-designed adjacent streets to allow for perpendicular parking, which increased the availability of parking for shoppers and diners. Attractive landscaping and broad sidewalks encourages pedestrian activity; the blocks known as the Nob Hill Historic District are pedestrian friendly, and there is a great deal of public interaction. Many of the local restaurants feature sidewalk seating in the warm months, and there is an active night entertainment scene.

Much of the architecture is unique, 1950s era, Western urban. The street wall has gaps, as one would expect of a district dedicated to the automobile and the service stations that catered to the traveling public. Some of the gaps are now occupied, albeit far back from the street, by fast food chains. Others are ripe for re-development. The Nob Hill district has been designated as a Metropolitan Redevelopment Area; zoning regulations specific to a new sector plan for this area will guide the future of the commercial zone.

Photograph 37. This example of early architectural design is not yet protected for preservation. Documentation is needed.

Standing at Carlisle and Central, one is acutely aware of the mostly-intact street wall. Many of the 25 foot wide store fronts retain the charm of the decade they were built; others have created elaborate signage that does not represent the historic period of the building when it was built, and one even has a faux pueblo revival façade sandwiched between traditional storefronts. However, as Edgar Boles pointed out, in this eclectic neighborhood, these types of anomalies 'work.'

These street walls represent "tax payer blocks", with residential development one or two blocks behind Central Avenue. All of the structures are accessed by an alley in back, and some even use the rear area for parking.

Photograph 38. The view from Carlisle and Central looking west. There are great signs protruding from the façade, an eye-catcher for travelers and residents alike. There is considerable creativity in re-designing the facades and awnings. Even though the look is very diverse, it works for the streetscape. This neighborhood is described as "hip."

We walked east from Nob Hill Shopping center, noted a number of early Route 66 era structures, including a 1931 motel (still in use), the Nob Hill Motel. We toured the Aztec Motel (early 1930s) and discussed its potential for re-use and/or destruction of its folk art exterior. While many appreciate the whimsy of the exterior decoration, persons interested in re-use may not find it suitable for office space or up-scale retail establishments.

Photograph 40. 1950s era store fronts, with a faux pueblo revival style façade newly built constructed.

So, the decision is to scrape or not to scrape, to take back to the original, or to leave intact. A new owner of the Aztec will make this decision within the next few months. This is the dilemma of historic preservation and economic revitalization.

Photograph 41. At the east end of this block, painted exteriors delineate shops; some alteration has occurred.

We continued our walk eastward on Central, to the DeAnza Motor Lodge. This 1939 motor court was purchased by the City of Albuquerque two years ago for the purpose of historic preservation. The community expressed the desire to retain the DeAnza, once one of the fanciest motels on Central, as lodging. A new owner has presented a proposal to the City for re-development; a decision will soon be announced as to the fate of the DeAnza.

Photograph 39. The Nob Hill Motel, architectural neon is missing; still in use. Note: It has recently been rehabilitated and is fully in use, including small shops or offices

We toured the Zuni Murals in the private dining room of C. G. Wallace, and discussed the challenge of public private partnerships. While this re-development project requires several million dollars of investment to prepare it for a new use, an agreement needs to be drafted that will allow the public to have access, on a limited basis, to the Zuni murals which are a cultural treasure.

Documentation of the DeAnza and the remaining Route 66 structures has been critical to preservation efforts.

The DeAnza Motor Lodge may be one of the few Route 66 era motels to survive the next ten years or so. This east end of the district has a very suburban feel; it is poised to receive a lot of attention from developers and the community. Millions have been spent on infrastructure improvements in the streetscape, underground utilities, and at intersections. Additional capital improvement funds are moving forward to implement transit facilities, to provide lighting and street furniture, and to create public parking facilities. At the edge of dereliction 20 years ago, neighborhood activists have struggled to implement revitalization plans. It appears that their hard work is paying off.

However, this presents a new challenge to the preservationists. Benign neglect is sometimes the kindest treatment of historic structures. Re-development threatens to obliterate the small-scale developments of half a century ago. Crime and blight, unfortunately, take over areas where structures are abandoned or not maintained; that is what happened to the Nob Hill area.

Photograph 42. The DeAnza Motor Lodge, built 1939; remodeled 1960s. On the National Register of Historic Structures.

The additional pressure to remove troublesome properties in the interest of public safety, and to create a more hospitable business climate, also pushes hard on preservation efforts. Those who live and work in the area demand better security, and they want a pleasant environment for their customers. Creating a balance between competing interests is the challenge. There will be victories and losses; good documentation and records will serve to keep the memory of place alive, and hopefully to encourage risk-takers to assume the role of caretaker of these historic gems.

East Central Corridor – Coming through the Canyon

These are images of a few examples of Route 66 era structures remaining on Central Avenue. A thorough survey of East Central as well as West Central, and especially the Old Town segment of the Byway is urgently needed. There have been demolitions, fires, and remodeling of a number of structures. Farther to the west the El Vado Motor Lodge is now owned by the City of Albuquerque and has been land-marked. Its future is uncertain.

La Puerta Lodge, East Central. Still in operation, in good repair.

Western motif structures were popular in the Route 66 era, just as curio shops and other symbols of the West. A few of the remnants remain, looking a bit odd beside the "modernized" buildings near them.

Slanted picture-windows on East Central harken back to the busy corridor filled with shoppers and folks going to the movies and eating at the many cafes and diners.

Sprinkled along the Byway corridor are at least a dozen former gasoline stations. Now they're used for a number of other uses, but also they're operating as some sort of automotive shop. The "flying canopy" is a real give-away.

At the Pioneer Motor Lodge, the car ports can still be seen. These were a common feature of the early motels; some were later enclosed and converted to part of the lodging accommodations.

The intersections with Route 66 provided opportunities for developing highly visible businesses. Here an old automotive business building, curved façade and all, hugs the corner on East Central.

This wonderful cottage style structure is currently used as a hair salon, though surely it had a different life several decades ago. Re-use of the buildings from the "era" keeps the fabric of the street intact and is a visual reminder of the scale and rhythm of the Byway corridor.

This appears to be one of the earliest "super markets" built on Route 66. It's still a grocery store, but would be considered a neighborhood-scale operation compared to the truly massive big-box stores of today.

An inventory of every age-relevant structure on Route 66 could be kept on digital files to facilitate preservation and re-development efforts in the coming years.

VISION STATEMENT: GALLUP AND MCKINLEY COUNTY

Our vision for Route 66 is that it is…

a linear district that accentuates the historic and architectural features of the area and reflects our global melting pot and that is attractive to visitors because of its authentic cultural and ethnic diversity, that enhances the local business community and that creates a regional arts and entertainment district through adaptive re-use of historic structures along Route 66 in McKinley County.

In order to start the process of implementing the Vision Statement, it is necessary to identify and describe the character areas of the City of Gallup and accentuate the historic areas and elemental architectural features of each area and era.

- The Route 66 corridor in McKinley County runs from Prewitt to Manuelito.
- The linear historic district is very similar to what it was in 1885.
- There is stone construction of commercial buildings, and from bricks made at local brickworks.
- Businesses that used to serve the local community now serve a more transitory clientele.
- A lot of the cultural aspects that make Gallup Gallup are not represented in the physical infrastructure of the community, but more in the interaction of the social communities that comprise Gallup.
- Native American communities were isolated from the Gallup community.
- The Indian Ceremonial gathering was created by the Gallup business community for the purpose of economic development impetus to attract tourists, but it needs revitalization and more local influence.
- Native American tourism is still part of the economic activity of Gallup.
- Gallup is attractive to visitors because of its authentic ethnic and cultural diversity.

The Goals, Objectives, and Implementation steps outlined here delineate the preliminary draft of this new "five year plan." It's an exciting time, celebrating more than fifteen years of the recognition of Route 66 as a national scenic byway. The community partners generated great enthusiasm for proposing projects to continue to build on the legacy of the Byway; many were not part of the process when the original corridor management plan was drafted in 1992. This preliminary "five year plan" is intended to be a living document, reviewed every year, with progress recorded and new initiatives introduced to the plan.

(Timelines and responsible entities to be established by local consultations, negotiations and interactions.)

Goal 1. The core business district reflects the historical and architectural character of Gallup.

Objective: To adopt architectural design standards that reflect the character of the downtown district.

Implementation:

To identify the desirable architectural and historic character features/forms.

To describe architectural features in narrative and graphic form.

To draft legislation that mandates inclusion of the desirable features and the exclusion of undesirable features.

To work toward having the legislation adopted by Ordinance as well as the implementing plans.

Responsible Entity: TBD

Time Line: TBD: ……..

Goal 2. The historic areas and elemental architectural features of each area and era on Route 66 from Prewitt to Mañuelito are accentuated.

Objective: To provide visitors and local community members with a visual representation of the history (through architecture) of Route 66 in McKinley County.

Implementation:

To identify and describe each of the character areas of Gallup, Thoreau, Prewiitt, Mañuelito, Navajo Nation lands and other areas of McKinley County along Route 66.

- Architectural
- Historical
- Landscape
- Industrial
- Agricultural

- To draft legislation for McKinley County to create a "cultural community" to enable grant eligibility.
- To draft zoning guidelines for the cultural communities identified.

- To apply for grants, state and federal appropriations and other funds to begin creating the visual representations.

Goal 3. To encourage tourism as an element of the economic base of the region.

- Establish mechanism for publication of regional events
- Coordinate timing of regional events for synergy and not competition
- Participate in regional advertising with the Department of Tourism
- Establish regional steering committee for leadership

Goal 4. To restore the older buildings and traditional areas to what they were, so they will attract visitors to see what was here in the past. Retain the historic character, structures, furnishings so that people will see them when they come.

- Develop Standards for older and traditional building restoration
- Develop Ordinances for implementation and find elected champions for support
- Develop mechanism for accepting funding dedicated to historic restoration.
- Develop economic incentives for restoration and preservation.

Goal 5. To support businesses that supply goods and services to the local community through adaptive re-use of historic structures.

- Develop local community logo/identity for business to be encouraged
- Publicize the names and products being supplied and encourage further patronization of those businesses for their public spiritedness
- Publicly recognize efforts of volunteers and businesses involved in the historic structures

Goal 6. To seek revitalization of the Inter-tribal Indian Ceremonial in a new form to breathe new interest into it. (Note: the State of NM owns the event now.)

- Establish a joint local entity to advocate for returning local control of this event
    - Develop a formalized plan for how the event will be managed
    - Develop local supports including petitions and joint resolutions
- Send a delegation to the Department of Tourism
- Establish a joint entity management structure for the event

Goal 7. To get more control over Historic Route 66 through Gallup from the NM Dept. of Transportation to have authority over design decisions and to get **context sensitive design.** It was the feeling of the participants that

the NM DOT did not listen to the concerns of the business community and built a "standard" section, eliminated on-street parking, and created a physical barrier by higher allowable speed and greater width.

- Request FHWA briefing on "context sensitive design".
- Use consultant to develop schemes for improvements
- Obtain ADT data and projects from local COG.
- Develop model to show affect of changes of traffic Level of Service
- Make presentation to State Highway Commission.

Goal 8. To get the voice of the community heard at the State level and at the Highway Commission level.

- Invite Highway Commission to hold a meeting in the area.
    - Invite local state representatives and local elected and insure that they know what the community is trying to accomplish.
        - Get your supporters lined up before the meeting.
- Provide community tour that highlights concerns
- Make formal presentation to Commission regarding local issues
- Ensure that ICIP includes phased projects for implementation, including design phase first. Don't get discouraged when progress seems slow.

Goal 9. To show that Gallup is characterized by two distinct zones.

- Territorial/Mining Zone.
    - Plan for interpretive panels/displays/events
    - Create thematic signage and advertising
- Route 66 era zone.
    - Plan for interpretative panels/displays/events.
    - Create thematic signage and advertising

Goal 10. To create a county-wide network of pedestrian, wheelchair accessible, and bicycle pathways. Adventure Gallup and Beyond, a 501(c)4 organization has started development of a trails program.

- Obtain base maps from Regional Council of Governments
- Establish steering committee to concerned stakeholders
- Map existing network and determine low-hanging fruit of opportunities for interconnections with limited expenditures.

  Implementation: Obtain a scenic byways grant to help create this network of trails.

- Develop master plan for trails network with phased implementation.
- Include master plan phases in ICIP. Make presentations at COG, NMDOT and Legislative committees.

Goal 11. To find an alternative to the proposed 3rd-set of rails contemplated by the railroad, which will increase railroad crossing closures and essentially eliminate crossings of the tracks at two locations in the center of Gallup.

- Meet with Governor and Lt. Governor
  - Provide driving tour of what it will be like to get across town if the plan is implemented by the railroad.
- Meet with District NM Highway Commissioner
  - Get on Agenda to mke presentation at the Highway Commission meeting
- Prepare and transmit background briefing documents for FEDERAL elected representatives and ash for their assistance.

The participants were surprised to discover that many of the projects they suggested had first been suggested by the group that met with Anita Miller and her team in 1991/2—and that had not been implemented.

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VISION STATEMENT: TUCUMCARI AND QUAY COUNTY

Route 66 in Tucumcari and Quay County is a neon-lit linear museum unto itself where the historic value and character of the corridor is protected and enhanced through the efforts of its citizenry.

(The timelines developed in Tucumcari and Quay County must be updated by local residents, entities and stakeholders to account for time that has now passed. Original timelines are presented for information only.)

GOAL 1. Tucumcari – a Living Museum

To recognize Tucumcari as a living museum, where all structures on old Rt. 66 create a visual impact through art, neon signs and architectural neon, landscaping, and exterior materials and design.

Objective: To create a linear museum-like experience for byway travelers.

Implementation: Using the historic survey materials (Kammer), inventory structures in Quay County and in the municipality of Tucumcari. Document each structure with digital photography and note whether or not it has "working neon" and other authentic Rt. 66 elements. Ascertain ownership and note current use. Use a county/city map to create a numbered list of these structures.

Responsible Entity: City/County planning staff; community volunteers; local historical society members; community college academic and student volunteers.

Timeline: December 2006, draft report distributed to community; community meeting held; final report published.

Implementation: Create a local "plaque" to affix to structures, or to place near the roadway, using the designated number created in the survey report. This "plaque" should be aesthetically pleasing, of a design that complements the Route 66 theme and the street architecture and image.

Responsible Entity: City/County planning staff; community volunteers; local historical society members; community college academic and student volunteers. Obtain zoning approval to install plaques, with guidance of City/County planning staff and governing bodies if required.

Timeline: March 2007, draft design and text distributed to community; community meeting held; final approval of design and text published as guidelines.

Implementation: Develop a walking map of the plaqued structures, noting those that are not open to the public. Provide short narrative history of the year it was built, and its uses during the Rt. 66 years, or prior if older that 1939. Might include a photo from the era, if available.

Responsible Entity: Community volunteers; local historical society members; community college academic and student volunteers; property owners.

Timeline: March 2007, draft design and text distributed to community; community meeting held; final approval of design and text published as guidelines.

Implementation: As buildings along the historic corridor became suitable they would be designated and demarcated as to their historic character. Emphasize Arch Hurley water preservation canals and historic infrastructure. Restoration of historic properties for public use.

Responsible Entity: Community volunteers; local historical society members; community college academic and student volunteers; property owners.

Implementation: Establish an organization whose purpose is to acquire, manage, and improve historic properties along the corridor. Tucumcari is a destination for heritage tourism. Joint advertising and marketing campaign to point out why it is a destination. Chisholm Trail crosses Route 66—historic marker. Identify relationships to other historic trails here like the long walk.

Responsible Entity: Community volunteers, local historical society members, city/county planning staff, property owners.

GOAL 2

To conserve and preserve historic buildings in Quay County and the City of Tucumcari.

Objective: To create a Rt. 66 museum through purchase or lease and manage selected buildings of historical significance along the route.

Implementation: Work through local government to identify funding sources and to purchase four structures (see location) creating a cluster of Rt. 66 commercial properties.

Responsible Entity: City/County staff and governing body; historical society members; chamber of commerce staff; byway organization board (if created).

Implementation: Research period histories for interpretation in each of the four buildings. Draft findings of research, including recommendations

for interpretation. Use each historic building in the cluster (see above) for a period display.

Responsible Entity: Historical society members; community college academic staff and student volunteers; Chamber of Commerce staff; byway organization board (if created).

Implementation: Identify funding and hire a qualified museum consultant to develop the recommendations in the Period Research report and to create themes for each building as well as to make recommendations as to casework and other archival installations.

Responsible Entity: City/County staff and governing body, with an advisory committee made up of byway stakeholders, including historical society members; community college academic staff and student volunteers; Chamber of Commerce, byway organization board (if created).

Implementation: Develop a proposal presentation packet for the strategic partners who can make the funding happen. Get it on the agenda for visiting politicos. Opportunities to raise money to pursue goals. Historical documentation including photos, text, oral histories. Potential benefits direct and indirect.

Objective: Zoning code to ensure the corridor is protected and enhanced.

Implementation: Identify categories of structures to protect and enhance. Collect historic preservation zoning codes from other communities which have already established protective measures. Form committee of volunteers to draft code and hold community meetings to collect comments. Present draft ordinance to sponsor for review and introduction. Attend meetings, make public comments, volunteer for committees. Form steering group and lobby elected officials for support of final product.

Responsible Entity: City/County planning staff; community volunteers; local historical society members; community college academic and student volunteers.

GOAL 3

To create distinctive, unique gateway at east and west entrances to the City.

Objective: To design and construct "gateways" to announce the "special place" byway travelers are entering and to make a good first impression of the Land of Enchantment.

Implementation: Create a task group to research the types of gateways appropriate for the environment and geographic location of the City, i.e., using local materials (stone), landscaping, scale and mass, and other considerations such as height, ROW, lighting. The group will submit

findings and a proposal, with graphic concepts, to the City Council for approval.

Responsible Entity: City/County planning staff, Byway organization (if created), Chamber of Commerce staff, planning staff, local artists, historical society members, NM DOT district engineer's staff (if structure will be in ROW).

Timeline: Report submitted April 2007.

Timeline: Council approval July 2007.

Implementation: Select a contractor (architect and professional engineer) to design the approved gateway structures to include the message that there is "something to see here"; Points of Interest and interpretation – a Rt. 66 museum. Observe guidelines to appropriate letter sizes and number of words.

Responsible Entity: City/County planning staff, Byway organization (if created), Chamber of Commerce staff, planning staff, local artists, historical society members.

Timeline: Construction drawings submitted August 2007.

Implementation: Design the gateway structures, or accessory structures, to display information relevant to byway travelers about events and entertainment; changeable display that is monitored and maintained on a weekly basis.

Responsible Entity: City/County planning staff, Byway organization (if created), Chamber of Commerce staff, planning staff, local artists, historical society members.

Timeline: Construction drawings submitted August 2007.

GOAL 4

To protect the character of the historic byway.

Objective: To ensure protection of Route 66 era structures through land use regulations.

Implementation: Select a task group to work with City/County planning staff to review existing land use regulations and to recommend changes to include techniques and mechanism to conserve and preserve the streetscape and historic structures that are important to the "museum quality" of the Byway.

Implementation: Draft a recommendation to the governing bodies (City and County) delineating the reasons for requesting that Variances to the historic preservation land use regulations be minimized.

Implementation: Require commercial properties to incorporate neon and period landscaping when a new use is desired by property owner or tenant; or, when a significant exterior remodel or addition is desired and construction permit application is submitted. In addition, there could be a grace period within which

current property owners would be requested to bring structures and landscaping up to the standards of regulations.

Implementation: Create a landscape master plan for the Rt. 66 corridor, incorporating authentic plants and materials; create a planting guide and list for property owners to use.

GOAL 5

- Projects to beautify the medians and break up the boulevard look.
  - Conceptual planning with historic significance incorporated.
- Reach out to the people who are interested in the preservation and promotion of Route 66 to get involved in this process and regional project.

GOAL 6

To make the roadway more physically attractive to tourists and the community.

Objective: Develop projects that can be accomplished with minimal financial resources.

Implementation Steps:

Get the emblem painted on the road.

Art in the park from vintage vehicles.

Median displays of old vehicles.

Adopt a Master Plan for the corridor.

Establish a museum compound along Route 66 from existing facilities.

Projects to beautify the medians and break up the boulevard look.

Conceptual planning with historic significance incorporated.

Responsible Entities: Establish a Route 66 organization just for Tucumcari and Quay County. Reach out to the people who are interested in the preservation and promotion of Route 66 to get involved in this process and regional project.

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VISION STATEMENT: MORIARTY AND EDGEWOOD

A seven-mile celebration of Route 66 continuous between the two communities that preserved OUR heritage; that reflects OUR values; that welcomes EVERYONE to share the history and impacts of Route 66 on the entire region around Edgewood and Moriarty.

Goal 1. To provide the most authentic Route 66 experience in America; a continuous NM Route 66 adventure across the state, linking museums, neon art, preserved sites, events, and celebrations.

Objective: Determine what to emphasize that these communities are known for.

Pinto beans.

Equestrian activities—ranches and horses, rodeos.

Farming.

Crossroads with north-south roads connecting rural communities.

Tourism.

The Ice Plant.

What used to be?

The railroad connected Santa Fe to the main line.

Restore the continuity of Route 66.

A creation of Route 66

Adopt ONE theme and focus on it.

MainStreet

WPA history—the high school gym.

Objective: Preserve the remaining features of the Route 66 era.

Implementation: Create an inventory of the features to preserve.

Develop volunteer cadre to advocate for ordinances and other regulations to require that features be protected. Create historic sites master plan.

Objective: Recreate features that are gone in interpretive displays.

Implementation: Create an inventory of features to historically preserve in displays. Create historic sites master plan. Seek grants and legislative funding to create cultural assets.

Objective: to establish status of existing assets to preclude demolition for the purpose of new development.

Implementation: Research and write the nomination to the State and National Registers of Historic Places, with help from the NM Office of Cultural Affairs.

Time line: by 2010.

Goal 2. Create an education program and school curriculum to inform and teach about Route 66 and its history to preserve the heritage of Route 66.

Objective: To development school curriculum on Route 66 history—

(Elementary, middle, and high school) to blend Route 66 history with existing NM history courses and American History courses and toanalyze the impact and influence of Route 66 on New Mexico and local communities.

Implementation: Discuss with local professional educators the steps necessary to create a curriculum block. Identify volunteers interested in assisting in the project. Meet with Department of Education officials to establish timeline and milestones.

Goal 3. To preserve surviving WPA and other historic structures.

Objective: To "trademark" authentic Route 66 establishments so that visitors will know what was here when the highway was Route 66. Create a logo for local Route 66 establishments. Preserve surviving WPA and other historic structures, i.e., the high school gymnasium, the Frontier Saloon, the original Moriarty School Superintendent's office.

Implementation: Create a benefit for businesses tied to use of a trademarked "logo."

Goal 4. To promote an architecture study curriculum at the high school to celebrate the historic Route 66 distinctive architecture and to work with the College of Architecture + Planning at UNM.

Objective: Department of Education supports Route 66 education program at elementary, middle school and high school levels.

Implementation: Contact Department of Education and determine how to begin crafting new block for historical curriculum. Identify education system personnel willing to help establish a curriculum and promote implementation when complete. Collect data relative to architectural features to be included in program.

Goal 5. To develop the "nostalgia" factor and increase the visibility of Route 66 as a tourist destination in our area..

Objective: To plan for product placement in video, television, movies, and magazines.

Objective: To market the gymnasium as a location for media shoots.

Objective: To develop the gym as a profit center.

Objective: To acquire and preserve the Frontier Saloon building in a public/private partnership.

Objective: Participate in the state fair brochure center.

Objective: To define the corridors as America's Main Street.

Objective: To engage in internet sales of locally crafted Route 66 related items via Chamber websites; partial profit to benefit the Chambers.

Goal 6. To develop and maintain a Route 66 and area tourist brand.

Objective: Co-locate the visitor centers with the Chambers of Commerce as stand-alone, independent facilities.

Objective: Enable the Route 66 Run, Rally and Rock to grow in scope and prominence.

Objective: Develop a coordinated web calendar of events, an expanded internet presense, a bibliography, and elements of a Route 66 marketing region.

Objective: Develop "facts" such as the longest continuous drivable section … is it 60 miles? As part of the marketing effort.

Objective: To bring back the heritage rodeo arena and an indoor animal arena celebrating ranch life and family entertainment.

Objective: Increase the number of tourists in the region.

Objective: Create a Route 66 passport that visitors can get stamped and offer a reward for getting all listed locations stamped.

Implementation: Find advertisers who will be interested in participating.

Implementation: Create sample passport and "visa" stamps

Goal 7. To create Route 66 story books.

Objective: To preserve memories of Route 66 and its effect on people.

Objective: Establish web address and investigate how to build on-line sales point.

Goal 8. To preserve open spaces (Edgewood) before development "fills in the spaces."

Objective: To create a "rustic option" for persons choosing to live east of Albuquerque.

Objective: To engage in a ranch land preservation program.

Goal 9. To develop revenue enhancements

Objective: Develop a resource book for Route 66 (movie related), indicating services, remote locations, scenery, contacts

Objective: To use Route 66 signage a part of product placement.

Objective Increase the number of relocations to the region.

CONCLUSION: Where we don't want to be in five years—in the same place.

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El Comedor de Anayas, operating for decades, with its fabulous rotosphere glowing in the night sky. The neon signs could be seen a long way off, signaling hungry and tired travelers that food and lodging were soon reached.

Old shed, water tank with painted mural, and diner—familiar scenes on Route 66 in the 1950s.

VISION STATEMENT: ALBUQUERQUE and BERNALILLO COUNTY.

To provide the most authentic Route 66 experience in America; a continuous NM Route 66 adventure across the state, linking museums, neon art, preserved sites, events, and celebrations. The historic road is a physical destination, where visitors come to see the history and lore of Route 66. It's someplace to house artifacts and for people to congregate.

There's a single focal point that is a node for exploration within New Mexico (the DeAnza Motor Lodge); it's a Route 66 visitors' center for ALL New Mexico Route 66 communities.

It's a place to experience the history and importance of the route.

These assets, ideas, and program opportunities are available in the Albuquerque Bernalillo County area that already help make this a vibrant area for Route 66 tourism.

Foundations:

State fairgrounds – Expo New Mexico—and future plans for re-development.

Coordinated celebrations – the 85th anniversary in 2011.

The internet presence is minimal at present—reach the younger generation.

Route 66 Assn. becomes well-funded with paid staff.

Build on another successful model

Preservation

"Save the El Vado" t-shirts.

Fundraising

Governor's Committee on Route 66

Promotional items.

For profit/non-profit cooperation

Webmaster.

Objectives: Visitor information centers all along the route in each community.

Scenic byway logo

Revolving loan fund access for every Route 66 community.

Where we don't want to be in 5 years—in the same place. We want to establish a

Private museum.

Events.

Tourism Dept. incorporate Route 66

Develop an educational opportunity about Route 66

Route 66 oriented souvenirs –internet sales.

Ongoing system of brochures reprinted and updated.

GOAL 1: Albuquerque is once again the neon capital of the United States.

Objective: Neon sculpture garden—neon museum is established in Albq. Kathy Wright, Albuquerque Museum, coordinated the project, with neon signs in every Council District. Albuquerque was the neon capital before Las Vegas, Nevada, was.

Implementation. Central Avenue medians have neon examples for all 19 miles of Route 66 in Albuquerque. The 4th Street Crossroads showcases examples of neon artwork—historic neon signs. A permanent revolving loan fund is available for rehabilitation and restoration of neon signs and historic Route 66 facades as "matching fund" and/or as low cost loans for Route 66 property owners.

Responsible Entities: The City of Albuquerque's Office of Cultural Affairs, or the office of the Mayor, Paula Donahue is the Project Planner.

GOAL 2: Create an education program and school curriculum to inform and teach about Rt. 66 and its history to preserve the heritage of Route 66.

Objective: Department of Education supports Route 66 education program at elementary, middle school and high school levels.

Implementation: Contact Department of Education and determine how to begin crafting new block for historical curriculum. Identify education system personnel willing to help establish a curriculum and promote implementation when complete. Collect data relative to architectural features to be included in program.

GOAL 3: County and municipal land use regulations (zoning regulations) enable historic preservation (structures, culture, tradition) and promote restoration of Rt. 66 properties.

Objective: Private museums continue to gather and protect Rt. 66 materials, awaiting development of a state-wide museum where appropriate conservation and preservation techniques are utilized.

Objective: Ample parking is available to Route 66 establishments. Performance of due diligence will result in certainty of zoning, use, parking availability, neighborhood agreement, "knowns."

Implementation: Existing neighborhood organizations and volunteers work with City and County Staff to develop plans, ordinances and implementation regulations to protect and encourage historic preservation.

GOAL 4: A Rt. 66 museum is established in Albuquerque. (DeAnza Motor Lodge) There are no competing museums. This museum is a collection point for Rt. 66 materials.

Objective: County and municipal governments provide support and encouragement for Rt. 66 preservation projects.

Implementation: West Central (Community Development Corporation) helps establish new Rt. 66 businesses on West Central Ave

GOAL 5: Route 66 becomes a state-wide and community-wide celebration of multi-cultural events on a regular, predictable, annual schedule.

Objective: Coordinated events are planned state-wide to enable Rt. 66 travelers to enjoy a series of events while visiting the state.

Objective: East Central Rt. 66 organization revitalizes its 2-day celebration.

Objective: Municipalities coordinate annual events with other Rt. 66 communities, including tribal entities..

Objective: Rt. 66 publications list New Mexico events and destinations.

Objective: The vintage car clubs demonstrate different aspects of travel on Rt. 66 in the 1930's, 40's and 50's.

Objective: Life-size sculptures of traveling scenes are installed along Rt. 66.

Objective: Restore and preserve original segments of historic Route 66.

Objective: Reprint marketing materials.

Implementation: Advocate for Governor's Committee on Route 66 to take the leadership role in all of the above.

Vickie Ashcraft's photograph of the newly
Refurbished neon sign on Historic Route 66 in Grants.

VISION STATEMENT: GRANTS/MILAN AND CIBOLA COUNTY.

Route 66 in Grants and Cibola County is a neon-lit linear museum unto itself where the historic value and character of the corridor is protected and enhanced through the efforts of its citizenry.

GOAL I

To create a travel destination along Historic Route 66 that invites visitors and residents to enjoy the landscape and architectural beauty of Grants and other communities in Cibola County.

Objectives

- To establish landscape guidelines reflecting the Route 66 era through Cibola County.
- To develop architectural guidelines reflecting the Route 66 era through Cibola County, and especially through Grants, the County Seat.
- To create a listing of appropriate street furnishings reflecting the Route 66 era in Cibola County, and especially in Grants.

Implementation: Develop a Beautification Master Plan that includes the following elements:

Coordinating colors—a listing and chart of colors reminiscent of the 1940's through the 1970's in the Route 66 corridor; for use with structures, private and public, commercial buildings as well as schools, parks, and other community structures.

Plantings—a landscaping guide, including materials and names of flowers and bushes reminiscent of the Rt. 66 era, including graphic drawings illustrating garden designs.

Street furniture—graphic drawings of appropriate street furniture to include bench styles, light fixtures, trash receptacles, informational signage, kiosks, and so forth.

Implementation

Integrate the DPAC plan into a comprehensive plan for Grants and for Cibola County, by publishing a style book readily available to businesses and public entities.

GOAL II

To present to visitors and residents a well-kept Route 66 corridor displaying vintage signage, storefronts, and historic structures.

Objective

To develop funding strategies to enable local businesses and private citizens to implement rehabilitation and/or renovation of Route 66 properties.

Implementation

CDBG rehabilitation program

Revolving loan fund set up for Cibola County businesses

Banks/PNM/Qwest—foundation monies to support efforts

Implementation

Neon and Historic Sign Refurbishment—National Park Service grant funding program as well as Scenic Byway funding.

Objective

To renovate façades and restore and renovate signage according to a comprehensive plan.

Implementation

To re-paint exteriors of Route 66 buildings to reflect the colors delineated in the style book.

Objective

To create community arts facility using an existing historic structure

Implementation

To renovate the Lux Movie Theater

Implementation

To create a Performing Arts Facility that seats 200 people

GOAL III

To attract visitors to travel historic Route 66 through Cibola County.

Objective

To create a strategy for directing travelers on Interstate 40 to turn off and drive Historic Route 66.

Implementation

Develop a Gateway Project for all six interchanges on I-40 that serve Grants, Milan, and other communities in Cibola County that utilizes sculpture created by local artists that will attract the traveling public.

Implementation

Conduct a juried contest for local artists to submit proposals for the Gateway Project.

Implementation

Contact the District V NM DOT in Milan to discuss the project and to receive required permission to install Gateway Project artwork.

Implementation

Install highway signage utilizing the national scenic byway logo, indicating the connection to historic Route 66.

Contact the District V NM DOT in Milan to discuss the project and to receive required permission to install Gateway Project artwork.

GOAL IV

To interpret historic Route 66 to visitors and local residents.

Objective

To educate and inform visitors and local residents about the development of Route 66 through Grants and Cibola County, including Pueblos.

Implementation

Develop a River Walk park in which interpretive panel can be installed.

Contract with a scenic byway specialist to write and design interpretive panels.

GOAL V

To educate children in all grades about the development and importance of historic Route 66 in Cibola County and Grants, including Pueblos.

Objective

To have all Cibola County children understand the history and development of historic Route 66, and its impact on Grants and other communities in the corridor.

Implementation

To develop curriculum to use at all grade levels in Cibolo County schools, public and private, that interprets historic Route 66 through a variety of media.

To work with local schools to utilize the Route 66 curriculum.

GOAL VI

To enable travelers to access Grants using several modes of transportation.

Objective

To bring visitors to Grants regardless of their access to a private vehicle.

Implementation

To renovate the exiting Railroad Station and viewing platform.

To make a formal proposal to Amtrak

Implementation

To develop an Intermodal transportation center

To create a Regional transit authority

GOAL VII

To provide visitors and local residents with information and wayfinding.

Objective

To develop an information center where maps and community news is readily available in several locations, but specifically in Grants.

Implementation

Install a visitor kiosk in an easy-to-find location on historic Route 66.
Lease out retail space in the structure where items typifying Cibola County are sold, maps are available, event notices are displayed, and memorabilia is available.
Develop a section that serves as an Interpretive Center

GOAL VII

To allow visitors to access Route 66 points of interest throughout the year, including during the summer rainy season.

Objective

To control storm water and flooding through the historic core of Grants in the Historic Route 66 corridor.

Implementation

To construct storm water management facilities throughout the historic core of Grants.

The United States Post Office sports architectural neon, ceramic tile trim, and other decorative motifs and symbols. There are plans created by the Design and Planning Assistance Center at the University of New Mexico's School of Architecture + Planning that provides ideas and guidance for re-developing the Historic Route 66 segment that courses through Grants.

GENERAL GOALS FOR STATE-WIDE ROUTE 66 IMPLEMENTATION

Implementation: Provide information on byway resources. Use resources listed in each regional tourism brochure and list links to regional venues and resources……..

Responsible Entity: A byway committee and/or staff, in collaboration with byway partners and local tourism information centers.

Time Line: …….

Implementation: Create a Master New Mexico Route 66 Calendar that lists events by season, on-line and in print collateral. Make an effort to coordinate and group events to attract travelers to plan their trip to take advantage of the synergy of scheduling.

Responsible Entity: A byway committee and/or staff, in collaboration with byway partners.

Time Line: March 2007, and annually thereafter.

Implementation: Using the resources we have available, plug the Byway communities to the national scenic byways website, the regional websites and marketing programs, and the Tourism Dept.'s website and marketing materials. Concentrate on making the Route 66 website "the best"; make maps and information available to byway travelers from pdf pages. Develop consistent strategies to keep the website at the top of search engine results. Help byway travelers understand the closeness of the byway communities; even though the distance might look large on a map, it takes less than an hour to travel from one place to the next usually. Publicize the unique aspects and events of each community.

Responsible Entity: A byway organization, in collaboration with byway partners, the byway webmaster, and regional marketing boards ……..

Time Line: March 2007, and continuously thereafter.

Objective: Develop thematic collateral, including an audio tour, I-pod technology (Pod Cast), print media (brochures), and interpretation installations.

Implementation: Conduct a byway workshop for stakeholders in which themes are identified for each community, agency, and special element. These themes will inform byway stakeholders about experiential niches that can be used to create collateral to appeal to unique travelers.

Responsible Entity: A byway organization in collaboration with byway partners.

Time Line: Summer 2008.

Implementation: Place advertising, and do more public relations to obtain more written articles, in national magazines and newspapers, such as: The New York Times, The Dallas Morning News, The Houston Chronicle, the LA Times, Sunset Magazine, Smithsonian, AARP, AAA, Travel & Leisure, Cowboy, American Road, and others. Work closely with the NM Tourism Dept's Region VI Marketing Board regarding tourism survey information and media placement decisions.

Implementation: Identify a byway task group to review the existing web presence and to recommend additions or changes to the Route 66 websites and byway community websites. This focus on website development will include investigation into placement and operation of "byway cams" at several locations along the byway; these Byway cams would be accessible to internet users, transmitting images every few minutes.

Responsible Entity: A byway organization in collaboration with byway partners.

Time Line: Summer 2008.

Implementation: Integrate byway information on commercial GPS maps for the convenience of travelers who use this data to locate byway assets.

Responsible Entity: County and local government, as well as federal partners, to make this information available to commercial enterprise.

Time Line: Summer 2009.

Objective: To establish and operate tourism information centers for the comfort and convenience of byway travelers at locations along the Byway.

Implementation: Select a byway task group to review the existing locations of visitor services along the Byway, identify potential locations, develop a financial analysis of Operations & Management, and draft a report for byway stakeholders outlining the findings of the review.

Responsible Entity: A byway organization in collaboration with byway partners, local, county, and federal entities.

Time Line: Spring 2008.

Implementation: Using the Findings of the tourism information centers report, meet with appropriate federal or state agency, county or local government to discuss strategies to meet the needs of byway travelers, and to provide information about byway assets and intrinsic values. Information about where to find Route 66 authentic lodging, dining, shopping, emergency assistance, entertainment, events, and special places reflecting the intrinsic qualities of the Byway should be provided in these centers.

Responsible Entity: A local byway organization in collaboration with byway partners and the NM Tourism Department.

Time Line: Autumn 2007.

Objective: To establish linkages with other tourism-related websites.

Implementation: The Byway organization as well as each community should contact the NM Tourism Department's webmaster at www.newmexico.org and develop reciprocal links. Contact Convention and Visitors Bureaus and Chambers of Commerce as well as major attractions that have websites, and create mutual connections. Monitor web presence on the department's site to ensure that links are working properly. Piggyback on significant Route 66 anniversary events and expand the presence when national and international attention is the highest.

Responsible Entity:

Time Line:

Implementation: Monitor web presence on the Tourism Dept.'s scenic byways section where articles on byways from "NM Magazine" will be included

Responsible Entity:

Time Line:

Implementation: Utilize regional marketing board websites to provide information on byway communities, events, activities, and amenities.

Responsible Entity:

Time Line:

Goal 2. To ensure that byway travelers enjoy a safe, convenient, and beautiful experience.

Objective: To identify and construct needed infrastructure and aesthetic improvements on the Byway.

Implementation: Develop a multi-year prioritized listing of infrastructure needs to improve Route 66 and ensure that it remains safely driven.

Responsible Entity: Local officials in coordination with local Councils of Government and NMDOT Districts.

Implementation: Enforce county health & safety ordinances (clean up).

Responsible Entity: County and local code enforcement officials.

Timeline: On-going.

Objective: To develop a signage master plan that delineates locations, types, styles, materials, and interpretive content for the Byway and communities.

Implementation: Fabricate new trademarked NM Route 66 byway logo signs to display at authentic Route 66 locations, in a size appropriate to posted speeds along the byway (large enough for travelers to see and read). Install logo signs at locations determined by the Byway organization, in consultation with communities and land management agencies.

Responsible Entity: A byway organization committee, in collaboration with byway partners and local zoning officials (regarding compliance with zoning ordinances).

Time Line: January 2006 to January 2007.

Implementation: Fabricate highway directional signs, using the America's Byways logo, and install at junctions of major roadways, including the Interstate, leading to the - Route 66 segments that can be driven or seen.

Responsible Entity: District 3, 4, 5 and 6 NMDOT, in collaboration with county and local government entities.

Time Line: Autumn 2006.

Implementation: Determine the content, design and construction of "interpretive monuments/pavilions" and numbered byway signs. Key these numbered signs and major interpretive locations to 1) a driving tour print brochure, and 2) an audio CD that byway travelers can listen to as they drive. Install the pavilions as

funding becomes available, and install the smaller numbered signs as the interpretive plan is developed.

Responsible Entity: A byway committee and/or staff in collaboration with byway partners, local historical societies, and the Office of Cultural Affairs.

Time Line: March 2007 to March 2008.

Implementation: Remove commercial signs that do not pertain to an existing business. Minimize "sign pollution" with careful placement of directional signage and byway logo signs. Work with local sign ordinances to create an aesthetic signage plan for the Byway.

Responsible Entity: A byway committee and/or staff in collaboration with byway partners, county and municipal code enforcement officers.

Time Line: Autumn 2007, measurable improvement.

Objective: To develop thematic architectural styles and landscape designs to unify the Byway image.

Implementation: Select a task group to create design standards for the thematic areas of the corridor, including signage; diverse skills and interests should be represented, with special emphasis on architecture and landscape architecture, and transportation planning and construction knowledge.

Responsible Entity: Byway staff and stakeholders; NM DOT District Engineers; Mid Region Council of Governments. Federal and state land management agencies.

Time Line: March 2007 Legislative Committees.

Implementation: Develop an agreement with the NMDOT district offices (3, 4, 5, and 6) regarding review of design and aesthetic considerations on regular maintenance and future construction. Agreements should include provisions for review and "approval," with a description of byway corridor standards and intentions.

Responsible Entity: County and local officials; byway stakeholders; NM DOT District Engineer; Mid Region Council of Governments.

Time Line: May 2007

Objective: To create transportation hubs and parking facilities and to tie into public transportation systems.

Implementation: Coordinate planning activities with each local Council of Governments staff in which public transportation facilities are feasible.

Responsible Entity: County and local officials; byway staff and stakeholders; NM DOT District Engineers; Councils of Governments.

Time Line: December 2006.

Objective: Improve Safety and comfort for pedestrians, equestrians, and cyclists through a Multi-modal transportation approach.

Implementation: Develop and mark pedestrian, equestrian, and cycle crossings, using "Best Practices" for marking rural highways.

Responsible Entity: NMDOT Districts in collaboration with local and county governments, as well as federal partners.

Time Line: Autumn 2006, and annual review and implementation with byway partners thereafter.

Implementation: Develop areas where touring traffic can move out of the way of faster vehicles and be safely passed.

Responsible Entity: NM DOT Districts and county and federal land management agencies.

Time Line: Autumn 2006, begin consultation with byway partners to determine locations for pull-outs and potential impact on scenic byway intrinsic qualities. Draft an implementation plan for construction of pull-outs, and begin process to complete project.

Goal 3. To enhance and increase recreational opportunities along the Byway.

Objective: Develop hiking, equestrian, and cycling opportunities that can be accessed from the Byway.

Implementation: Survey the existing trails that are accessible from the Byway. Look for areas of the former Route 66 that are not drivable, but still publicly accessible and develop trailheads at those locations.

Responsible Entity: A byway committee in collaboration with federal partners and the local Councils of Governments.

Time Line: Autumn 2007 to Spring 2008.

Implementation: Develop a map of these trails, or at least the location of the trailheads. Where trails are available a short distance from the Byway, but where public access is needed, mark those on the map also. Distribute to byway partners and the public for review and comment.

Responsible Entity: A byway committee in collaboration with federal partners and the local Councils of Governments.

Time Line: Spring 2008 to Spring 2009.

Objective: Develop greater connectivity between existing and future recreational trails.

Implementation: Use the map of existing trails as a base for researching potential connecting trails.

Responsible Entity: A byway committee in collaboration with federal, local, and county entities, and the local Councils of Governments.

Time Line: Summer 2009.

Implementation: Maintain the map of existing trails in all byway communities, including local and county governments, federal and state land management agencies, and the district highway department offices. All future development of recreational trails should reference this map, providing connectivity wherever possible.

Responsible Entity: County, local, and federal agencies, as well as a byway organization committee and/or staff.

Time Line: Winter 2010.

Goal 4. To preserve the integrity of the natural and cultural assets of the Byway.

Objective: Maintain a clean and healthful environment along the Byway through trash pick-up and removal.

Implementation: Where they do not exist, place sanitary facilities at designated pull-outs to provide for trash disposal. Establish removal policies and responsibility for pick-up in a timely manner.

Responsible Entity: County and local governments and federal land management agencies, with assistance from the byway organization in the form of public announcements, and other activities.

Time Line: September 2007 to June 2011.

Implementation: Schedule regular roadside clean-up events, either as part of New Mexico Clean and Beautiful activities, or as a byway activity.

Responsible Entity: Byway partners, in cooperation with NM Clean and Beautiful, or independently; organizations (including the Byway) will be encouraged to "adopt" a section of the trail to keep clean.

Time Line: Fall 2006 to Spring 2011.

Implementation: Organize community clean-up days to remove solid waste, such as used building materials, scrap metal, inoperable appliances, used furniture and other household items. Assist with clean-up and maintenance on federal lands.

Responsible Entity: County and local governments and federal land management agencies, byway residents and business operators, with assistance from the byway organization in the form of public announcements, and other activities.

Time Line: Spring 2007 to Spring 2011.

Implementation: Review municipal and county ordinances regulating the accumulation of solid waste on residential and commercial properties.

Responsible Entity: A byway organization committee or staff, in collaboration with local and county government zoning officials and code enforcement officers.

Time Line: Autumn 2006.

Implementation: Monitor vandalism such as graffiti and broken windows and arrange for remediation.

Responsible Entity: A byway organization committee and community volunteers.

Time Line: Monthly reports to local law enforcement and government entities as well as federal agencies, beginning Autumn 2006.

Objective: To provide a pristine scenic byway that has many unique qualities and opportunities for residents, businesses, and travelers and to visually show that we have pride and respect for where we live, work and play.

Implementation: Create a volunteer monitoring group that has specific times and routes for visually noting conditions that should be addressed. There should be a check-list of the Byway assets, by mile marker, and a form created to be used by the volunteers. Their task group is only asked to monitor the Byway conditions, not to take matters into their own hands. The reports will be turned over to the Byway Organization for proper handling.

Responsible Entity: A byway organization in collaboration with federal, county, and local entities.

Time Line: Winter 2007.

Objective: Maintain and preserve historic structures, public and private, along the Byway through a variety of strategies.

Implementation: Review historic structures surveys in the Office of Cultural Affairs, and document whether or not the surveyed structures continue to exist, and describe their condition and ownership status (public, private, abandoned) and current use. Include digital photos of each structure in the list. If no survey exists, or if one was conducted many years ago, contact the OCA to make arrangements for a new survey as soon as possible. Grants for historic surveys are available on a yearly cycle from the Office of Cultural Affairs.

Responsible Entity: A byway organization staff and/or volunteers in collaboration with county and local government.

Time Line: Spring 2007.

Implementation: Draft a report analyzing the general status of historic structures along the Byway. The report should include recommendations for action, i.e., acquisition, emergency stabilization, and so forth.

Responsible Entity: A byway organization staff and/or volunteers in collaboration with county and local government.

Time Line: Spring 2008.

Implementation: Review the status and condition of irrigation ditches and crossings (bridges). Make a list of the main canals and the smaller laterals. Include an analysis of ownership and operation, as well as state of use. The analysis should also include a review of municipal and county subdivision

ordinances specifically to learn whether or not they mandate access to and maintenance of ditch water.

Responsible Entity: A byway organization staff and/or volunteers in collaboration with county and local government.

Time Line: Summer 2007.

Objective: Develop a Resource Protection Plan that ensures conservation and preservation of fragile and sacred sites that are not appropriate for visitor experiences.

Implementation: Consult with federal land management agencies and tribal governments to coordinate tourism marketing efforts, interpretation, and mapping of assets to avoid bringing to the attention of visitors those sites or areas where they should not visit.

Responsible Entity: A byway organization committee or staff.

Time Line: September 2008 to March 2009.

Objective: Develop a <u>Design Master Plan</u> for the Byway corridor delineating architectural and landscape design and materials requirements for construction within the corridor, including the road itself.

Implementation: Organize and carry out a process to develop a Design Master Plan that includes opportunities for review and comment of byway stakeholder entities, such as the federal land management agencies, the NM DOT district offices, the local and county governments, commercial enterprise, and the public at large.

Responsible Entity: A byway organization committee or staff, in collaboration with byway partners' staff (landscape architects), and municipal and county planning staff.

Time Line: September 2006 to March 2007.

Implementation: Distribute the Design Master Plan to byway partners for review and comment, with an analysis of how the plan might be expected to improve byway aesthetics and tourism-related development over the coming years. Schedule presentations to the public and governing bodies.

Responsible Entity: A byway organization committee or staff.

Objective: Develop a <u>Transportation Master Plan</u> for the Byway to anticipate and manage vehicular impacts on the byway communities, byway travelers, and the Byway's intrinsic qualities.

Implementation: Organize and carry out a process to develop a Transportation Master Plan that includes opportunities for review and comment of byway

stakeholder entities, such as the federal land management agencies, the NM DOT district offices, the local and county governments, commercial enterprise, and the public at large.

Responsible Entity: A byway organization committee or staff, in collaboration with byway partners, the local Councils of Governments staff, and municipal and county planning staffs.

Time Line: September 2006 to March 2007.

Objective: Develop a <u>Historic Preservation Master Plan</u> to coordinate with the Goal of preserving historic and cultural integrity of the Byway.

Implementation: Organize and carry out a process to develop a Historic Preservation Master Plan that includes opportunities for review and comment of byway stakeholder entities, such as historical societies, the NM Office of Cultural Affairs, local and county governments, commercial enterprise, and the public at large.

Responsible Entity: A byway organization committee or staff.

Time Line: August 2007 to March 2008.

Goal 5. To provide for collaboration between the federal, state, county, tribal, and local communities, as well as private enterprise and other organizations.

Objective: Increase communication, planning, and support among byway partners to enhance visitor and resident experiences.

Implementation: Create a matrix of all entities (above), their contact information, key staff relating to the Byway, mission and role, location on byway, interest(s) in byway. Organize information indicating similar interests, missions, and other relationships.

Responsible Entity: A byway organization committee or staff.

Time Line: Autumn 2006 – March 2007.

Objective: Working with byway entities, build upon the concept that we are a "Linear Museum" and that with a closer connection between the communities, we can all help each other, and bring us all together as "the" byway community.

Implementation: Establish annual schedules of byway partners' meetings. Set an agenda based on a work plan for the year, determined by the board in collaboration with byway partners.

Responsible Entity: A byway organization committee or staff.

Time Line: April 2007 to June 2011.

Objective: Increase public communication about byway activities in each of the byway communities; publicize activities and events in all the communities.

Implementation: Create a byway newsletter mailed out to byway "friends" quarterly; distribute copies of the newsletter to byway businesses, visitor centers, and agencies; place articles and announcements in local newspapers, the "Albuquerque Journal" and the Santa Fe "New Mexican."

Responsible Entity: A byway organization committee or staff.

Time Line: July 2007 to June 2011.

Objective: Discuss the possibility of entering into cooperative agreements between byway entities for marketing, for creating coordinated byway-long events, for public announcements, and so forth.

Implementation: As an agenda item on a byway organization's regularly scheduled meeting(s), create a framework for developing cooperative marketing projects, conducting events that include communities along the entire byway, and for issuing news releases and announcements relevant to the whole byway.

Explore region to region cooperative agreements, for example, for the NM Tourism Dept's marketing grants.

Responsible Entity: A byway organization committee or staff.

Time Line: March 2007 to March 2008.

Goal 6. To create a non-profit byway organization to manage and direct activities and development on the Byway, and to help the byway community implement the goals and objectives of the CMP.

Objective: Incorporate a non-profit byway organization, after consultation with legal counsel, using the simple form (State Corporation Commission office). Officers and board members shall represent the Byway geographically and by ethnicity and gender.

Implementation: Create a chartering board of directors by calling for volunteers, asking elected officials to appoint representatives, and by recruiting persons with needed skills. The Scenic byway coordinator will organize the chartering board and guide the process creating the articles of incorporation and by laws delineating the mission and purpose of the organization and the usual details of operation.

Responsible Entity: Scenic byway coordinators and volunteers from the byway community partners.

Time Line: Autumn 2006 to Spring 2007.

Objective: Develop a sustainable revenue stream to implement byway projects.

Implementation: Create an organization committee of the Board of Directors tasked with developing a variety of proposals for events, activities, and retail sales to generate revenue to support the byway organization. The national scenic byway resource center has specialists, materials, and examples of successful byway funding programs.

Responsible Entity: A byway organization board of directors.

Time Line: Spring 2007 to June 2011.

Implementation: Select one or two of the proposals presented by the organization committee, and delineate necessary steps to implement the projects.

Responsible Entity: A byway organization board of directors.

Time Line: Fall 2007 to June 2011.

Implementation: Analyze the effects of the fund raising event/activity. Draft a report to the board of directors describing the event and the results, as well as suggestions for improving or expanding the event/activity in the future.

Responsible Entity: A byway organization committee.

Timeline: Two months after the event/activity, present the report to the board of directors.

Goal 7. To enhance economic development in the byway communities.

Objective: To assist local communities with technical expertise and financial support to identify experiential niches they can develop.

Implementation: Using national MainStreet and Small Business Development Center models and staff assistance, conduct workshops and other activities to strengthen business start-up, retention, and expansion in byway communities to increase GRT and lodgers tax revenues.

Responsible Entity: A Byway organization comprised of representatives of the byway communities.

Timeline: Autumn 2006 to July 2011. Evaluation of effectiveness of efforts may indicate continuation of the initiative would be beneficial.

Implementation: Using national MainStreet model for economic restructuring (as an example), develop a program for measuring business retention and expansion, as well as new business starts up and business closings in the byway communities. (New Mexico State University has a community-based model for measuring and analyzing business activity.)

Responsible Entity: A Byway organization comprised of representatives of the byway communities will create a process for collecting information and drafting a report semiannually.

Timeline: Autumn 2006 to July 2011. Evaluation of effectiveness of analyzing business retention and expansion information may indicate continuation of the program would be beneficial.

Objective: To increase awareness of how hospitality in commercial and public entities influences tourism impacts in a positive way, i.e., by increased revenue.

Implementation: Conduct hospitality training in byway communities on a regular basis, through the Tourism Association of New Mexico (TANM) and/or the Tourism Department's initiative.

Responsible Entity: A Byway organization comprised of representatives of the byway communities will schedule training events in cooperation with local organizers.

Timeline: Autumn 2006 to July 2011. Evaluation of effectiveness of training events may indicate continuation of the program would be beneficial.

Implementation: Collect and analyze economic data relevant to byway communities, specifically Gross Receipts revenue generated by hospitality-related businesses, such as retail sales, recreational equipment rentals (boats, kayaks, skis, snow shoes, bicycles, horses, etc.), lodging and dining establishments. A

report will be drafted semi-annually, and distributed to byway communities and other interested agencies.

Responsible Entity: A Byway organization comprised of representatives of the byway communities will develop economic activity reporting schedule and data collection.

Timeline: Autumn 2006 to July 2011. Evaluation of effectiveness of data collection and analysis may indicate continuation of the program would be beneficial.

Objective: To develop transportation hubs in byway communities for visitors to utilize throughout the region to reduce traffic volume while providing visitor comfort and convenience. Chaco Canyon National Historical Park, El Malpais National Monument, El Morro National Monument and Acoma Pueblo may be good targets for hub transportation from byway communities with lodging opportunities.

Implementation: Meet with staff from the local Council of Governments on a plan for transportation "hubs" and public transportation facilities.

Responsible Entity: Byway agencies (a byway organization, and local governments on the Byway. An annual report regarding the status of plans for hubs and shuttle programs will be distributed to byway partners and local governments.

Timeline: Autumn 2006 to 2011.

Objective: Use opportunities to share culture, life of the communities, events, archaeology, and natural resources of the Byway with visitors (as well as with ourselves) to create a multi-day experience. Encourage visitors to stay overnight in byway communities, and take side trips to enjoy the assets of the Route 66 byway region.

Implementation: Develop a master calendar of byway events showing the activities available to residents and visitors; explore complementary activities to extend the time visitors may choose to stay.

Responsible Entity: A byway organization will organize regular meetings to review upcoming events and activities and to delineate potential complementary activities.

Time Line: Autumn 2006 to June 2011.

Objective: To make the Byway traveler's experiences enjoyable and unique, and instill in them the desire to return.

Implementation: Create a resource library of stories about the people of the Byway, photographs, information about the history of each community. These resources will be used to create fresh interpretative materials that draw the visitor into the experience. Reference the intrinsic qualities and criteria that justified the designation as a National Scenic Byway. Explore ways to convince byway travelers that "we're special, and we're different from (some other place)…."

Responsible Entity: A byway organization comprised of representatives from the byway communities will devise a process for collecting and archiving resource materials.

Time Line: Autumn 2006 to 2011.

Implementation: A byway organization will create a committee tasked with organizing the collected resource materials into complementary "themes" or "eras," and so forth. Proposals for new marketing and interpretation materials will be presented to the organization for consideration and further development.

Responsible Entity: A byway organization comprised of representatives from the byway communities will appoint a committee to organize collected resource materials as a support to niche market advertising and for developing additional interpretive materials.

Time Line: Autumn 2007 to 2011.

Goal 8. To showcase our historical assets – Varies by Community

Objective: Highlight through publications the historical aspects of each community.

Implementation: Create and distribute information through visitor information centers, the Byway website, and historic sites.

Responsible Entity: A byway organization in collaboration with the local entities.

Time Line: December 2006.

Implementation: Locate space in an historic building, or buy or lease a separate historic building, in which to display historic information and to provide recreation and tourism information of the area.

Responsible Entity: A byway organization in collaboration local volunteers and local entities.

SCHEDULE AND LISTING OF ALL AGENCY, GROUP, AND INDIVIDUAL RESPONSIBILITIES

A schedule and listing of all agency, group, and individual responsibilities of the Corridor Management Plan, and a description of enforcement and review mechanisms, as well as a schedule for continuing review and evaluation of effectiveness will be prepared in Phase II.

As delineated in the Goals, Objectives, an Implementation steps, this schedule will allow for continuity in pursuing the goals and objectives defined in the Plan, over a long period of time. The updated corridor management plan is intended to be a "five year plan" with annual review and revision, including status reports on byway projects.

STRATEGY FOR PRESERVING INTRINSIC QUALITIES

Volunteers are needed to evaluate key sites and viewsheds.

Each community may appoint a byway task group to evaluate the important elements of specific segments of Route 66 and that might also be given the challenge to review existing land management techniques, and to recommend additional mechanisms for preserving and conserving the Byway's intrinsic qualities.

The planning documents for the municipalities of each community on both alignments of Route 66 should be incorporated into a comprehensive document that can be utilized to bring consistent design and interpretive presentation throughout the Byway corridors.

Planning documents for the nine (9) counties through which Route 66 courses should be reviewed for inclusion of guidance and/or regulations pertaining to the national scenic byway. This review and report will form the basis for structuring recommendations for preservation.

It appears that few if any of the existing planning documents specifically address the issue of preserving intrinsic qualities of the national scenic byway. The Byway task group will discuss ways to begin this discussion.

PUBLIC PARTICIPATION AND IMPLEMENTATION OF PROJECTS.

Without community participation on a regular basis, the vision of the Byway management plan is in danger of being "lost." There are a number of projects listed on the Capitol Improvement Project lists of various jurisdictions, as well as on the NM DOT programming schedule. These projects reflect review and adoption of resolutions supporting the priority listing of proposed projects on the CIP, as required by the NM Division of Finance Authority. The degree to which the public participated in local decisions varies; however, the lists reflect the decision of elected officials in each jurisdiction.

The Phase I seed grant funding provided for development of a stronger byway organization and allowed for a series of community meetings to take place from the summer of 2006 through November 2008. More than 100 persons engaged in one or more meetings. A core group of stakeholders has developed, and the group is ready to begin the work plan delineated in the plan. A new round of meetings will commence in 2009.

The Byway was organized into five "communities" because the Byway is a total of 495 miles in length, with two distinct routes. Because of Route 66's length, and the distinct alignments, it is recommended that communities organize by region where feasible. Travel from one side to the other takes more than five hours, which is quite a challenge for citizen volunteers. It is possible that new technologies can bring the byway community together with innovative programming.

There are great differences in the characteristics of the byway communities, including the pueblos and unincorporated hamlets throughout the counties. The meetings were designed to create a vision statement, goals and objectives, and implementation strategies and timelines. Responsible parties were identified, and the draft document was distributed for review (in process).

Byway participants meet for a day and half, with lunch local restaurants.

The second phase seed grant work plan calls for working closely with federal land management agencies to continue the process of building a strong collaboration and partnership along the Byway.

BYWAY SAFETY AND ACCIDENT RECORD; DESIGN; MAINTENANCE; AND/OR OPERATION.

Mid Region Council of Governments. The Mid-Region Council of Governments maintains comprehensive information on the transportation system throughout the four-county region. In addition to the base data, the byway community may request that the Council of Governments in each region through which Route 66 passes maintain information relevant to support of the national scenic byway. Such information may include broad categories such as Local Government Operations, Roadway and Traffic Flow Improvements, Multimodal Transportation, Drainage and Storm Water Management, and Scenic and Historic Resources Preservation.

Byway Communities. The Corridor Management Plan will address the issue of access and drivability of historic Route 66, or, in some cases, use by cyclists and hikers.

Four road segments of Route 66 have been re-designated at New Mexico State Highways and are maintained as state highways in daily use, NM 118 (40 miles), NM 122 (25.5 miles), NM 124 (28 miles) and NM 333 (37 miles).

Route 66 Highway Segment Data for 2004-2008

	NM 118	NM 122	NM 124	NM 333
Total Accidents Reported	100	37	241	196
Fatal Accidents	7	2	8	4
Injury Accidents	31	19	96	67
Total Killed	7	2	11	4
Total Injured	50	26	163	125
AADT 2004	2,875	1,745	4,922	4,219
AADT 2005	2,956	1,829	4,883	5,184
AADT 2006	2,564	1,797	4,633	5,175
AADT 2007	2,527	1,997	4,369	5,209
AADT 2008	2,637	1,942	4,800	6,348
Average AADT	2,798	1,790	4,813	4,859
Accident Rate/mi	0.8288	0.7396	1.6409	0.9996

Data Provided by the New Mexico Department of Transportation

LEVEL OF SERVICE (LOS) and COMMERCE

A key component of scenic byway development is enhancement of local economies. The second phase of the seed grant funding may allow the Byway partners to begin the process of obtaining input on commercial needs for retention and expansion of existing businesses.

All the Byway partners expressed the desire to enhance their commercial sector, in appropriate ways that would not overwhelm the small-scale development that is characteristic of the north central New Mexico. Most of the byway communities are comprised of single-story structures. Multi-story buildings are rare outside the City of Albuquerque, Gallup, Santa Fe, and a handful in the other communities, but that is understandable considering that most of the historic structures are built of adobe or adobe and stone. It is a difficult from a structural engineering point to have adobe structures carry additional storeys.

While there will be further development in the county and municipalities, the vast reservation lands will likely remain similar to what they are like today.

Route 66 travelers followed the contour of the land on a narrow ribbon of roadway, flanked by vast expanses of the high desert landscapes. Single-story residential and commercial structures complemented the scale of the historic roadway, except in the urban cores where the railroad development pushed turn-of-the-century multi-story construction.

Level of Service

Level of Service is a concept used to grade traffic flow on highways. Graded from A (excellent) to F (congestion causes stop and go traffic), highway departments strive to improve level of service, however, free-flowing traffic may not be the most appropriate goal of a business oriented community. In efforts to improve traffic flow, much of Route 66 through cities and town, resulted in projects to include wide rights-of-way with four (4) lanes of traffic, often with a center turn lane. While this had the effect of moving traffic rapidly through the community, it also pushed traffic by too quickly to see what the community had to offer, and it created a giant concrete strip of "no-man's land" unfriendly to parking, shopping, and pedestrian traffic.

The Department of Transportation is now more attuned to "Context Sensitive Design" in which, the free movement of traffic may be subordinate to other goals, such as making the community more walkable, to provide on-street parking for businesses, and to make the driving pattern more localized rather than attuned to through traffic trips.

INTRUSIONS ON THE VISITOR EXPERIENCE; PLANS FOR MAKING IMPROVEMENTS.

(Reserved)

COMPLIANCE WITH FHWA SCENIC BYWAY PROGRAM REGULATING OUTDOOR ADVERTISING (BILLBOARDS).

Approval and permitting of signage and outdoor advertising is regulated by local municipalities and county government; however, on Indian reservation lands restrictions on outdoor advertising are not under County control**.**

The New Mexico Administrative Code (as of March 1, 2006), Title 18, Transportation and Highways, Chapter 21 Traffic Control Signage, Part 5 Outdoor Advertising Requirements, details regulations controlling outdoor advertising in general.

11. Scenic Byways and the Prohibition of Outdoor Advertising

As provided at 23 U.S.C. 131(s), if a State has a State scenic byway program, the State may not allow the erection of new signs not in conformance with 23 U.S.C. 131(c) along any highway on the Interstate System or Federal-aid primary system which before, on, or after December 18, 1991, has been designated as a scenic byway under the State's scenic byway program. This prohibition would also apply to Interstate System and Federal-aid primary system highways that are designated scenic byways under the National Scenic Byways Program and All-American Roads Program, whether or not they are designated as State scenic byways.
(Sec. 1047, Pub. L. 102-240, 105 Stat. 1914, 1948, 1996; 23 U.S.C.
131(s); 23 U.S.C. 315; 49 CFR 1.48)

SIGNAGE PLAN.

A complete inventory of signage within each "community" of Historic Route 66 National Scenic Byway is needed. It is clear that each community has signage that detracts from the aesthetic experience of the Byway. The Byway partners are discussing strategies for reducing or eliminating "road rash" or "sign blight." Sometimes local residents tune out the visual cacophony; they don't even notice the deteriorating sign for a business that closed 20 years ago. Other types of signs include the use of "pony panels" – a type of portable lighted sign on a frame and wheels. Many communities ban this type of sign altogether as it is considered to add to visual blight.

An application for funding to provide interpretive signage should be undertaken; a signage task group will be selected to determine placement, size, and other design elements for new byway logo signs as well as interpretive signs.

About nine years ago, byway logo signs were installed in a number of locations along the route.

Byway Sign Survey.

The Byway task group should be asked to analyze the characteristics of signs in each community, and to begin the process of formulating a plan for determining sign design guidelines that will enhance the aesthetic experience for byway travelers.

Some communities are embracing the use of colorful murals to create a visually pleasing image for residents and visitors.

Directional Signage.

All the Byway partners have expressed the desire to have directional signage at major junctions. A map showing possible locations for junction signs, to include the logo for American's byways, would make it easier for byway travelers to know how to reach the Byway and what assets are located along the Byway. (see Map)

MARKETING

In the mid-1990's, the New Mexico Tourism Dept. Region VI marketing board comprised of representatives from across the region created a marketing brochure, and eventually a website, titled "Travel the Trails." This early cooperative marketing strategy focused on the richness of the scenic byway experience offered to travelers. The effort remains, expanded to include information on area attractions, events throughout the region, and descriptions of daytrips within the region. Historic Route 66 is a key element of the marketing efforts.

Eastern Region… marketing products and plans….

Western Region…. Marketing products and plans…

Indian Country … marketing products and plans

The NM Route 66 Association maintains a website devoted to Route 66. It is linked to the NM Tourism website. A calendar page is updated continuously, citing events and activities along the Byway. Photographs of scenery beckon travelers to "come closer." There are links to the NM Tourism Department's website as well as other popular websites in New Mexico, and of course, the America's Byways national website.

Well-designed brochures have been reprinted and updated several times, funded by regional tourism grants. The regional marketing boards leverage marketing funds through a program of the NM Tourism Department called "cooperative marketing."

There appears to be interest in collaborating with the NM Tourism Department's marketing boards on a regional effort to draw visitors to the scenic byway. This type of collaboration is highly encouraged by the NM Tourism Department; it is one of the goals of the department to foster additional regional marketing efforts.

Besides collaborating on regional efforts, the NM Tourism Department encourages regional boards to review the "media placements" the department plans to make in the coming fiscal year. Wherever possible, regional boards are advised to make media buys in the same publication, at the same time. There is research showing that this strategy creates greater reader recognition and memory of the state and of the region. Region VI participates in this plan; the region refers to itself as "the Heart of New Mexico" with a brochure and website carrying that branding: www.heartnm.org **.**

Part of the activity of the marketing board includes periodic fulfillment surveys and visitor surveys. A recent visitor survey conducted in several locations in Albuquerque asked participants about where they were going to go next (they were already in Albuquerque). Among the questions formulated was a section on Historic Route 66 (a national scenic byway). There was very strong visitor

recognition among the Boomers and Matures, and high interest in younger cohorts.

Region VI Marketing Board.

The NM Tourism Department Region VI covers all of Sandoval County, Bernalillo, Valencia, and Torrance Counties. The regional marketing board meets at least four times a year to create a marketing plan with a media partner that is under contract to the department. For Region VI, the media partner for the past several years has been Rick Johnson & Company, located in Albuquerque.

The Tourism Department authorizes $50,000 to each of the six regions on an annual basis; the marketing boards approve work plans within the budget. On occasion local governments, county governments, and diverse tourism related venues contribute additional funds to enhance the regional marketing effort. At times in the past, the board has developed marketing plans costing in excess of $100,000. However, the political environment changes from time to time causing a shift in marketing focus on local levels, and there have been years where only a few thousand in excess of the base $50,000 has been expended.

Region VI calls itself "the Heart of New Mexico" relating not only to the central location of the four counties, but also the abundance of cultural, historic, scenic, recreational, and natural resources within the region. An earlier theme invited travelers to "travel the trails." There is always a focus on the scenic byways within the region, as a complement to the other assets readily accessible to visitors.

The Region VI marketing board media partner has created a large-format, fold-out brochure showing major roads throughout the four-county region. The scenic byways are identified, and several day trips are described from which visitors can choose depending on the length of their stay. This brochure, printed in English and Spanish, has seen minor changes over time, but the basic information has stood the test of time. Travelers appreciate the brochure, and conference planners request it by the hundreds as a packet stuffer for participants.

In addition to the regional brochure, a Region VI website mimics the content of the brochure, with links to tourism assets throughout the region. The website is in English and Spanish; the board continues to discuss expanding the brochure and website into other languages such as German and Japanese. A new feature added to the website, www.heartnm.org in 2006 is an e-newsletter that invites readers to submit their email address to the site. Subscribers will receive periodic newsletters alerting them to events, activities, and other items of interest within a season.

The federal land management agencies also have brochures and websites that help potential visitors plan activities in advance and in some cases, register for permits on-line.

Lodgers Tax Revenue.

State statute mandates lodging facilities with more than two guest rooms to pay a lodger's tax of up to 10%, in addition to gross receipts tax on services. Local and county boards administrate the revenues received, focusing on improving tourism and marketing efforts. The Route 66 byway corridor could benefit from a comprehensive, coordinated plan implemented by all the Byway's lodger's tax boards.

ROADSIDE AND BYWAY DESIGN STANDARDS

Roadside Improvements

At this time there are no design or landscape guidelines in place that advise local governments, county governments, or district highway departments on choices for materials, and architectural designs that are appropriate in specific locations. The City of Albuquerque has adopted sector plans for the Highland and Nob Hill neighborhoods, as for Old Town. Over the past 20 years or so, implementation of the design guidelines has taken hold, evidenced by strong community support and appreciation for the historic preservation of the streetscapes and fabric.

Private property owners are largely unaware that they abut a national scenic byway, or, if they do know that Route 66 is a national scenic byway, they do not understand what their opportunities are for helping maintain and preserve the intrinsic qualities of the road.

Discussion about developing agreements between the county and local government entities and the district offices of the NM DOT is still in the goal-setting stage. There have been comments about inappropriate materials being used for routine maintenance along the road, so it may be a good time to start planning ways to remedy past oversights, and to prevent similar situations in the future. "Context Sensitive Design" guidelines with the NM DOT should help in this planning for each segment of Route 66.

INTERPRETATION – SIGNIFICANT RESOURCES

The USFS Cibola National Forest – Sandia-Manzano and Mt. Taylor Ranger Districts and El Malpais National Monument (National Park Service) have drafted interpretive plans relating to the resources in their jurisdictions. These plans are uniformly of high quality and are comprehensive.

BYWAY GOALS & IMPLEMENTATION HISTORY

The original corridor management plan was drafted in 1996-1997, and the goals lists were developed at that time. A full description may be found on the national scenic byways website under Archives.

The new vision, goals, objectives, implementation steps, and time lines were developed in Phase I of the Seed Grant administrated by the New Mexico Route 66 Association, Inc., through a series of community meetings along the Byway corridor. The Byway partners will review the corridor management plan, and develop new goals and objectives as projects are implemented.

The New Mexico Route 66 Museum and Heritage Center

The City of Albuquerque purchased the De Anza Motor Court (built in 1939 on Route 66) for the purpose of historic preservation in 2003; a Metropolitan Redevelopment Area boundary was established within which the De Anza Motor Court is located. Saved from demolition, the De Anza continues to await a plan for re-use that meets the requirements of preservation and protection. The property is listed on the state and national registers of historic properties.

In 2003 funding for a New Mexico Route 66 Museum, to be located in the De Anza Motor Court, was programmed in the state transportation improvement plan (STIP). The initial funding was minimal, but "held the place" for future funding and development in the TIP.

Since then additional funding has been secured, totally some $243,000. In addition, there have been legislative appropriations for specific projects at the De Anza Motor Lodge, including preservation of the priceless Zuni murals.

The De Anza Motor Court

Mr. Charles Garrett Wallace was a major Gallup-based trader in Zuni and Navajo art and craftwork; he built the De Anza to provide himself with a place to stay when he was in Albuquerque on business. Taking advantage of newly constructed Route 66, Mr. Wallace built the De Anza just a mile west of the WPA-built state fair grounds. He anticipated a growing number of travelers on Route 66 and positioned his business for advantage.

He utilized Pueblo Indian architectural details, and each room featured its own carport. Zuni workmen brought stone and other materials perhaps from Zuni and worked on the construction of the motor court.

Originally built in Pueblo-style architecture, Wallace made a number of renovations in 1950-1951. The architect who designed the renovations was George Pearl, a renowned New Mexico figure. Under his design, the room size was increased, the 1930's carports were enclosed, and the protruding *vigas* were removed. A porte cochere faces with Zuni sandstone finished off the entry area. The Turquoise Café boasted a terrazzo floor composed of real chips of turquoise and inlaid silver Zuni Knife Wing figures. A local furniture maker, Franciscan Furniture, produced leather and carved wood furniture used throughout. A gorgeous pink Cadillac convertible, parked in front of the porte cochere taxied guests to and from the airport some four miles away. This was quintessential 1950's Route 66 development and tourism-related flamboyance.

These additions obscured a number of the structure's distinguishing architectural features, but it made the De Anza appear more modern and up to date to the traveling

public. All the major politicos of the 1940's and 50's stayed there, as did prominent ranchers, farmers, and repeat visitors from as far away as West Texas, especially during the state fair in September.

He named his motor court after Juan Bautista DeAnza, Governor during the Spanish Colonial Period (1700's), who is credited with saving the Hopi Indians during a time of severe drought and starvation. He carried food and other supplies to them, beyond the Zuni lands. Wallace brought in Zuni artisans to demonstrate jewelry making at the motor court. He employed Zunis to help sell the jewelry, pots, rugs, and other Native American produced items in the motor court's curio shop.

Below ground level, the developer of the De Anza, Charles Garrett Wallace, constructed a private banquet and entertaining room in the 1950's. He hired Zuni artist, Tony Edaakie, Sr., to paint two, brilliant, oil based, polychrome 20' by 4' Shalako murals. Trained by teacher Clara Gonzales in the 1920's, Edaakie is considered a major figure in 20th century Zuni painting and lapidary arts. These Shalako murals, subtly altered for non-Zuni viewers, are quasi-religious in nature, and viewing of these works by non-Zunis requires educated, informed respect. Shalako is a Zuni winter ceremonial; the figures include on the north wall a Ceremonial Father, the Little Fire God, the Rain Priest of the North, Deputy to the Rain Priest, a Shalako (courier to the gods), the Shalako's support/alternate, two Mudhead figures; on the east wall there is a Ceremonial Father and six Sacred Directions Guardians.

The Shalako figures have been documented by the Smithsonian Museum. They cannot be removed as they are painted directly on the concrete block walls of the basement room. These are to be open to the public on a basis to be determined when development plans are finalized.

The De Anza Motor Court preservation and re-development is a catalytic project in the Nob Hill/Highland Neighborhood, as part of the Metropolitan Redevelopment Area. The project is funded for the creation of a transportation related museum at a historic motel (motor lodge) located in the Nob Hill-Highland area of Albuquerque. Transportation Enhancement Funds were requested for historic restoration of a portion of the 1939 motor court to house the museum and accessory offices. This museum will highlight US Route 66 in New Mexico, especially in Albuquerque.

Michael Romero Taylor, National Park Service Route 66 Corridor Preservation Program, stated in 2002, "The DeAnza played a real role in Route 66. It would be an anchor for that part of East Central that is pivotal to making the whole stretch of Nob Hill come alive again and has a lot to offer "heritage tourism" people who are coming through. Tulsa and Oklahoma City and St. Louis have some good properties, but Albuquerque's Central Avenue is the crème de la crème."

C.G. Wallace is also credited, along with several other motel owners, with offering a new innovative service to travelers—calling ahead for reservations at the next stopping place. In the 1940's this was part of the early growth and evolution of the motel industry; he and his colleagues formed the basis of today's Best Western chain of motels.

The De Anza offered guests private telephones, air cooling and steam heat, as well as the curio shop and a restaurant. An outdoor swimming pool was added later, as Mr. Wallace continually upgraded the motel.

The NM Route 66 De Anza Museum and Heritage Center will appeal to diverse interests. Some people are interested in motels, souvenir stores and automobiles from that time. Others are interested in Route 66 architecture and neon signs and trade and how this national road spurred economies in very remote places. Still others come for personal memories, like their honeymoon stays at the De Anza, or the family road trips.

This Route 66 museum will highlight historic resources in every Route 66 community along both alignments. Since most tourists come into or through Albuquerque, it is an ideal starting place for information and appreciation of the context of Route 66 here. Located at Central and Washington, the De Anza is some four miles from the Albuquerque International Airport. It is just minutes from Interstates 25 and 40, catching traffic from all four directions.

This project is regional in scope; it will allow travelers to drive across all of Route 66, with easy access to information and maps from a central location. This project is historic preservation and economic stimulus in neighborhoods that were built in the heyday of Route 66—Nob Hill and Highland. There have been several neon signs restored within the City of Albuquerque, as well as architectural neon, and other projects are in process, such as the El Vado Motor Court just east of the Rio Grande crossing.

A number of important conservation tasks are needed at the De Anza Motor Court, the most important being protection and restoration of the Shalako murals. A "conditions assessment and conservation treatment recommendations" report, prepared by Conservation Solutions, Inc., Santa Fe., NM, delineates needed repairs and stabilization of these precious paintings.

There are critical remediation tasks needed on the site itself, including removal of built-up layers of paving material that now allow storm water to flow toward or into the guest rooms. The De Anza Motor Court was developed on a full city-block, some 420 feet in length and 249 feet in width along Route 66. As it has been in continuous use as a lodging facility, it is not derelict at this point. However, it does need repair. The Shalako Murals are within a designated public easement and are to be made accessible to the public on a basis still to be determined. This will require construction and installation of an elevator, and removal of mechanical equipment serving the motel. The City of Albuquerque Metropolitan Redevelopment Department has an extensive knowledge of the site and the project.

While the De Anza Motor Court is regionally important, in fact important state-wide and perhaps nationally, another project in the City of Albuquerque is the El Vado Motor Court. It was also built in the 1930's and retains the original carports next to each guest room. It has been awarded Landmark Status; however, there is an unresolved suit in district court over its future (2009).

SCOPING AND ISSUES

Stakeholders.

The federal land management agencies, State and County Tourism and Economic Development Departments, ACVBs, Chambers of Commerce, as well as the pueblos, the municipalities and the unincorporated hamlets along the Byway corridors have an interest in continued development of tourism assets along the Byway. Each community and agency offers unique assets to byway travelers.

Management Concerns. (reserved)

Uses Along the Corridor. (reserved)

Community and Agency Planning Documents.

The municipalities along the Byway have planning documents – usually a comprehensive plan and/or zoning regulations and subdivision ordinances. There are plans for updating some of the plans, including comprehensive plans and zoning ordinances.

The federal land management agencies have up-to-date master plans for use and development of the resources in their jurisdiction. Because much of the corridor passes through federal land, development has not been an issue in the past. However, protective regulations and perhaps overlay zone districts will be explored as a mechanism for cultural and environmental preservation.

Amendments.

In Phase II, the Byway coordinator and committee will review the comprehensive and zoning plans for each municipality and county, as well as the planning documents for each federal land management agency. If there are areas where consistency is needed, an analysis will be drafted and the issue will move forward under the appropriate jurisdiction.

Additional Stakeholders

Local historical societies, bird watching groups, archaeology clubs, raptor and other bird rehabilitation groups, environmental groups, astronomy clubs, equestrian clubs, hiking groups, cycling clubs, vintage and classic car enthusiasts, railroad enthusiasts, roadside architecture buffs, history buffs, and other recreation interest groups could be brought into the partnership of byway communities. Local artisan associations and business associations that have a clear interest in making sure the Byway's intrinsic qualities are not compromised, and that Byway travelers continue to enjoy their time spent on the Byway and in the Byway communities, might also appreciate being included as byway partners.

RESOURCE INVENTORY AND ANALYSIS

Inventory: the resources along the Byway, and the elements that delineate the intrinsic qualities. Include the following:

Natural resources: wildlife, soil, geologic features, scenic resources, hydrology, water quality, wetlands, vegetation, and air quality. Reference the forest service documents, and other agency plans.

Profile of visitors: who they are, where they come from, how they are using the Byway, and what their expectations are. Region VI Marketing Board as well as the other marketing boards have this information.

Document the features that influence the visual environment, positive and negative.

Rock formations and colors, the drama of high cliffs and winding mountain roads, panoramic vistas, high desert mesas, high plains grasslands.

CHARACTERISTICS OF THE ROAD

Historic and Cultural Significance

In New Mexico, Historic Route 66 was first a stitched together series of local roads or trails, graveled and in some cases paved. As the road was constructed through Tijeras Canyon and the Malpais in 1937, the original alignment was abandoned.

Politics of the New Alignment

There are several apocryphal versions of how the new alignment was chosen. One of the most enduring is that the Governor of New Mexico, Arthur T. Hannett, decided to choose the new route to bypass Santa Fe and punish Santa Fe politicians who had held sway in the state since its inception. Governor Hannett has previously served on the State Highway Commission, so he had the contacts to effect this change.

Governor Hannett lost a bid for re-election. Hannett blamed this on the politicians in Santa Fe and he vowed to get even with this Santa Fe ring. He had until the end of his term to institute his revenge. He decided to get even by re-routing Highway 66 to Albuquerque and to bypass Santa Fe completely. There was no time to buy the right a way so the road cut across both public and private land with no regard for the ownership. By the time the new governor took office, it was too late to do anything about it. The new road had been finished and cars were already driving the new route that cut off more than 90 miles of driving distance between Santa Rosa and Albuquerque

All of the apocryphal tales involve political influence, sometimes associated with landowning on or along the proposed new route, but the Hannett tale appears to be the most durable.

One thing that cannot be argued, however, is that the new route took four (4) hours off the trip through New Mexico; the straight route through the Tijeras Canyon clearly produced benefits for direct travel and a more economic pathway. By the end of 1938, the new road was carrying over 2,800 vehicles per day, a rate that would have been impossible on the old alignment. The new alignment also resulted in the only point in New Mexico where the original alignment and the new alignment intersected at the corner of Central Avenue and 4th Street. It is also unquestionable that the communities now along the new alignment thrived at the expense of the communities that had been bypassed. Decades later, many of these communities would begin to suffer the same losses when they were bypassed by the new Interstate highway.

Early travelers throughout New Mexico had to contend with drifting sand, mud when it rained or snowed, and primitive conditions, whether they were on foot, horseback, or riding in a wagon. The early years of Historic Route 66 could also prove challenging. Modern snow removal equipment keeps mountain passes and high altitude Interstate highways cleared. Today there are gas stations and mechanic shops every few miles, and there are abundant lodging establishment, local restaurants, and fast food joints. Cell phones bring help quickly. On-board computers describe the road, with digital voices no less.

That was not what the 1930's, 40's and 50's travelers experienced. However, local residents kept an eye out for travelers who might need assistance. The narrow ribbon of asphalt and concrete follows the terrain, crosses arroyos and streams on narrow bridges, ducks under railroad bridges, wraps around red rock cuts, twists through hamlets, and passed Native American vendors' booths and 'highway' houses. The road was finally completely paved in 1937 but until that time, the hazards of gravel and dirt subject to the extremes of weather could make the road treacherous, if not impassible, at times.

Vehicles Trips Per Day. (reserved)

Vehicular Use.

Mostly passenger cars are found on Route 66, though there are increasing numbers of large motor homes and recreational vehicles. Motorcyclists enjoy the road also, and more and more bicyclists can be found solo or in groups. When there are accidents on Interstate 40, or on specific sections of I-25, historic Route 66 is used as a by-pass route to keep traffic moving. Residents tend to use Route 66 as a "local road" rather than go to the interchanges to access the interstates.

CURRENT TRAFFIC PATTERNS.

Locations of Traffic Accidents.

The NM DOT has accident information. We are looking into wildlife collisions to see if there is an issue that needs attention. There is a wildlife "underpass" that allows bears, dear, and mountain lions, as well as other critters, to avoid crossing Interstate 40 near the old community of Carnuel; Route 66 doesn't pose the same difficulties due to it's narrowness and slower vehicular speeds.

Visitor Stopping Places.

The small communities strung out along Route 66 provide traveler amenities such as food, lodging, and gasoline. Automobile repairs are also available for the most part. Route 66 is not a "wilderness" experience, though there are a few places where it's at least 30 miles to the next stopping place.

NATURAL RESOURCES

Primary natural resources – scenic features, geologic features, hydrologic features (rivers, waterfalls), vegetation, wildlife and critical wildlife habitat, soils, air quality, topography, and minerals.

Plans for protection are important – conservation strategies, management plans for timber harvest, prescribed burns, and mineral development.

Timber. The great national forests in the mountains through which Rt. 66 passes now have limited timber harvesting operations. Much of what is done now is thinning and creation of fire protection.

Range Land. In eastern New Mexico, considerable cattle ranching—as well as sheep—remains. Early Rt. 66 travelers would have encountered cattlemen on horseback, and lots and lots of livestock on and off the roadway. South of Rt. 66 in the communities of Clovis and Portales modern dairy operations have taken root, with small and large operations supplying milk for cheese processing.

The Rt. 66 traveler will see herds of Pronghorn Antelope grazing on either side of the roadway, sometimes mixed with cattle, and sometimes by themselves. These graceful animals are a remnant of the great herds of ungulates that roamed the high plains—bison are now confined to ranches and living museums.

Agricultural produce. Northern New Mexico is known for the CBS trio of crops—corn, beans, and squash. Native Americans cultivated these crops for centuries before Europeans arrived; these crops continue to be well-suited to the climate, soil types, and short growing season.

BUILT FEATURES

The Cibola National Forest—Sandia/Manzano Ranger District has developed abundant resources for byway travelers – restrooms, campgrounds, picnic areas, trailheads, parking pull-outs, interpretive materials, and portals to scenic or natural features. These are constructed to forest service standards, and they enhance visitor experiences along the Byway. Many of the camping and restroom facilities have been constructed fairly recently in response to environmental concerns, and the need for visitor convenience.

West of Albuquerque, the National Parks Service and the Bureau of Land Management jointly operate a full-service visitor center at the edge of the Malpais (lava fields) on the south side of I-40/Rt. 66. There are opportunities for hiking, scenic drives, and cultural experiences close by. Examples include the museum in Grants and Acoma "Sky City" tours.

The federal land management facilities are recognizable to the traveler. There is consistency in design, color, and construction.

There were in the past car-camping facilities, or caravan parks. RV and camper parks continue to serve motorists in the corridor.

VISITOR DEMOGRAPHICS

Byway Travelers – Origin and Interests

New Mexico Tourism Department Quarterly Report—October 2008

At the time this report was written, the United States was entering, or was already in, a severe economic recession. For that reason, this plan will not focus on the downward trending statistics, but will rather focus on the usual profiles of visitors who enjoy coming to New Mexico. As the economy recovers, tourism will increase.

Current Summary.

- Airline fares have increased dramatically in the past year, along with a decline in seat availability.
- Hotel/motel rates have increased, but expansion has outpaced demand.
- Gasoline prices have been unstable; they are now more than $2.50 per gallon, and may increase through the summer months.
- Tourism increased by 5.2% in 2007, but in the nation as a whole, tourism increased some 8%.
- By June 2008, a year-end survey indicated overnight visitation had declined by 1.7%. It is likely overnight visitation has continued to decline through the remainder of 2008 and through June 2009.
- The new visitor centers at Glenrio and Manuelito have proven very popular with travelers at the state borders, but there was a decline in the number of travelers at the other visitor information centers from January through September 2008.
- Travelers are obtaining an increasing amount of information about events and destinations from the internet; visitor count totals continue to climb on the NM Tourism Dept. website, and on other sites.
- The tourism department strategies for the state as a whole are as follows:
    - Continue to promote the drive market. We can grow in-state tourism and visitation from our immediate neighbors.
    - Focus on niche markets where New Mexico is strong.
    - Get the word out about those locales that have good ski conditions.
    - Promote space tourism and film tourism.
    - Promote gaming, which has seen a growth in market share among visitors.
    - Promote the opportunity to relax in New Mexico, especially to the boomer market that is trying to de-stress in its limited free time.

- Attract new carriers and open up new airline markets.

These strategies may, or may not be relevant to all Route 66 heritage tourists, but they describe the direction the state agency is moving in. It may be that since Route 66 runs through communities that have other economic activity than tourism, the local restaurants, for example, may not be adversely affected to a great degree. However, local motels may see declining revenues.

A recent AAA survey (2008) of vacation costs reported that average daily travel costs in New Mexico were $124.30 for lodging and $68.06 for meals. Those figures are far below national costs, and also below the costs in Colorado, Arizona, and Utah—all neighboring states. The rising price of gasoline was not reported but affects all regions and states to nearly the same extent.

Attendance at New Mexico State Parks is declining; some 6.9% in the 1st quarter of 2009, compared to same quarter in 2008, which had showed an increase of 11.2%. The three major National Parks and Monuments also delineated: White Sands was off 6.1%, Carlsbad off 10.6%, and Bandelier was off 4.8%. The same period in 2008 had shown an nice increase in attendance, but that has been "erased."

There was a decrease in annual average daily traffic (AADT) on New Mexico's interstates near the borders: a 4.9% decline on I-40 east of Tucumcari might have directly impacted Route 66 travel. No figures were given for I-40 west of Manuelito, or for I-25 at Raton.

While there was an increase in passengers at the Albuquerque Sunport in 2008 (3.6%), there was a 5.5% decrease in the 1st quarter of 2009. However, the figure represents outbound as well as inbound so it is not clear how much was decline in visitors coming to New Mexico. The Travel Industry Association of America expects a continuing decline in traveler volume in 2009.

According to BBER, personal income in New Mexico is predicted to increase some 4.5% in 2009. This will help bolster in-state visitation. In the report it was noted that New Mexico's tourism industry is sensitive to the economic health in western Texas; high oil and gas prices have impacted that market, and that is expected to continue. As for restaurants, it is reported that visitors account for some 40% of sales at fine dining establishments and 25% of sales at casual dining places.

There are a number of variables that cannot be controlled that have an impact on tourism and in-state visitation: the over-all US economy, gasoline prices, airline costs and seat availability, and weather conditions, especially relevant to rafting, boating, fishing, and skiing (winter). Adverse weather, such as drought, can also lead to increased wild fire danger, and when forests are burning, tourists are afraid to come.

The "facts" recorded for the year 2007 are as follows:

- Domestic visitors = 11.5 million

        - Top 3 destinations by county = Albuquerque with 4.7 million, Santa Fe with 1.4 million, and Dona Ana with 1.2 million.
    - Overnight visitors = 7.8 million
    - Daytrip visitors = 3.7 million
    - Leisure/personal/other = 6.4 million
        - Drive = 5.4 million
        - Fly = 0.8 million
        - Other = 0.2 million
    - Business visitors = 1.4 million
        - Drive = 0.6 million
        - Fly = 0.3 million
        - Other = 0.5 million

Overnight Visitors to New Mexico.

Top ten states: New Mexico, Texas, Colorado, Arizona, California, Oklahoma, Florida, Ohio, Minnesota, and Illinois.

Top ten destinations: Albuquerque, Carlsbad, Farmington, Gallup, Las Cruces, Raton, Roswell, Ruidoso, Santa Fe, and Taos.

Of these destinations, the cities of Albuquerque, Gallup, and Santa Fe could attract Route 66 heritage travelers.

Central Region.

The Central Region of New Mexico (Region VI) is considered to be a drive-market, with travelers coming from our surrounding states: Arizona, Utah, Colorado, Oklahoma, and Texas. About 20% of visitors to the "Heart of New Mexico" are in-state travelers. There continues to be a good contingent of international visitors, with Mexico, Canada, Germany, England, and Italy/Japan as country of origin, among others.

The age demographic of travelers for the central region visitors are Boomers and Matures: persons age 35 and older. Region VI also markets the "lost generation" of outdoor recreationalists (20-somethings). Summer continues to be the strongest season for visitors, though we are making efforts to let travelers know that there are many venues to enjoy year round

The Albuquerque area is a major draw for entertainment and shopping for in-state visitors. Survey results compiled on behalf of Region VI marketing board indicate that travelers come to the region for art and culture (Hispanic and Native American), unique dining, scenic beauty, and authentic historic sites. There are outdoor recreational activities that draw visitors, too.

When answering a recent intercept survey of visitors in Albuquerque, respondents indicated that they were also going to Santa Fé and Taos – perhaps because those markets have powerful name recognition. A certain number of travelers specifically come to Central New Mexico to drive national scenic byways – Route 66, Jemez Mountain Trail, el Camino Real, Turquoise Trail. Nearby is the Santa Fe Trail. To the south is the Billy the Kid Trail, the Trail of the Mountain Spirits, and the Geronimo Trail. Future surveys will focus on visitor familiarity with the scenic byways.

Region V eastern NM tourism

Tucumcari and the new visitor center at Glen Rio (insert photo of VC).

Western NM Region ___ is Indian Country….

Gallup and Grants, and Native American communities… Trail of the Ancients, a new National Scenic Byway.

Santa Fe and other northern original alignment communities are in Region V of the Tourism Dept.

Rural Character of the Byway.

The Route 66 national scenic byway is for the most part isolated, quiet, historic, and natural, with spectacular geologic formations, wooded mountains, and mesas–and that is much of its charm. However, Route 66 was built to facilitate automobile and truck traffic. It is the string of old motels, cafés, gas stations, and curio shops that define the settlements along the Byway. This part of the built environment is iconic of Route 66, evoking myriad memories and connections with the senses- visual, musical, and the sensual feel of the road at a slower speed and on a narrower ROW than is provided by modern interstate highways.

Scenic Drive and a Destination Experience.

Many byway travelers drive the Historic Route 66 as a "destination experience." A surprising number of international visitors make special arrangements to bring their motorcycles or cars, or they rent specific cycles or cars and drive as much of the route as they can. Anniversary celebrations—75th and 80th—brought thousands of people to New Mexico to experience Route 66.

The New Mexico Tourism Dept. has sponsored floats in the Parade of Roses on January 1st for the past three years. Vintage and classic car enthusiasts drove their vehicles across many miles of Route 66 through New Mexico, Arizona, and California to rally in Santa Monica.

Solitude.

Visitors have expressed their delight in the quiet beauty, the isolation, and the ability to stop and see things without hordes of other visitors. Once here, they begin to appreciate the local art scene, unique local dining experiences, entertainment, events, and other activities. Visitors who drive Historic Route 66 appear to understand what the experience will be like before they arrive; it's the reason they come to New Mexico.

Driving a 22 foot wide asphalt/concrete or gravel roadway signals there will be no hustle and bustle or too-busy towns along the way—except for Albuquerque. At slower speeds car engines are quieter; it's even possible to enjoy driving with the windows rolled down, taking in the smells and sounds of "country." Even Albuquerque is fun to drive through on both alignments of Route 66, though "rush hour" in the morning and evening is sometimes harried. During non-peak times, it's possible to drive slow enough to look around, even with widened ROW, and imagine what it was like 50 years ago. Driving the early alignment on 4th Street south of downtown, through the old Barelas neighborhood, allows visitors to imagine being close enough to the sidewalks to ask for information, like "where's a good place to eat," or to take in the sights and sounds of this neighborhood where Spanish was the language most likely to be heard back in the day.

Fragile Environment

There are no reported areas where visitation is degrading the environment to a significant degree. Management issues will be explored in the future. The high desert environment is fragile, and careful guidance regarding use is important.

Where are undesirable activities occurring

There are no reports of undesirable activities taking place on the Byway. However, there are a number of traffic calming techniques that could be implemented to alert travelers that they are passing through areas where people and livestock live, children are going to school, elders are walking to the post office, dogs are checking out their usual haunts, and residents and tourists are crossing the highway while visiting shops and restaurants. It appears that visitors sometimes don't see the highway signs indicating a speed limit of 30 or 35 mph through residential and local commercial zones.

A conversation is needed regarding visitation along Route 66 where it courses through Indian pueblos or reservation lands. Each tribal entity can express the level and location of desired tourism activity, and delineate what activities are allowed. Tourists need to be made aware that there are restrictions on taking photographs or video on Indian lands, and that tribal members may not wish to be photographed or video-taped. There are also restrictions on sketching and painting.

MANAGEMENT OPPORTUNITIES AND CONSTRAINTS

The small towns and unincorporated settlements along Route 66 do not have zoning regulations specifically tailored to control development and aesthetics in the Route 66 corridors. It is not uncommon to see uncontrolled development proximate to every community—metal-sided buildings are cropping up everywhere, scenic vistas are intruded upon with random structures, junk, and vehicles in various stages of dismantling. There are trashed out mobile homes, hauled to some sort of solid waste dump in view of the corridor, and other such intrusions, abandoned businesses left to deteriorate, outdated signage from commercial ventures long gone and other similar detractors from the beauty of the Byway.

Certainly there were solid waste disposal yards in the heyday of Route 66, but much of what is seen today is a remnant of those years. It is necessary to keep in mind that rural people didn't accumulate as much "stuff" as families and businesses do today, especially in rural areas. There may have been old farm or ranch equipment, and a truck or two, but absolutely pulled-apart mobile homes and other such solid waste were not present then. A remedy for this visual blight needs to be found if Route 66 is to continue providing a "linear destination" experience for visitors.

Scenic Byway Issues

Using scenic byway design guidelines created for the Nob Hill neighborhood in Albuquerque, an analysis of local regulations might reveal the desire and need for additional, or more detailed, controls. Certainly, Nob Hill is more densely urban than the other Route 66 communities, but the principles delineated in the guidelines could inspire local jurisdictions to craft regulations and guidelines appropriate for the Route 66 businesses and historic structures on each segment of the road.

A goal is that the Byway traveler will notice that the Byway is clean, well maintained, free of trash and clutter, and that developed areas complement the surrounding residential construction, and respect the physical environment.

References to shielded lighting regulations reflect a growing awareness of the desire (and New Mexico statute) to reduce light pollution throughout the state and to celebrate the Dark Sky. Being in one of the darkest places in America, where the moon and stars outshine urban lights, is an awe-inspiring experience for travelers who cannot remember what the night sky looks like. A Dark Sky adds to the authentic experience of Route 66—for surely it was very dark eighty years ago! The reduction of stray light at night would help emphasize the beauty of neon signage, as it used to be. New Mexico scenery, bathed in moonlight, continues to be a highly valued experience of local residents, and visitors can appreciate it as well.

A cadre of volunteers in specific locations could survey populated areas, making notes about architectural styles and materials, heights, window size and shape, gates and doorways, and so forth. From this type of visual survey, suggestions for more detailed regulations for specific areas within the visual field of the scenic byway corridor could emerge. Digital photographs of structures and viewsheds along the

Byway would provide documentation of structures, the materials and colors used, site organization and placement of buildings, and other important features that may not survive for many more years.

Increasing development in communities close to Albuquerque threatens to obscure the long views motorists and cyclists have enjoyed for decades. Local jurisdictions need to address this issue before it becomes impossible to protect the visual aesthetic along the corridor.

The local desire to undo some of the damage to community caused by the widening of Route 66 to a four lane driving section, sometimes including an extra wide turn lane is a growing force. In many communities, the effect of this wide cross section is create a concrete no-man's land that inhibits community function. While the purpose was ostensibly to make the road more attractive to travelers by ensuring that congestion would be minimized, hopefully to lure them back off the interstate system, what occurred was a deterioration of the community feeling of neighborhood and the essence of what made driving Route 66 a memorable experience. The interstate through-travelers have no desire to leave the main road; they want to get from point A to point B as quickly as possible. The Route 66 travelers want to see the road as it was; the two-lane strip, through businesses with parking conveniently located and a variety of traveler related services and retail outlets. Encouraging context sensitive redesign, to return to a two-lane section, converting the outside lanes to diagonal or parallel parking, reducing medians, creating bulb-outs for pedestrians to narrow the crossing points, recreating sidewalks and landscaped parkways is the trend that many communities desire and that some have made a reality.

LOCAL COMMUNITIES

The Native American communities, unincorporated settlements, and municipalities in the seven counties through which Historic Route 66 passes reveal the differences between urban and rural elements of the region. There are areas of great wealth and of very modest incomes. There are cultural differences across the width of the state, which is a "minority majority" state, meaning that minorities in total are a higher percentage than "Anglos" which includes anyone who is not Hispanic, African American, or Native American. New Mexico is authentically multicultural, a blend of ethnicities and cultures typical of a frontier region, *una frontera*, a place very far from the seats of government in Washington, DC, and Mexico City. Typically, these *fronteras* developed unique cultures, and that is very much evident in New Mexico even today in spite of Twitter, I-Phones, and television available 24 hours a day.

Route 66 opened the western United States to motorized travel, whether be it tourists or economic refugees during the Dust Bowl years. It truly formed the Main Street of the communities through which it passed, sometimes just blocks from the Main Street created by the advent of the railroad through New Mexico. Traffic went slow on these narrow roads, and the short trip through small towns was intimate—very close to those who lived and worked there. Small cafes and service stations, tourist courts and motels and caravan camps sprang up like mushrooms along Route 66, in response to the needs of travelers. Interstate 40 has now taken most of the traffic away from

the Main Streets of the towns marking the map along Route 66, but it cannot compare to the experience "close to the pavement" that heritage tourists seek.

The little burgs are gently deteriorating, losing one after another of the buildings that were thrown up to cater to travelers in the heyday of Route 66. The challenge is to determine what should be, and needs to be, saved and restored—what remnants of that remarkable 50 year history will remain for the next fifty years.

The Route 66 traveler surely was shocked upon entering New Mexico, seeing place names in Spanish, and hearing Spanish spoken on the street throughout. Drive westward out of Texas, travelers drove across the "*Llano Estacado,"* called the "staked plain." It is believed that the Spanish drove tall stakes into the ground along their routes so they could find the way through the sea of prairie grasses. The grasses were taller than a horse, covering the high plains like a waving ocean, with no monuments to guide travelers except the stakes. This area is considered to be the flattest land surface in the world… some 10,000 square miles of it in New Mexico.

Of course, the area was home to Comanches who carried on a lively trade with Spanish *comancheros* as early as the 18th century. The Comanches raided Spanish settlements in west Texas and in New Mexico, and plundered the wagons traveling along the Santa Fe Trail from Independence, Missouri, to Santa Fe.

In 1863, **Fort Bascom** was established about eight miles north of what is now **Tucumcari** as protection for settlers and the Navajos re-settled at Bosque Redondo. It was a difficult task for the men stationed there, and certainly wouldn't meet modern standards for a military facility or operation. The post was abandoned by 1870. This area is close by the Goodnight-Loving Trail along which thousands of head of cattle were driven to markets. The Comanches hid in Palo Duro Canyon; Col. Ranald S. Mackenzie finally subdued them by finding their camp and defeating them decisively.

Since it was illegal to sell liquor within five miles of a military post, a new town sprang up where soldiers could refresh themselves—Liberty. It was just south of Pajarito Creek and it became a stage stop between Las Vegas and Tascosa, Texas; it was a gathering place for traders, soldiers, sheepherders, *comancheros*, cattle rustlers, and horse thieves. It endured after Fort Bascom was abandoned and became known as a roaring cow town. When the railroad came through in 1901, the settlement moved to what is now Tucumcari. The merchants, gamblers, saloonkeepers, and madams picked up stakes and started up in the new town to serve the railroad gangs. The town incorporated in 1903, taking a new name, Tucumcari, at exit 335.

In 1935 Congress authorized building the Conchas Dam, holding back the South Canadian River. It was completed in 1940, irrigating some 40,000 acres around Tucumcari. The town lost its wild-west, cattle ranching feel—now it was the center of vast farming operations. These types of irrigation projects of the Bureau of Reclamation or the US Army Corps of Engineers were constructed throughout New Mexico as a means of reclaiming, or of opening up, land for farming. The irrigation works around Tucumcari continue to supply water to thirsty crops—the Route 66 of the 1920's and 30's would have coursed through cattle country. After 1940, farm fields flanked the roadway too a large extent, though early travelers would still have

encountered folks on horseback and would have seen or encountered horse-drawn wagons on the way.

At **Santa Rosa**, exit 276, where ranching began in 1824 when the Republic of Mexico awarded the Hacienda de Agua Negra Land Grant to Don Antonio Sandoval. There is a collection of Route 66 era buildings in this railroad town, and the restored territorial home of Don Celso Baca which is open to the public. When the railroad gangs came through in 1901, building the rail bed, a smallpox epidemic ensued. Subsequent prosperity overcame the consequences of the epidemic. By 1910 the railroad gangs had moved on, and more community-minded citizens took the reins of governance of the 1,000 persons who remained.

The community thrived on farming and ranching until Route 66 carried tourists to Santa Rosa in the 1930's. The Flood Control Act of 1954 authorized construction of the Santa Rosa Dam and Lake, which are today popular recreational facilities some eleven miles to the north.

Moriarty, exit 197, a small farming and ranching community established before 1900, is located in the Estancia Valley. There is a stretch between Santa Rosa and Moriarty where Route 66 travelers are required to get onto I-40, where it essentially covers the old roadbed. From Moriarty, travelers today can travel south on NM 41 to visit the Salinas Missions on the Salt Mission Trail National Scenic Byway.

At **Edgewood**, exit 187, the Route 66 travelers could stop in this bean-and-wheat farming area where the railroad, the New Mexico Central, was called "the bean line." Today it serves as a bedroom community for workers commuting through Tijeras Canyon to Albuquerque. This year, 2009, marks the 10th anniversary of it's incorporation.

At **Tijeras**, exit 175, this old community established in 1856, there are a few services available to travelers on Route 66. One can travel north on the Turquoise Trail National Scenic Byway, or south on NM 337 along the east face of the Manzano Mountains to the Salinas Missions, and Abó Pass scenic byway. The US Forest Service maintains an interpretive center focused on the historic Tijeras Pueblo.

At exit 131, the **Cañoncito** Indian Reservation lies north of I-40 and Route 66. Some 1,200 Navajos live within the reservation, separated from the main body of the Navajo Nation since the early 19th century.

At exit 114, **Laguna Pueblo** lies across the San Jose River. The mission church there fell into ruin after the Pueblo Revolt in 1680; it was restored in 1935-36. Laguna and Acoma Pueblos engaged in a lengthy court battle that was finally decided by the US Supreme Court. It involved a painting of St. Joseph, thought to have miraculous powers. Fray Juan Ramirez, given it by King Charles II of Spain, carried it to Acoma when he established the mission there in 1629. The Ácomas appealed to St. Joseph in hard times, and claim their prayers were answered. In the meantime, Laguna languished and suffered. The Lagunas asked for the painting to be loaned to them for a short period; but when the agreed-upon time was up, they refused to return it to Acoma. Beginning in 1852, the case worked its way up to the Supreme Court, where the decision in favor of restoring the painting to Acoma came down in 1857.

Acoma Pueblo is located south of Route 66 by several miles. However, tribal members built stone houses close to the road from which they sold crafts to travelers. A number of western movies were filmed at Acoma, with its remarkable mesalands, and it's possible some Route 66 tourists took a side trip to see the "sky city."

Grants is located at Exit 85. Like the other Route 66 railroad towns Grants owes it's name to contractors for the rail line—three brothers named Grant. At one time there were some 4,000 men and 2,000 mules working here, laying the railbed and constructing other facilities needed for the trains. There was a brief period of farming industry, and then the 1950's uranium mining boom. The high wages and prosperity were gone by the 1980's, and Grants awaits the next phase of its economic life. There are several Route 66 era structures remaining on the MainStreet.

At exit 53, Thoreau represents a lumbering and ranching community typical of western New Mexico. This is a jumping off place for visitors wishing to go to the Chaco National Historic Monument northeast of Crownpoint. The Route 66 travelers could stop for fuel and a meal, and perhaps to have repairs done.

Gallup, exit 22, began life as a community in the 1860's when the Blue Goose Saloon was built near a small adobe structure that was a station for the Overland Mail, the Pony Express, and Wells Fargo. The railroad came in 1881, replacing the stage coaches, freight wagons, and express riders—the original transportation system in the west. By 1882 the little community was at the rail line, and there were a number of saloons and dance halls. Residents lived in tents and the few houses that existed at that time. In it's early years, Gallup grew into the typical frontier town—opera house and bar, prostitution and gambling were available to soldiers from Fort Wingate, and lumberjacks, miners, cowboys, and railroad employees.

A Harvey House brought a measure of respectability to Gallup, offering travelers good food and good service by Harvey Girls. Prior to the railroad coming through, the region was dominated by cattle and sheep ranchers. After the US government granted alternating sections of land along both sides of the rail line, the ranchers had to move their operations farther inland. Coal was discovered in 1879, providing a ready source for the railroads, and it became an important part of the local economy. All were closed by 1950, after the US moved more to the use of oil after World War II.

The development of roads for cars and trucks, like Route 66, began the long decline of passenger trains. During the 1940's, some twenty-two passenger trains a day passed through Gallup; by 1982 there were only two. Gallup marketed itself as the Indian Capital, attracting tourists to the long-standing trading center. An event called the Indian Ceremonial was created in 1922 to bring in tourists; it continues to this day, held in a spectacular setting in a red-rock canyon 6 miles north of Gallup.

At **Manuelito**, exit 8, travelers exit New Mexico. This old Navajo settlement and trading post has endured more than a century. The new visitor center there has quickly proven itself popular and well-appreciated. In fact, so many travelers are stopping now, that the Tourism Department is considering adding staff.

Original Alignment.

For those traveling the original Route 66 alignment, the communities along the way provide glimpses of the past Spanish colonial settlement and the tradition of the land grant system under the governors of New Spain and the Republic of Mexico.

Los Lunas is where Route 66 turned west and northward between 1926 and 1937. There are a few Route 66 era structures remaining and a number of older buildings, including the Luna Mansion built about 1880 when the railroad took the land where the Luna hacienda stood.

Next in line is **Peralta**, named for a late 17th century settler. It was the site of the last battle of the Civil War that was fought in New Mexico. Retreating Confederates (coming from Glorieta Pass) met Union forces at the hacienda of Gov. Henry Connelly in what could best be described as a skirmish. The Confederates were allowed to slip away to the south as the Union commander didn't have adequate supplies to feed or care for those he might have taken as prisoners

Bosque Farms was called Bosque de los Pinos, and its history goes back to the Tewa-speaking Indians who established pueblos here in the 1500's. Due to agrading of the Rio Grande, the farmland in the area had a high water table and had become alkaline, ruining the lands for crops. The Middle Rio Grande Conservancy District was persuaded to construct drains to remove excess water, restoring the land to productivity. The US Govt. acquired some 28,000 acres for rehabilitation of farm families who lost everything in the Dust Bowl of northern New Mexico, Texas, and Oklahoma in the mid 1930's. The Works Progress Administration (WPA) workers cleared trees, leveled the land, made adobes, and built houses. Settlers lived in tents or two-room shacks until their homes were built. The alkaline soil continued to make farming difficult, but a dairy industry grew up, supplying milk and other products to Albuquerque and elsewhere. The Federal Security loaned money for the purchase of milk cows, and some 31 dairy barns were operating.

Isleta Pueblo has been a stopping place for travelers for 400 years and more, just by the accident of its geography. This is the one pueblo that initially did not take part in the Pueblo Revolt of 1680; Spanish settlers took refuge there as they fled southward to Mexico. However, at some point, the Isletas joined in the revolt and the pueblo was deserted until it was re-established in 1709. The mission church at Isleta was built about 1613 and dedicated to St. Anthony of Padua; it has a strong case for claiming to be the oldest church in New Mexico. During the Civil War, Isleta Pueblo was known for it's loyalty to the government; it was also a very wealthy community. It 1862, when Confederates invaded New Mexico, an Isleta man, Ambrosia Abeyta, loaned the Union commander some $18,000 in specie. The loan was forgotten after the war, but Abeyta took his receipt and case to Washington, presenting it to President U.S. Grant. He received payment.

Los Padillas, a small settlement established in 1705 became a prosperous farming village. It is one of a number of old land-grant communities now incorporated into the City of Albuquerque, or in the unincorporated Bernalillo County.

Albuquerque is literally the crossroads of New Mexico. Route 66 intersects itself at 4th and Central, and the old Camino Real Trail was built over by the sprawling city. Long the site of any number of Indian settlements and hunting grounds, the metropolitan region contains some 1/3 of the population of the state. The valley is densely populated, and sprawl has climbed the foothills and mesas, crowding around the silent volcanoes standing in a line on the west side.

The early colonists lived in scattered hamlets, tending farm fields and livestock around them. However, raids by Native Americans caused continuous friction. By 1779 the colonists were directed to build houses according to the Spanish Laws of the Indies—houses and commercial structures were built in a defensive perimeter around a plaza anchored by the church. When raids came, animals were herded into the plaza, women and children took shelter in the church, and the men defended the settlement from the flat rooftops. The residents now lived in town, and went out to their fields during the day.

In 1793, the old church on the west side of the plaza was too deteriorated to maintain. A new church was built, and it remains open today, serving parishioners and visitors to the Old Town plaza and shops. The first American to see Albuquerque was Zebulon Pike, while traveling through to Mexico in 1807. He wrote a favorable impression of the irrigated farm fields he saw.

Albuquerque was a pretty sleepy small city until the railroad came through in 1880. When Mexico achieved independence from Spain in 1822, a brisk and profitable trade with Mexico built up, with American goods coming through from the Santa Fe Trail. In 1846, the residents became American citizens as Gen. Stephen Watts Kearney administered the oath of allegiance to those gathered around the plaza.

In 1862, the Confederate flag flew over the plaza as the Union forces retreated from the approaching force. The victory was short-lived, as the Confederates were defeated at the Battle of Glorieta Pass and beat a retreat through Albuquerque and southward.

By the 1870's Albuquerque was a leading commercial center in the west, with a population of 2,125 persons. And then the railroad pushed through, in the planning since 1850 when Lt. Amiel W. Whipple surveyed the 35th parallel for a possible transcontinental rail line route. The rail lines were located some two miles east of Old Town, connected to New Town by "Railroad Avenue" which later became Central Avenue—Route 66. Old Town failed to prosper in competing with the bustling railroad development to the east.

As a typical western town, Albuquerque attracted its share of gamblers, prostitutes, bunko artists, and outlaws. There were barroom brawls, street fights, shootings, murders, and hangings. Lynching (murder by mob) occurred and legal hangings as well. Public education came to Albuquerque in 1891; the blossoming University of New Mexico was located two miles east of New Town, on a hill overlooking the valley. By 1901, the president of the university, William George Tight, declared the campus would reflect area cultures in architecture—Campus Pueblo style—instead of borrowing from eastern patterns. Local residents were not happy, considering the Indian pueblo structures to be primitive. However, the campus architecture style

persists except for some very recent additions. It is through this campus of pueblo-style classrooms and libraries that Route 66 travelers drove, in amazement one might imagine.

Route 66 ran past the New Mexico State Fair Grounds (now called Expo New Mexico)—some 230 acres lying adjacent to Central Avenue. The Fair Grounds were developed in Pueblo Revival style, and pari-mutual betting on the horse races was allowed (the only place in the state at that time). It continues to be the "biggest show in New Mexico" and the structures of that original flush of construction are now considered historic treasures. The fate of the grounds is not certain; various proposals are being floated for rehabilitating the buildings and re-organizing the grounds, perhaps with more commercial development complementary to the year-round use of the Expo by many diverse events and groups. The decision for the State to acquire land for the fair grounds was driven, at least in part, by the decision of Congress to route the new US 66 through Albuquerque along what was at the time only a dusty trail from Tijeras Canyon down the alluvial plain to the University and beyond. It was several miles east of the city core, and a couple of miles east of the university, literally in the middle of nowhere.

Old Town deteriorated to dusty impoverishment until after the early to mid-20th century when Route 66 brought tourists to enjoy the curio shops, jewelry sellers, and galleries. It is now a designated Historic District, reflecting the architecture of the neighborhood at the time of statehood, 1912, and including older structures.

In 1939 Conrad Hilton built a beautiful 10-story hotel in downtown Albuquerque. The population in 1940 reached 35,000. By 1955, with the annexation of Old Town in 1949, the post-WW II population boom swelled the ranks to 175,000. The city became a center for military and weapons research facilities; Kirtland Army/Air Force Base specialized in training and carrying atomic/nuclear warheads to destinations throughout the world.

Suburban development emptied the downtown area of residential and commercial uses, leaving the core city shabby and bereft of capital investment. The beautiful1902 Alvarado Hotel, a city monument next to the railroad tracks, was torn down in the 1970's in hopes of urban redevelopment, which did not take place. Historic preservation, enabled by the National Historic Preservation Act of 1966, began to take hold in the old neighborhoods due to the outrage over the destruction of the Alvarado. The City's new transportation center was constructed at the same site on the design of the original, providing at least an idea of how magnificent the old hotel was.

To the north, there is an area known as **Alameda**, which was a Tiguex Pueblo near the ruins of a pre-Columbian Indian village, prior to Spanish contact. The intersection of 4th and Alameda (NM 528) marks the place where the pueblo once flourished. An elementary school is located on the site today. Route 66 ran up 4th street until 1937, with farm-to-market roads bringing produce and fruit to the main transportation line.

North of Alameda is the **Pueblo of Sandia**, re-established in 1742; it was inhabited in the 14th century, but abandoned after the Pueblo Revolt. Route 66 coursed through

farm fields flanking the Rio Grande while the core of the pueblo lies to the east of the railroad line. It is the smallest of the pueblos in New Mexico.

The **Town of Bernalillo** lies adjacent to Sandia Pueblo on the north. It is dominated by Hispanic culture and traditions, including performance of the Matachines Dances at the Feast of Don Lorenzo in August. Route 66 carried tourists and travelers through the Main Street, Camino del Pueblo, and past the historic church. There is a newly rehabilitated complex of adobe structures on the north side of the down town core, called El Zocalo. The Sandoval County visitor center is located in an old convent, and other enterprises are planned for the site when landscaping and other renovations are complete.

Farther north on old Route 66 is **Algodones**, once a vibrant trading center and stopping place for travelers on the way to Santa Fe in the 19th century. The community continues to be an enclave of Hispanic families, just as it was when Route 66 drew tourists and migrants through the little Main Street.

San Felipe Pueblo is north of **Algodones** by a few miles, with its massive mission church that was built in 1706. Route 66 meandered through the pueblo, and the Big Cut, a slice some 80 feet down through a ridge to facilitate vehicles grinding up the slope can still be seen from I-25. Indian laborers accomplished the work for construction of Route 66 here.

Next in order is **Santo Domingo Pueblo**, just west of NM 22. The old history relates the story of the martyrdom of three priests, killed in the Pueblo Revolt of 1680. They were found buried in the mission church. That site of the pueblo was devastated by massive flooding in 1700, and the pueblo was relocated to its present site. A new church was built, and was described as richly ornamented with paintings and *santos* by Zebulon Pike in 1807. Until recently a Route 66 era trading post provided services to travelers; it burned down around 2000.

Close by **Santo Domingo Pueblo** is the settlement of Peña Blanca, where Jose Miguel de la Pena came about 1777. The land grant was awarded in 1745, but was the subject of litigation between Santo Domingo and Cochiti Pueblos, with each claiming the land as part of their holdings.

It was the county seat of **Santa Ana County** until 1876. During the 1880's Adolph Bandelier headquartered here while he studied the nearby pueblos and Frijoles Canyon in what is now Bandelier National Monument. A disastrous flood wiped out the community in 1930; it continues to be a farming and ranching hamlet.

Cochiti Pueblo lies next to the north where it has been since about 1250 AD. It is on the west bank of the Rio Grande, and was first visited by Fray Agustin Rodriguez in 1581. The people moved to **Cieneguilla** after the Pueblo Revolt but were convinced to return after 1692. A new mission church was built, replacing the 1625-30 structure that was burned to the ground in 1680, and it remains to this day. Construction of Cochiti Dam, some five miles across, resulted in a rising water table that ruined some of the pueblo farmland, but the community remains.

La Bajada, exit 259, was once a freight depot and trading center. Today there is only a cluster of adobe buildings (in private property) to mark the place. It was described

by an early visitor, Frank H. Trego, in the early 1920's as, "The little pueblo of La Bajada looked like a group of tiny brown boxes on the sandy plain at my feet."

The dizzying descent or assent of some 45 degrees, or 1,500 feet in less than ¾ of a mile, solicited comments from many, many writers. It was torturous for freight wagons in the 19th century, and for cars in the early 20th century. There is a wooden bridge at the bottom of the horseshoe turns that remains of the first Route 66 alignment; it was built in 1915. The road that remains today was built in 1911, truly an engineering feat. It is walkable, but motorized vehicles are no longer allowed to drive it.

Once on top of the mesalands, **La Cienega** (Exit 271) welcomes travelers as it has done since the 18th and 19th centuries. Called El Rancho de las Goledrinas, "the ranch of the swallows," it was one day's journey south from Santa Fe, or it was the last stopping place before reaching Santa Fe the next day. The land was acquired in 1710 by Miguel Vega y Coca as a Royal purchase; the original ranch buildings have been restored and it now operates as a living museum during May through October. Additional structures, representing Spanish colonial culture and traditions, have been moved to the museum site, providing an extensive and "authentic" experience for visitors. A variety of events, music, craft demonstrations, and so forth are offered on weekends.

Santa Fe was once several hours away, to the northeast, but now is a short half hour or so from La Cienega. Travelers will pass through Agua Fria, another old Hispanic enclave, and finally turn onto Cerillos Road, old Route 66.

Santa Fe was not the first "capital" of the colonial territory—San Gabriel del Yunque, meaning "down at the mockingbird place" in the Tewa language. San Gabriel was about 30 miles north of present-day Santa Fe, and was the site of a pueblo in 1598 when Don Juan Oñate determined to make it his headquarters. Settlement did not go well for those first Spaniards; the land was barren, and there was no "fortune" to be had. When Oñate left for an exploratory trip for several months in 1601, most of the colonists fled and returned to New Spain (Mexico). There was consideration of abandoning what is now New Mexico altogether, but the padres reported converting some 8,000 souls to Christ and it would be unfair to leave them to revert to "heathenism." The King changed his mind, and the territory was retained. History would have read very differently if the Spaniards had withdrawn in 1601!

The new governor, Don Pedro de Peralta, was charged with establishing a new capitol in a more convenient location, and to re-settle those remaining at San Gabriel. *La Villa Real de la Santa Fe*, "the Royal City of Holy Faith" was established in 1610 at the site of the present-day city, on the ruins of a Tanoan pueblo. The city is situated at the tail end of the Sangre de Cristo Mountains, "Blood of Christ" mountains, which are part of the Southern Rockies.

Gov. Peralta envisioned a planned city, based on the Laws of the Indies for development in the New World according to Spanish directive. There was to be a walled city, with a central plaza, and connected buildings around the perimeter of the plaza. The Palace of the Governors was built about 1610-12, a larger version than

what exists today. However, the "palace" is the authentic structure of some 400 years ago; it is part of the Museums of New Mexico. Native American artisans sell their wares under the portal, as they have done for centuries. The lower walls, at street level, are some 58" thick, reflecting both Native American and Spanish building techniques

After the Pueblo Revolt, area puebloans built a new pueblo around three sides of the "palace." In 1692, Gen. de Vargas reconquerqued New Mexico and re-established the capitol in the "palace." It was maintained over the years, and served as the Governor's residence until 1909 when it was given over for use as a museum.

By 1680 growing resentment of Spanish colonial rule and church efforts to convert Native Americans exploded in what is called the Pueblo Revolt. Planned for some five years, it is the first example of disparate tribal groups cooperating to defeat a common enemy. The leader was a man from San Juan Pueblo named Pope; today a beautiful sculpture of him (a representation of a pueblo man) stands as one of the representative sculptures of New Mexico in the Hall of Statuary in Washington, D.C., for the effect his rebellion produced—saving the Native Americans from being overwhelmed by colonial forces. The Spaniards who were not murdered were allowed to flee to El Paso, Texas, where they gathered the survivors. Native Americans ruled their lands again, for some 12 years.

When De Vargas re-conquered New Mexico in 1692, he drafted treaties with each pueblo, granting them their ancestral lands and directing Spanish settlers to not harass them or try to use their lands. These are the pueblos the Route 66 travelers drove through in the 20th century, more than 300 years later.

Between the first Spanish colony founded in 1610, the Pueblo Revolt, the American Revolution, the War of 1812, and the American Civil War, two events changed New Mexico incalculably—the war of independence in Mexico in 1822 which freed them from Spain, and the Mexican-American War in which the United States took possession of all of New Mexico, Arizona, southern Colorado, Utah, Nevada, and California after defeating the Republic of Mexico in 1848. The US paid the Mexican government some $15 million for its prize.

After 1822, legal trade plied the Santa Fe Trail, and goods came up El Camino Real from Mexico City, Chihuahua, and all points along the way. Independence ended the Spanish mercantilist economy of the former colony—it was free-wheeling business, with all the saloons, bawdy houses, gambling dens, dance halls, and anything else that would entertain the American traders. The era of the mountain men, traders supreme, was coming to an end also. However, politically there continued to be unrest. Northern pueblo Indians revolted in 1837, conquered Santa Fe, appointed a Taos Pueblo man as governor and placed Native Americans in government positions. It only lasted a few months; Gov. Armijo recaptured the city and executed the Taos governor.

The gravest perceived threat by Hispanic inhabitants were the Yankees, drawing closer by the day. These Protestant Christian merchants were considered to be a clear danger to the way of life in Santa Fe, and the rest of the old Spanish Catholic colony.

What was feared actually happened in 1848 when New Mexico became a territory of the United States.

The population was estimated in 1853 to be some 50,000 Spanish-speaking inhabitants, with about 10,000 Native Americans located in 28 villages throughout the territory. There were listed only a nominal number of Anglos in all of New Mexico at that time. Santa Fe was said to have about 1,000 residents. Statehood would not be achieved until 1912.

The Confederate flag flew over Santa Fe after the Union troops were defeated at the Battle of Valverde. The cry of *Tejanos! Tejanos!* Texans! Texans! rang through the streets as troops advanced on the city. The soldiers stationed at Ft. Marcy retreated to Fort Union to the east. The occupation lasted less than 30 days.

The railroad came from Colorado in 1879, through Raton Pass and down the Santa Fe Trail, to Lamy, some 18 miles outside of Santa Fe. A spur line carried freight and passengers the rest of the way to the city. The old freighters and wagon traders were soon to be gone from the scene. The railroad brought new building materials and millwork to New Mexico for the first time. The ancient architecture of little brown boxes transitioned to Territorial Style, with Greek pediments over windows and other architectural features.

Santa Fe attracted artists, writers, archeologists, musicians, and photographers, beginning in the 1880's, as it continues to do even today. In 1912, President Taft proclaimed New Mexico to be the 47th state in the Union. In the 1940's and 1950's, development of the new national laboratory at Los Alamos pushed development in Santa Fe, and it attracted its fair share of hippies in the 1960s. A 1957 Historical Zoning Ordinance controls all development in the downtown historic district, which is why it remains intact at present. However, there is a more recent consideration for "uncovering" the Victorian architecture that is plastered over to meet the Pueblo or Territorial Style guidelines.

Old Route 66 coursed through the City Different on Water Street, a block south of the plaza, coming in from Pecos and then descending on Cerrillos Road. Even in the 1920's and 30's, the era of the original alignment, tourists must have been delighted with the history and culture of the town. We don't know what the economic refugees thought, but they certainly knew they were in a very different place.

In the table below, Route 66 communities are listed; the 1926-1937 alignment communities that were excluded from the 1937-1985 alignment are listed separately. Native American communities are listed, noting that only 2000 census data is available at this time. For all the other communities, the 2005-2007 estimated population statistics are given as well as the 2000 census figures. These tables are meant to show the size, ethnicity/race, and income levels of the persons living there. Looking at census data for Native American communities is complicated; these are simple population numbers. One can assume that the remaining percentage of population is "Anglo"; African Americans are a single-digit percentage across northern New Mexico.

By comparing the 2000 census figures with the 2005-2007 estimated population and income levels, the population shift to urban areas can be seen. Rural counties are de-populating, while communities within "commuting" distance to the Albuquerque metropolitan area are increasing in population. Some communities are "aging" rapidly, indicating the percentage of young families with children is declining.

The per capita income and median family income levels are shown by way of comparison with the United States as a whole. New Mexico is close to last place in terms of income levels. New Mexico is not the location of large corporations with community funds or foundations that support local projects. However, New Mexico MainStreet has become a dynamic player in local communities, though which many of the state's national scenic byways run, including Route 66. There are now MainStreet programs in Tucumcari, Grants, and Gallup, and Albuquerque's Nob Hill has returned to participation. The state legislature has supported NM MainStreet efforts for several years now.

New Mexico remains a largely rural place, without large employment centers or industrialization with a few exceptions such as the national laboratories. The 2008 estimated population density is 16 per square mile, where the United States population density is estimated to be 86 persons per square mile.

Table 1. Final Alignment. 1937-1985. Income and Median Age.

Communities	Pop'n 2005-2007 Census Est.	Per Capita Income	Median Family Income	Median Age	Native	Hispanic
QUAY CO. 2000	10,155	$ 14,938	$ 30,362	41.5	1.3%	38.0%
Tucumcari	5,989*	$ 14,786	$ 27,468	39.4	1.4%	51.4%
GUADALUPE CO. 2000	4,680	$ 11,241	$ 28,279	37.5	1.1%	81.2%
Santa Rosa	2,744*	$ 11,168	$ 28,782	36.3	1.7%	81.2%
TORRANCE CO. 2000	16,911*	$ 14,134	$ 34,461	34.8	2.1%	37.2%
Moriarty	1,765*	$ 13,640	$ 31,957	32.0	2,5%	40.8%
SANTA FE CO.	129,292*	$ 23,594	$ 50,000	37.9	3.1%	49.0%
Edgewood	1,893*	$ 18,146	$ 45,952	35.5	2.2%	20.3%
BERNALILLO CO.	618,845	$ 25,144	$ 57,221	35.5	4.7%	44.8%
BERNALILLO CO. 2000	556,678	$ 20,790	$ 46,613	35.0	4.2%	42.0%
Tijeras	474*	$ 18,836	$ 46,250	38.9	1.1%	56.3%
Albuquerque	505,578	$ 24,897	$ 56,714	35.1	4.9%	43.7%
Albuquerque	448,607*	$ 20,884	$ 46,979	34.9	3.9%	39.9%
CIBOLA CO.	27,164	$ 14,228	$ 41,394	35.5	41.2%	33.6%
CIBOLA CO. 2000	25,595	$ 11,731	$ 30,714	33.1	40.3%	33.4%
Laguna Pueblo	423*	$ 10,980	$ 19,750	37.9	96.5%	3.1%
Acoma Pueblo	2,802*	$ 8,749	$29,083		97.2%	2.0%
Grants	8,806*	$ 14,053	$ 33,464	34.4	12.0%	52.4%
Thoreau	1,863*	$ 10,516	$ 29,708	24.0	71.1%	9.3%
MC KINLEY CO.	70,385	$ 12,946	$ 36,541	29.9	73.0%	13.1%
MC KINLEY CO. 2000	74,798	$ 9,872	$ 26,806	26.9	74.7%	12.4%
Gallup	20,209*	$ 15,789	$ 39,197	31.1	36.6%	33.1%
Zuni Pueblo	6,367*	$ 6,908	$ 22,067	28.6	97.0%	2.0%
Navajo Nation						
NEW MEXICO	**1,942,847**	**$ 21,586**	**$ 48,798**	**35.6**	**9.2%**	**44.1%**
NEW MEXICO 2000	1,819,046	$ 17,261	$ 39,425	34.6	9.5%	42.1%
UNITED STATES	**298,757,310**	**$ 26,178**	**$ 60,374**	**36.4**	**4.3%**	**14.7%**
UNITED STATES 2000	281,421,906	$ 21,587	$ 50,046	35.3	3.6%	12.5%

* Census 2000 figures.

Table 2. 1926-1937 Alignment. Income and Median Age.

Communities	Pop'n 2005-2007 Census Estimate; 2000 Census (with *)	Per Capita Income	Median Family Income	Median Age		
SAN MIGUEL CO.	28,846	$ 16,553	$ 39,387	38.3	1.8%	77.3%
SAN MIGUEL CO. 2000	30,126*	$ 13,268	$ 31,250	35.1	1.8%	78.0%
Las Vegas	14,565*	$ 12,619	$ 29,797	34.0	2.0%	82.0%
Pecos, Village of	1,441*	$ 13,306	$ 33,828	32.2	1.4%	80.1%
SANTA FE CO.	141,207	$ 29,893	$ 61,796	40.0	3.2%	50.0%
SANTA FE CO. 2000	129,292	$ 23,594	$ 50,000	37.9	3.1%	49.0%
Santa Fe	62,203*	$ 25,454	$ 49,705	39.8	2.2%	47.8%
Agua Fria	2,051*	$ 14,023	$ 33,456	31.0	1.7%	79.2%
La Cienega	3,007*	$ 17,329	$ 46,578	31.5	1.4%	70.8%
SANDOVAL CO.	111,855	$ 23,636	$ 60,374	35.7	13.9%	32.1%
SANDOVAL CO. 2000	89,908	$ 19,174	$ 48,984	35.1	16.3%	29.4%
Bernalillo, Town of	6,611	$ 13,100	$ 36,286	31.0	3.9%	74.8%
Cochiti Pueblo	507*	$ 9,153	$ 37,500	32.3	95.3%	3.2%
Santo Domingo Pueblo	2,550*	$ 6,038	$ 38,382	25.7	98.7%	1.2%
San Felipe Pueblo	2,080*	$ 6,225	$ 38,264	25.1	99.2%	0.6%
Santa Ana Pueblo	479*	$ 9,857	$ 45,714	28.5	97.3%	2.5%
Sandia Pueblo	344*	$ 11,240	$ 35,179	29.0	94.5%	4.1%
Algodones	688*	$ 15,214	$ 42,813	33.1	2.3%	73.4%
BERNALILLO CO.	618,845	$ 25,144	$ 57,221	35.5	2.2%	44.8%
BERNALILLO CO. 2000	556,678	$ 20,790	$ 46,613	35.0	4.2%	42.0%
Los Ranchos de Albuquerque	5,092*	$ 40,883	$ 77,150	43.3	1.6%	37.4%
Isleta Pueblo	496*	$ 9,804	$ 20,000	37.5	98.0%	4.2%
VALENCIA CO.	69,784	$ 18,912	$ 44,730	35.5	4.0%	55.5%
VALENCIA CO. 2000	66,152*	$ 14,747	$ 37,157	33.8	3.3%	55.0%
Los Lunas	10,034*	$ 14,692	$ 37,255	31.8	2.6%	58.7%
NEW MEXICO	1,942,847	$ 21,586	$ 48,798	35.6	9.2%	44.1%
NEW MEXICO 2000	1,819,046	$ 17,261	$ 39,425	34.6	9.5%	42.1%
UNITED STATES	298,757,310	$ 26,178	$ 60,374	36.4	4.3%	14.7%
UNITED STATES 2000	281,421,906	$ 21,587	$ 50,046	35.3	3.6%	12.5%

* 2000 Census.

Table 3. 1920-1970. Population by County

COUNTIES	Pop'n 1920	Pop'n 1930	Pop'n 1940	Pop'n 1950	Pop'n 1960	Pop'n 1970
CIBOLA	--	--	--	--	--	--
BERNALILLO	29,855	45,430	69,391	145,673	262,199	315,774
GUADALUPE	8,015	7,027	8,646	6,772	5,610	4,969
MCKINLEY	13,731	20,643	23,641	27,451	37,209	43,208
QUAY	10,444	10,828	12,111	13,971	12,279	10,903
SAN MIGUEL	22,867	23,636	27,910	26,512	23,468	21,951
SANTA FE	15,030	19,567	30,826	38,153	44,970	53,756
SANDOVAL	8,863	11,144	13,898	12,438	14,201	17,492
TORRANCE	9,731	9,269	11,026	8,012	6,497	5,290
VALENCIA	13,795	16,186	20,245	22,481	39,085	40,539
NEW MEXICO	360,350	423,317	531,818	681,187	951,023	1,016,000
UNITED STATES	106,021,537	123,202,624	132,164,569	151,325,798	179,323,175	203,211,926

* Cibola County was created out of Sandoval County (1980's), as well as was Los Alamos County (1950's).

The population chart above describes Route 66 in the decades of its life as the connection between Chicago and Santa Monica. Beginning in the 1960's, the interstate highway system began to replace Route 66, and by 1985, the last segment of the historic road was decommissioned in New Mexico.

It's easy to see the growth, and sometimes loss, of population across the width of New Mexico as the highway was built, during the years of World War II, the post-war years that ushered in the new national laboratories, and the glorious 1950's and 1960's era of the road trip" that so many people remember with fondness. Route 66 opened the vast landscape of the Southwest to people who had only seen pictures of it books or museums. There were early tourists, and then soldiers, who watched from the windows of swaying carriages, and folks driving across the high plains and mountain deserts seeking new opportunities and a new life. And, of course, there were the entrepreneurs who leapt at the chance to build a café, curio shop, motor court or motel, or repair and gasoline station.

New Mexico has always had a small population scattered across a huge area (the 5th largest state by area in the United States). In the 1920's and 1930's, one can imagine the surprise, excitement perhaps, at the stream of cars and trucks that plied the highway through tiny hamlets, farm and ranch country, Indian Pueblos, and small towns and cities. Even today it's possible to experience the remoteness and sparse population in the Route 66 corridor—a unique experience, quiet and not crowded, awaiting tourists and curious residents.

Glen Rio. Quay County. Settlement on the CRI&P RR at the Texas boundary. This small community was founded about 1901 when the rail line pushed through. Originally named Rock Island, the name was changed to Glen Rio to avoid confusion about 1915. The name doesn't make sense in English or in Spanish; there is no river nearby and it's not in a valley. The elevation at Glen Rio is some 3,800 feet, the lowest elevation of Route 66 in New Mexico. It's up hill all the way from here. There are still creosote-treated timber bridges between Glen Rio and Endee, some 24 feet in width, built in the 1920's when the route was first designated.

San Jon. Quay County. Settlement on I-40 and NM 469, some 24 miles east of Tucumcari. The first structures were built there in 1902; the railroad lines came through in 1904. The name is possibly a corruption of the Spanish *Zanjon*, "deep gully." San Jon Creek runs through to the east into Texas. Interstate 40 pulls travelers off for services; abandoned Route 66 structures straddle the old road some few blocks to the south.

A large natural lake between San Jon and Tucumcari presented engineering challenges to the Route 66 engineers. Frequent flooding washed out bridges and the road; long "corduroys" of railroad ties were thrown down across the marshy path. The lake was near important east-west trade routes, and was a known watering place for Comanches and cattlemen. The lake was noted in written accounts dating to 1777 but there is no mention of settlement until the railroad came through.

Tucumcari. Quay County. A settlement at the junction of I-40, US 54, NM 104, and 209. It is the county seat; was known as Douglas in 1901-1902. It has been named Tucumcari since 1902. There appears to be consensus that the name comes from a Plains Indian word—possibly Comanche—meaning "lookout" and was applied to Tucumcari Mountain, elevation 4,956 feet. This dramatic natural lookout is 2 miles south of town.

In 1901 the railroad extended its line, attracting half the population of Liberty, a small settlement three miles away, on Pajarito Creek. Liberty's origins were as an Hispanic hamlet called *Tierra Blanca.* However, by the 1860's it was a typical cowtown called Liberty. Some believe it got the name Liberty from the soldiers who came there from Ft. Bascom five miles away; they could drink whiskey there when it was prohibited at the fort. This was the first settlement in what is now Quay County, but it declined and all but disappeared when the fort closed in 1870 and the railroad ran three miles to the south. It was just a tent city then, bare to the relentless winds that picked up clothing and every manner of cloth, earning the settlement the nickname

Ragtown. Known for lawlessness, with saloons and gambling halls filled with rowdies and outlaws, it earned the additional nickname of *Six-shooter Siding*. The first formal name applied to the settlement was Douglas, but Tucumcari soon was adopted.

Tucumcari Creek emerges in the southern part of the county, heading northwest to the east of Tucumcari where it joins the Canadian River at Logan. Tucumcari Lake (now called Ute Lake), north and east of town, is a natural lake and was for ages a watering place for Native Americans, *comancheros*, and cattle drivers on the Goodnight-Loving Trail.

By the 1930's Tucumcari offered a full range of services to travelers—lodging, meals, mechanics, fuel, curios, maps, and RV camping. Some of the remaining motels from that Route 66 heyday reflect excellent examples of the early tourist facilities in the west.

The original Main Street, by the railroad tracts lies to the north of Route 66, is preparing for a renaissance. The long-abandoned train depot, built in 1926, has been purchased by the City, and awaits rehabilitation and a new use. A team of design and planning students and faculty from the University of New Mexico's School of Architecture + Planning spent several weeks in 2008 developing ideas for bringing the old town core back to life. Being only a handful of blocks from Route 66, there will surely be a positive impact on the development there as well.

Tucumcari developed a large swimming pool and bath house complex five miles west of town in an area where artesian wells provide the municipal water supply. While it is now closed, it will hopefully capture the imagination of historic preservationists and will be restored with new uses complementary to the original use developed on the same site. Route 66 ran directly in front of the bath house complex, but is now cut off from it by Interstate 40 sailing overhead. Route 66 explorers can still drive by, but it is closed due to its deteriorated condition.

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Newkirk. Guadalupe County. A settlement at the junction of I-40 and NM 129, some 27 miles east of Santa Rosa. The town was first named *Conant* when it was settled in 1901. It too is a railroad town. The name came from one of the early ranchers in the area, James P. Conant. A settler from Newkirk, Oklahoma, later re-named it in 1910.

Santa Rosa. Guadalupe County. A settlement on I-40 and US 54, with a post office located there from 1873 to present. This town is on the Pecos River, originally settled in 1865. It was then called *Agua Negra Chiquita,* "little black water" for the drainage four miles to the south. In 1890 Don Celso Baca built a small chapel, *Capilla de Santa Rosa* in honor of St. Rose of Lima, and perhaps also to his wife, Doña Rosa Viviana Baca y Baca, who is buried under the chapel. The county seat was Puerta de Luna, but that changed to Santa Rosa when the rail lines pushed through in 1901. There are numerous artesian springs feeding lakes near Santa Rosa, one of the best known being the Blue Hole, a popular destination for divers. Seven miles north of Santa Rosa, the US Army Corps of Engineers dammed the Pecos River creating Santa Rosa Lake in an area formerly known as *Los Esteros, "*the estuaries, swamps."

There is a nice collection of Route 66 era buildings, with some of the businesses still operating after all these years. Route 66 used to come into Santa Rosa past the Blue Hole, but the alignment was altered a couple of times to its final location. About half a mile from downtown Santa Rosa, Route 66 crossed the Pecos River and began the long drive across rolling plains. Prior to the re-alignment in 1937, it turned northward here, a 107 mile route that took it up to Santa Fe and southward along the Rio Grande to Los Luna where it turned northward to Laguna.

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Clines Corners. Torrance County. In about 1934, Ray Cline started a gas station and repair station on what was then US Route 66. The collection of commercial structures is at the junction of US 285 and I-40, between Santa Rosa and Moriarty. It got a post office in 1964. I-40 replaced historic Route 66, but the crossroads settlement continues to serve travelers much as it did in 1934. The elevation here is some 6,200 feet—quite a climb from Glen Rio. Conifers begin to appear, and travelers can glimpse the Sangre de Cristo Mountain Range to the north.

Moriarty/Buford. Torrance County. Settlement on I-40 and NM 41, 25 miles east of Albuquerque. In 1887, Michael Moriarty came from Iowa on his way to California seeking relief from medical problems. After staying awhile in the Estancia Valley, he felt much better, and moved his family here giving the settlement his name; he died in 1932 on his sheep ranch. The railroad punched through in 1902. To the east of the new railroad lines, a town site was owned by H. Crossley, who named his settlement for his son Buford (1903-1933). Over time the two sites have merged, and Buford is no longer used. Moriarty is called "the pinto bean capitol of the world" for the delicious beans grown there. The town has a distinct "feel" of the west, of rodeos and horses, and

ranches. There are a number of Route 66 era structures remaining and some businesses that continue to operate, like El Comedor with its beautiful neon rotosphere.

The Sandia and Manzano Mountain ranges come into view for the traveler in Moriarty. The Sandias reach more than 10,000 feet elevation, and the passage between the two mountain ranges was difficult to determine and to navigate. The east face of the mountains was formed by tilted uplift of the earth's crust. This type of feature delineates the Basin and Range province referred to by geologists. There is typically a valley on the "broken" side of the uplift—in this case the Rio Grande flows through the valley (which is technically a rift).

Route 66 climbs to some 7,000 feet elevation up Sedillo Hill, and then through the canyon where it drops into the valley. This is the second highest elevation of Route 66 in New Mexico. It took eleven years for engineers to construct the roadway through Tijeras Canyon, across the valleys of the Rio Grande and the Rio Puerco, which was quite an amazing feat at the time. The route was four-laned through the canyon in 1951, a safety improvement. There had been Indian trails through the mountains for centuries, and these became the eventual path of Route 66.

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Edgewood. Santa Fe County. Settlement on I-40 at the junction of NM 344, 20 miles east of Albuquerque. The town started out as *Barton* (1908-1936), but has been called Edgewood since 1936. There were several other names as well. The town is located, literally, at the edge of the high plains and the foothills of the Sandia Mountains. While there are no remaining structures from it's time as a Route 66 community, there is a Route 66 Elementary School.

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Tijeras. Bernalillo County. Settlement seven miles east of Albuquerque, at the junction of NM 333, 337, and 14, on I-40. There has been a post office there since 1888, intermittently. The name in Spanish means *scissors*, for the place where two canyons intersect. The village site was originally inhabited by pueblo Indians, living in what is now called *Tijeras Pueblo*, the ruins of which can be seen behind the US Forest Service station at the south end of the Village. There are interpretive materials there also. Hispanic settlers did not come to the site until the 19th century. The deep canyon west of the village,

now called *Tijeras Cañon* was originally called *Cañon de Carnuél* for the older settlement at its west end.

The post office, established in 1888, in 1925 the name was changed to Cedar Crest. In 1947 a nearby post office at Zamora, established in 1938, changed its name to *Tijeras* and that is what it remains today.

About four miles beyond Tijeras, travelers begin the 2,000 foot drop in elevation, down the slope of the alluvial fan washed down from the steep western rock face of the Sandias, over a distance of 12 miles to the Rio Grande bridge on Central Avenue. When early Route 66 travelers came through the canyon and viewed the city below, there were few trees except along the river. It would take years of planting and watering, and suburban development to transform the city from brown to green. At night, this first view of the city, with it's glowing neon and bright lights must have made it appear as an oasis in the desert.

Albuquerque. Bernalillo County. Settlement on the Rio Grande, west of Sandia Mountains, on the AT&SF Railroad, and at the junction of I-25 and I-40. Historic Route 66 is now Central Avenue, running some 19 miles through the heart of the city. Albuquerque is the county seat, and the largest city in New Mexico. The area on which the city has grown was inhabited by Native Americans for ages before the first European expedition of exploration by Coronado in the early 1540's. No names survive from pre-Columbian contact. Spanish colonists replaced the Native Americans beginning in 1706 when a new *villa* was granted a charter by the Governor of New Spain Don Francisco Cuervo y Valdes. The area was known then as *Bosque Grande*, "big forest, thicket."

Albuquerque was the third *villa* authorized in New Spain—Santa Fe and Santa Cruz being the first two. The city was named in honor of Don Francisco Fernandez de la Cueva Enriquez, duke of Alburquerque, 34th Viceroy of New Spain, then resident in Mexico City, a dukedom received from King Enrique IV in 1464. The city for which the dukedom was name was once part of Portugal, but is now some ten miles within the province of Badajoz, Spain.

The origin of the name is obscure, but perhaps is from the Spanish *albus quercus* "white oak." The seal of the Spanish city of Alburquerque bears the design of an oak. It may also be of Arabic origin as the area in Spain was ruled for 700 years by Moors. The *al* is a prefix, the definite article in Arabic, common in Arabic names of all kinds. Many Hispanic names in New Mexico have an Arabic etymology: Alcalde, Alkali.

The patron saint of Albuquerque is San Felipe de Neri; the church located on the plaza in Old Town was constructed for the 3rd time in 1769.

The Spanish spelling of the city's name endured until "Anglo" settlers arrived in the early 1800's, and began dropping the first "r." In spite of continued correct usage, the misspellings continued and today it is generally spelled with only one "r."

When the railroad arrived in 1879, the NM Townsite Company, a subsidiary of the AT&SF RR, identified a new town a mile and a half east of the original settlement (Old Town), anticipating the first trains rolling through in 1880. With both locations claiming the right to use the name, and competing post offices, confusion reigned until the post office designed *Old Albuquerque* and *New Albuquerque.*

The east Central Avenue portion of the 19 miles of Route 66 in Albuquerque contains remnants of the dozens of motor courts and café that lined the road in the 1950's era of Route 66—some 98 by 1955. The DeAnza was the first, built in 1939, and given a facelift about 1953, the only motor court east of the university at that time. There was nothing but desert between it and the canyon to the east. The La Puerta motor court was built in 1949, becoming the first motel encountered by travelers coming through Tijeras Canyon.

The State Fair Grounds interrupt the chain of motels and gas stations, with Works Progress Administration structures that remain jewels of southwestern Pueblo Revival style of architecture. An enthusiastic citizenry contributed funds to supplement the WPA budgets, and added labor too. The fair had been closed for some 22 years when it re-opened on Route 66 in 1938.

The alert motorist will be rewarded with miles and miles of Route 66 eye-candy, including refurbished neon signs, an improving streetscape beginning at San Mateo and the Highland and Nob Hill neighborhoods. Nob Hill was developed in the late 1940's, with the Hiland Theater and shopping area close behind in the 1950's. The Nob Hill section of Route 66 is considered to be the best preserved example of the 1950s era of the whole route. Efforts to preserve and enhance the neighborhood have been underway since the 1980's. A number of the structures have been renovated for new uses, like the 1939 Jones Motor Company—it was an automobile dealership and is now a restaurant with extensive outdoor seating, and with an ice cream parlor next door.

When Sandia Laboratory (a spin-off from Los Alamos) started operation in 1950, there was literally no place for all the engineers and technicians to live. Many stayed in the motels lining Central Avenue for up to a year, while block after block of housing was developed to the north, south, and east. With access to the labs from Carlisle and Central, this was "their" neighborhood until they began to disburse to new suburbs.

Besides a collection of 1940's and 50's era Route 66 buildings along Central Avenue, there is a fine collection of WPA funded projects, including the Monte Vista Fire Station and several buildings on the University of NM campus. Visitors can get a "two-fer" driving down Central!

Passing the university neighborhoods, with the old "taxpayer blocks" still in use, as in Nob Hill, travelers pass by Presbyterian Hospital, originally a sanitarium for tuberculosis patients who came for the "cure." At the intersection of Broadway and Central, the newly rehabilitated Albuquerque High School, an example of Collegiate Gothic offers yet another hint of the history of the City. Built in 1914 as the first and only public high school here until 1948, and finally boarded up in 1970. It is now a mixed use development with several types of residential units for sale or lease, and commercial spaces available at street level. This neighborhood is part of the original site of New Town, platted in 1885 after the railroad established facilities here. Central Avenue was called "Railroad Avenue" then, and streetcars carried passengers up to the university and to Old Town a mile to the west.

The Baptist Church across the street has been sold, with plans for redevelopment as part of an event arena in the works. The congregation has moved to a new location west of the Rio Grande.

After crossing 1st Street, where the newly constructed Alvarado Transportation center, designed after the original El Alvarado Hotel, caters to bus and train travelers, the keen-eyed motorist will see the Sunshine Building, an example of Beaux Arts Commercial architecture. Around the corner is the 1939 Conrad Hilton hotel, called La Posada then; it is newly remodeled and still in use as a hotel with an upscale restaurant at street level.

There are structures spanning more than half a century along Central Avenue, with in-fill buildings reflecting the era of construction. The KiMo Theater, built in 1926 as a movie theater when Albuquerque was an optimistic boomtown, has been refurbished and well-maintained as a performing arts

space owned by the City of Albuquerque. It is not large, but is embellished on every possible surface. A number of gorgeous Art Deco buildings continue in use, in good repair.

Leaving the downtown core, West Central Avenue flows through residential neighborhoods and past Old Town, where several streets pull motorists off to visit the plaza, the cluster of museums, and the shops and galleries arranged along the narrow streets. Past Rio Grande Blvd., Central Avenue aims for the bridge, with the El Vado Court the last place to stop on the east side of the river when Route 66 was in its heyday. It was built in 1937 and is a fine example of the pre-World War II motor court style with garages between each of the 32 rooms. The beautiful neon sign shown like a welcoming beacon in the night. The El Vado has been Landmarked by the City; there is a legal case regarding condemnation, and so forth. Many preservationists came to public hearings regarding the fate of this lovely business structure.

The newly re-routed Route 66 crossed the Rio Grande just west of the El Vado Court. There are gateway structures on either side of the river, announcing Route 66, with architectural neon and sculptural elements. Bridged in 1931, development was enabled on the west side of the river at last. The *bosque*, a ribbon of green cottonwood and willow forest lining the river, can be seen here. The river no longer floods, and cottonwoods cannot regenerate naturally any longer, but it is a treasured place in the hearts of residents throughout the valley. Route 66 travelers would not have seen such heavy wooded areas, but the river would still have been a welcome relief from the dust of the high desert.

Here Route 66 climbs steeply up "Nine Mile Hill" to the top of the west mesa. Until engineers tackled the deep sand and grade constructing Route 66, it was nearly impossible for wagons or even horses to travel up and down the escarpment. The original alignment of Route 66 went south to Los Lunas while this challenge was being worked on.

This segment of Route 66 is less intensely developed, and less prosperous than the neighborhoods to the east. But there are some interesting places, such as the location of the Unser family's service station near the intersection of Unser and Central. Three generations of Unsers have competed in open-wheel racing at Indianapolis (9 trophies at the Indy 500) and elsewhere.

The views are spectacular from Nine Mile Hill, and the wind is relentless. The extinct volcanoes delineating the western horizon of the City are seen to the north. The 12,000 summit of Mount Taylor, also an extinct volcano, has

come into view to the west. The geology and geography of the west mesa is strikingly different from the Route 66 to the east, from the high plains, through the mountains, across the valley, and now up to the windswept mesa lands of the Colorado Plateau. The Rio Puerco, bridged by a through-truss steel structure, built in 1933, and its broad valley opens up the panoramic view. The Rio Puerco drainage is the second largest of the Basin and Range region in New Mexico crossed by Route 66. Usually dry, it became a raging torrent during spring run-off and during heavy summer storms. This was as much as challenge for engineers as the deep sand of the escarpment of Nine Mile Hill. Today, motorists can exit I-40, or drive Route 66 on the north side of I-40, and walk across the bridge, which is on the National Trust Register. It is maintained by the NM Dept. of Transportation.

Across I-40 from the old Rio Puerco Bridge is the new Route 66 Casino, an enterprise of Laguna Pueblo. The Route 66 theme is used for the exterior and interior of the development. From here, Route 66 disappears for the most part, until it reappears just east of Laguna Pueblo where the original alignment came in from the south to join up with the final alignment.

Laguna Pueblo. Cibola County. Asettlement on NM 124, 43 miles west of Albuquerque. A post office was established at Laguna Pueblo in 1879 and continues to the present. The Keresan-speaking puebloans who live here say their people have been at this location since the 1300's, when it was settled by ancestors migrating from the Mesa Verde area. A natural dam on the Rio San Jose created a lake; in Keresan, *Kawaik*, and in Spanish, *Laguna* "lake." It is formally named *Laguna de San José.* The lake was noted by the explorer Coronado in 1540; today only a meadow remains to indicate its location though it existed through the 19th century. The modern pueblo dates to 1697, though there were earlier villages in the area prior to European contact. The original pueblo has spun off a number of satellite communities: New Laguna (2 miles to the west), Mesita, Casa Blanca, Seama, Santa Ana, Paraje, and Encinal.

The white plastered mission church at Laguna Pueblo can be seen from a long distance away; it stands out against the adobe structures clustered around it. Inside, the plastered walls are decorated with beautiful artwork, as well as the alter screen which blends Spanish, Mexican, and regional artistic traditions.

This geological region is called the Colorado Plateau, which continues to Gallup and beyond. The formations and colors are spectacular and dramatic in size. This is a region of layered sandstone, without much woodland. Old Route 66 travelers had entered totally unfamiliar territory, populated with Native Americans in numbers they perhaps did not expect. The Navajo

people are the most numerous, with puebloan people in Laguna, Acoma, and Isleta also calling the plateau their home. Hispanic settlement sprinkled here and there for a couple of centuries added to the exotic experience of motorists.

Mount Taylor rises north of Route 66. It is a sacred place to several Native American tribes; called "Bead Mountain" by the Navajo. Snow-capped for most of the year, massive Douglas firs and Ponderosa pines blanket its slopes. It is an ancient volcano that likely blew itself out sideways, reducing it's height by half.

New Laguna. Cibola County. A settlement two miles west of Laguna Pueblo, dating to 1900, on NM 124. This is a "railroad town" within the pueblo. There were some traveler amenities here, and in Paraje.

Budville. Cibola County. Settlement on historic Route 66, now NM 124, 23 miles east of Grants, and 2 miles south of Cubero. This hamlet was named for H. N. "Bud" Rice who operated an automotive service station and touring business at this location in 1928. His tow truck was in constant demand by travelers stuck or broke down on old Route 66. There are several other commercial buildings here, but very few people actually live here now.

Cubero. Cibola County. Settlement north of I-40, eight miles west of Laguna. There has been a post office at this location since 1879. There appears to be consensus that the name is applied to Pedro Rodríguez Cubero, governor after Diego de Vargas, serving from 1697 to 1703. Gov. Cubero passed through the here in 1697 on an expedition to Zuñi, and perhaps the name originated at that time. The village appears on the 1776 map drawn by Bernardo Miera y Pacheco (Cubera) of the Dominguez-Escalante Expedition. The Navajo name for Cubero means "water in the crevice," likely a reference to an emerging spring here.

The village is located on old Indian trails and was once known as a hangout for Mexico traders in slaves, whiskey, and guns. In the 18th and 19th centuries Cubero was a Spanish military outpost, and later, American troops were stationed here. It was once a crossroads for diverse travelers, and a few people continue to live in the jumble of ruins, mobile homes, and inhabited site-built homes. This is a Hispanic enclave that has endured for more than 300 years.

The *Villa de Cubero*, one mile to the west on historic Route 66 is an abandoned outlier. There remains the Villa de Cubero Trading Post and several other buildings, all constructed in Mediterrean style. There are free-standing cabins, with attached double garages dating from the 1930's.

San Fidel. Cibola County. Settlement on NM 124, 18 miles east of Grants. The post office was known as *Ballejos* from 1910-1919; it has been San Fidel since 1919. Records show that about 1868 Baltazar Jaramillo and his family came to this place and settled. At that time it was called *La Vega de San José* "the meadow of St. Joseph," perhaps a reference to the Rio San José coursing just south of here. Another early name for the hamlet was *Rinconada* which means "box canyon, or junction" in Spanish.

Though an old Hispanic settlement, it is close to the road and maintains a more "modern" look and feel than Cubero. West of San Fidel, an old Whiting Brothers gas station and motel signal that the numerous motels and facilities have come to an end.

McCarty's. Cibola County. Settlement on the Acoma Pueblo lands, on NM 124, 13 miles southeast of Grants. The name possible derives from a rancher who settled here before the 1870's. Records of the AT&SF RR mention the name, and say it was from a ranch crossed by the original rail line. McCarty's and nearby Acomita are outlying villages of Acoma Pueblo, and the tribal offices are located here. Historic Route 66 coursed through the community; tribal members built stone houses close to the highway where they could sell wares to travelers. The old pueblo is some 15 miles to the south of I-40. There are small irrigated fields, watered from the Rio San Jose, indicating the last remnants of farming culture in this region. Beyond here, Native Americans depended more on hunting and herding for sustenance. Dry-land farmers endured, including Acoma and Hopi.

Route 66 passes under I-40 again, winds around mesas, and suddenly comes upon the lava, known as the McCartys lava flow. This flow is fairly recent, coming from a cinder cone about 30 miles to the south. The sharp-edged lava proved a barrier to people, horses, and wagons for centuries, forcing travelers to go around it either to the north or the south; Route 66 was carried over it at the most narrow segment, about five miles east of Grants.

Grants. Cibola County. Settlement on the Rio San José, on I-40 and historic Route 66. The name was Grant from 1882 until it became Grants in 1935. Prior to the Civil War a man named Antonio Chavez was reported to have settled on the south side of the river; in 1872 a man named Don Jesus Blea homesteaded here and called it *Los Alamitas* "the little cottonwoods" for the trees supposedly planted by Chavez.

By 1881 the railroad had pushed through, with the Grant brothers (Angus A., John R, and Lewis A.) as contractors. At *Los Alamitas* they established their construction camp and called it Grants Camp. They added a coaling station, a depot, and a station that was named Grants Station. Another man important to the development of Grants was George E. Breece who in the 1920's shifted his lumbering operations eastward from the Zuni Mountains to Grants. On the west side of the town he built a roundhouse and company housing that was nicknamed *Breecetown.* Electricity and running water came to Grants in 1929.

To the Navajos, the town site is known for a Comanche Massacre that took place here. It is reported that Navajos ambushed and massacred a Comanche raiding party that had stolen some Navajo horses at a spring nearby.

In the 1950's Grants boomed with new prosperity created by uranium mining. The economy has depended on a succession of industries over the decades, rising and falling as each flourishes and then wanes. There is hope that uranium mining will start up again soon, bringing back the miners, accessory businesses, and high wages that are only a memory now.

There is a small collection of Route 66 era structures remaining on the highway through town, including motels and cafes. Unfortunately, during the uranium boom times, many old buildings were demolished in anticipation of new construction that never took place. The University of New Mexico's School of Architecture and Planning – Design … (DPAC) conducted a planning workshop in Grants some years ago, and provided architectural guidelines for enhancing the Route 66 "look and feel" of the community without a lot of capital investment.

There continues to be problems with flooding along Route 66, drainage from the north through town. Efforts are being made to manage storm water. I-40 runs south of the town with exits at the east and west ends. The usual interchange businesses are located there, with chain restaurants and lodging available. The Grants MainStreet community recently was awarded a small grant to install one gateway structure.

Grants is an access point for travelers visiting the Zuni Mountains on NM 53 and 49. They may continue westward to El Morro National Monument, and Zuni Pueblo.

Milan, just west of Grants is another uranium mining town that is no longer functioning as a Route 66 stopping place. It is close to the community of

Bluewater, and the one motor lodge, the Bluewater Inn took its name from that settlement. It is closed up now, though the sign remains.

Bluewater. Cibola County. Settlement just west of I-40, some ten miles west of Grants. The name derives from nearby Bluewater Creek; it has also been called Bluewater Valley. Native Americans in the area report that "before the lava came" there was a large lake existed in the valley. Its Spanish name is *Agua Azul* which is described as the south boundary of the Navajo Country in the Navajo-Spanish Treat of 1819. There were buildings here by the 1870's. The Navajo's call it the place of "large cottonwood trees where water flows out."

When the AT&SF RR came through in 1881, the first settlement was recognized. Mormon settlers, Ernest Tietjen and Frihoff Nelson, along with non-Mormon investors, built an earthen dam at the confluence of Bluewater and Cottonwood Creeks, enticing Mormon and non-Mormon farmers to arrive. By 1886 a community known as Mormontown existed some three miles west of the railroad town site of Bluewater; the railroad town waned, and the farming community took the name.

Bluewater Creek has headwaters in the Zuni Mountains to the south and west, earlier named *Agua Azul.* The Navajo name also means blue water. The trading post still functions here, mostly serving area Navajos; pawn jewelry is still taken in payment for goods.

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Prewitt. McKinley County. Settlement on NM 122 and 412, located some 19 miles northwest of Grants. A trading post was set up by Harold Prewitt, who came here from Gunnison, Colorado, to work in Grants. The Navajo Chapter house located here continues to call the settlement by its former name, *Baca.* A trading post here served the logging communities cutting timber in the Zuni Mountains. The coal-powered generating plant did not exist when Route 66 passed through here.

Thoreau. McKinley County. Settlement on I-40, 31 miles east of Gallup. The post office here was known as Chavez from 1886-1892, as Mitchell from1892-1896, and as Thoreau from 1899 to present. The railroad came in 1881, the beginning of the settlement. The Chavez family had a store here prior to the railroad construction. The name of Mitchell came from brothers who arrived from Cadillac, Michigan, who intended to operate a massive logging enterprise in the Zuni Mountains, and by 1892 some 150 people had moved here. The railroad moved its station to Mitchell from Chavez, and the post

office moved also. The Mitchell brothers abandoned their logging scheme, and instead established an extensive Indian trading operation in 1896. They renamed the town for the philosopher and naturalist, Henry David Thoreau. Locals pronounce it "Throo" or "Tho-roo."

Thoreau is the eastern option of access to the Chaco Culture National Historical Park some 30 miles from Crown Point. Just beyond Thoreau, the Continental Divide signals the direction of river flows has changed from eastward toward the Atlantic to the Pacific in the west. The elevation at the Divide is 7,263 feet, the highest point of all of Route 66.

The red Wingate sandstone cliffs are now part of the landscape, what travelers would have thought was truly "Western" from what they had seen in the movies made in this area. The architecture and cultures here diverge from the Hispanic and puebloan communities to the east—this is very much Navajo land, with building styles more like that found in Arizona and California.

Gallup. McKinley County. Settlement at the junction of I-40 and US 666 (different name now) and NM 602. Historic Route 66 runs the length of the town parallel to the railroad line. Gallup is the county seat. There has been a post office here since 1882. A man named David L. Gallup was, in 1880, the paymaster for the AT&SF RR. On payday workers said they were "going to Gallup's" to receive their wages. His name remained on the railroad camp site, even after he left for a home office job in New York City.

Before the rail lines came through, Gallup was a stage coach stop; the combination station, saloon, and store were called the Blue Goose. Gallup is an important trading center for Navajos, and Zunis from the south.

Community leaders have long marketed Gallup to tourists, creating the Intertribal PowWow which is held in August at the Red Rock State Park. The economy has been dependent on one industrial initiative after another—timber cutting, coal mining, railroad development, and tourism.

Travelers arriving from the east view a 10-mile long "hogback" ridge of tilted block (an anticline) that allows vehicles through a narrow gap; it is otherwise a powerful barrier to east-west crossing. On the west side of the gap, the commercial strip of Route 66 emerges, alongside the rail lines, about a mile east of the downtown core.

The core of the town consists of railroad era structures as well as an extensive collection of Route 66 era buildings. The El Rancho Motor Lodge built in 1939 continues to serve travelers just as it provided for movie moguls in the 1940's and on. There are many other motels dating to the heyday of Route 66, as well as cafes and trading posts. The City has created a series of murals relating the town's history; they can be viewed via a walking tour of the core area.

The City purchased and renovated the historic 1928 El Morro Theater, still prominent on Route 66 in the heart of downtown. The Chief Theater (1920) also stands down the street from the El Morro. There are other streetscape improvements, and new federal and county courthouses that stand behind a new plaza built with inlaid Indian designs in the stone. There are nightly performances here during the summer.

Manuelito. McKinley County. Settlement on NM 118, 16 miles west of Gallup, and 2.5 miles east of the Arizona-New Mexico boundary. There was a post office here from 1881 to 1974. The hamlet is named for a famous Navajo leader, described thusly: "He was a man of magnificent physique, tall, well-proportioned, a strikingly intelligent countenance, every inch a warrior and a king…. He introduced himself as Manuelito, the war chief of the Navajos." The location was originally called Cook's Ranch. When the railroad came in 1881, it emerged as an important trading center and telegraph link for Fort Defiance to the west.

Manuelito Canyon runs northwest to join the Puerco River at Manuelito. The old freighting trail through the canyon was once the main route between the telegraph station and Fort Defiance.

There is a newly constructed New Mexico State Visitor Center at Manuelito, which has quickly become very heavily used. (need to get photos). There are newer trading posts and curio shops as travelers leave New Mexico, but the Route 66 era structures are crumbling to ruins, similar to those at Glen Rio.

ORIGINAL ALIGNMENT COMMUNITIES

Dilia. Guadalupe County. Settlement on US 84, at the junction of NM 119 near the San Miguel boundary. There was a post office here from 1911-1968. The name perhaps comes from the name of a daughter of an early Hispanic settler.

Romeroville. San Miguel County. Settlement on I-25, five miles south of Las Vegas. Mail goes to Las Vegas, but there have been post offices here since 1877, with intermittent operation. It was founded by Trinidad Romero, son of a wealthy Las Vegas merchant and freighter on the Santa Fe Trail. Trinidad was a rancher and member of Congress; he built a fabulous mansion here, but it burned in 1932. He hosted President Rutherford B. Hayes and General William T. Sherman, among other notables, at his home. The Romero family is counted among the first settlers in New Spain; their family name is applied to some 28 places in NM.

Las Vegas. San Miguel County. Settlement at the junction of I-25, US 85, and NM 518, 65, and 104. Las Vegas is the county seat. There has been a post office there since 1850. In 1821 settlers from San Miguel del Bado to the south moved northward to the plains by the Rio Gallina. Led by Luis Maria C. de Baca who petitioned for a land grant at *Las Vegas Grandes*, "the big meadows," the grant was awarded in 1823. There have been several names, but Las Vegas is the enduring one. Las Vegas was an important stopping place on the Santa Fe Trail, and later in 1879 the AT&SF RR came through and developed extensive facilities here.

The construction of the railroad and other developments created three communities: West Las Vegas (Old Town), East Las Vegas, and Upper Town, a suburb that grew to 796 persons in 1870 and then waned. West Las Vegas is predominantly Hispanic and East Las Vegas is mostly Anglo, a pattern that has persisted over time.

San Jose. San Miguel County. Settlement just south of I-25 on the west bank of the Pecos River. This is one of the oldest communities in the county, settled by colonists from Santa Fe in 1803.

Rowe. San Miguel County. Settlement on I-25 some six miles south of Pecos. A post office has been at this location since 1884. Rowe was established by a railroad contractor of that name.

Pecos. San Miguel County. Settlement on NM 50, 63, and 223. Pecos was founded about 1700 by Hispanic colonists. At some time it was called *Levy*, but the reason is unknown. The name became Pecos when the post office was established there in 1883. During the 1920's and 30's, of the original alignment era of Route 66, mining was the major industry.

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Santa Fe. Santa Fe County. Settlement on US 84, 85, 285, and I-25, some 20 miles east of the Rio Grande. Santa Fe is the county seat. Don Pedro de Peralta succeeded Don Juan Onate as governor of NM (New Spain) and moved the capital from San Gabriel to its present location in 1609. It was reported to be the site of an abandoned Indian Pueblo situated on a small river in the foothills of a great mountain chain—the Southern Rockies—that the Spanish named *Sangre de Cristo*, "Blood of Christ" for the red color of the mountains at sunset. There is folklore that says Native Americans referred to it as "the place of the dancing ground of the sun." This was a Royal Villa; for more than 100 years it was the only officially established Spanish colonial settlement in New Mexico.

It is said that the Spanish Santa Fe is similar to the NM Santa Fe, with the Sierra Nevada behind it as a backdrop. The Spanish Santa Fe is just outside Granada. After the reconquest of New Mexico following the Pueblo Revolt in 1680, a new patronal title was given the re-built city—*Nuestro Padre San Francisco*. It has also been called the City of Holy Faith, and there are some unsupportable references to St. Francis of Asisi.

The Tewa-speaking Native Americans along the Rio Grande refer to Santa Fe by names meaning "down at the water," and "bead water." The Keresan-speakers at Cochiti Pueblo call it the "east corner."

Santa Fe County was created by the Republic of Mexico in 1844, and redesignated by the US Territorial legislature in 1852.

Agua Fria. Santa Fe County. Settlement southwest of Santa Fe on the Santa Fe River. The name is derived from the cold waters emanating from artesian springs and wells in the village. It is believed by some to be the site of an abandoned Indian Pueblo that may have been called *Quemado*. It was known in 1776 by that name.

La Cienega de las Golendrinas. Santa Fe County. Settlement on NM 22, on Cieneguilla Creek. In Spanish, it means "the marsh." There was a Keres settlement at this site at the time of the Pueblo Revolt in 1680. This was a stage stop and traveler's rest since the early 1700's. The American Girl doll, Josefina, is modeled after the life of a young girl who lived here in the 1830's.

La Bajada. Santa Fe County. The name means "the descent" in Spanish. A small settlement grew at the foot of the mesa—a few persons remain there. The properties are in private ownership. There is a wooden bridge built about 1915 crossing the small Rio Santa Fe here; it is the last remaining bridge of its kind on historic Route 66.

Cochiti Pueblo. Sandoval County. Settlement on the west bank of the Rio Grande, on NM 22. Cochiti is the most northern pueblo of Keresan-speakers. Pueblo members state the name means "stone kiva." These are the people who inhabited the Cañon de los Frijoles in what is now Bandelier National Monument, several centuries prior to European contact. The first Spanish explorers visited the pueblo in its present location in 1581, when there were 230 two and three-story dwellings. In 1598, Don Juan Oñate, leading colonists northward, stopped by the pueblo; he is reported to be the first Spaniard to call it "Cochiti" based on the phonetic version of what he heard.

Cochiti Lake, three miles north of Cochiti Pueblo, was created in 1975 by the US Army Corps of Engineers for flood control on the Rio Grande, water reservoir, and recreation. The earthen dam is 5.4 miles long and some 251 feet in height.

Santo Domingo Pueblo. Sandoval County. Settlement located 1 mile west of NM 22, on the east bank of the Rio Grande. In Spanish, the name means "Holy Sunday." The mission church here commemorates St. Dominic, a 13th-century Spanish pastor, the founder of the Dominican Order. The Keres account reports that prior to Spanish contact, the tribal members lived at Potrero de la Canada Quemada. From there they moved twice more, both villages having the name Gipuy. The present day community was established here in 1770 and given the name *Kiva*. In 1776 the census reported some 528 persons living here.

San Felipe Pueblo. Sandoval County. Settlement ten miles north of the Town of Bernalillo, and four miles northwest of I-25. This is a Keresan-speaking pueblo that explains the history of the people as having been located at the foot of Black Mesa, *Tamita*, when Coronado passed through in 1540. Centuries prior to that time, they lived in *El Rito de los Frijoles*; when then left that area, they moved south, establishing a succession of villages, finally settling at *Tamita.* After the 1680 Pueblo Revolt, they removed to Potrero Viejo along with the Cochiti, Santo Domingo, Tano, Taos, and Picuris people. In 1693 they returned to *Tamita* and early in the 1700's their ancestors built the present-day village of Katishtya on the west bank of the Rio Grande.

Santa Ana Pueblo. Sandoval County. Settlement two miles north of US 550, and ten miles northwest of the Town of Bernalillo. Within Catholic tradition it is believed that St. Anne is the mother of Mary, the mother of Jesus. The Spanish colonists established a mission here and gave the name *Santa Ana* to the Keresan-speaking people who lived in this pueblo. The Native Americans call themselves *Tamaya*. They report that in their history, at the time of Don Juan Onate's journey in 1598, they were living on the mesa called *Mesa de Santa Ana*. After the Pueblo Revolt in 1680, they moved to the *sierra de los*

Jemez, along with the Sandia, Zia, and Puaray people. A new pueblo was built there; the current location of Santa Ana Pueblo was established in 1690. The pueblo is divided between the old section called Tamaya, and the new section, called *El Ranchito* which lies next to the Town of Bernalillo. There are other named settlements within the Pueblo: Ichical, *just east of US 85 in the new section,* and *Rivajana* to the south.

Algodones. Sandoval County. Settlement some seven miles north of the Town of Bernalillo on US 85. The first post office was established in 1855-1881; and from 1898-1966. The Spanish word, *Algodón*, is derived from Arabic; it means "cotton." There are reports that the fields here along the Rio Grande were planted in cotton when the village was settled. Likely the place was named for the "cotton" seeds produced by the cottonwood trees lining the banks of the river—*algodones*.

Bernalillo, Town of. Sandoval County. Settlement on NM 313, some 17 miles northeast of Albuquerque on the east bank of the Rio Grande. It is the county seat. There was probably a southern Tiwa-Indian pueblo here when Coronado came through in 1540-41. It is said that he encamped here over the winter, close to the water and to wood. Contemporary Tiwas refer to the place as *Stolen Town* as the Spanish appropriated it for their use. This is one of the first communities settled by the Spanish, with founding families here before 1680, and again after 1693. The name is generally believed to be derived from the Gonzales-Bernal family; the diminutive usually refers to someone small in stature, but it could also refer to a "junior." There are records from 1696 that call it *Real de Bernalillo,* meaning a camp or headquarters. The area north of the town began to be referred to as *a Angostura de Bernalillo* by 1590 or so; it means "the narrows of Bernalillo." By the 17th century the settlement is called a *puesto,* a small town. The area west of the town core is referred to as *Las Cocinitas,* "little kitchens" though the reason is unknown. There are buildings here dating to the 1690's.

Sandia Pueblo. Bernalillo County. Settlement about 13 miles northeast of Albuquerque on the east side of the Rio Grande. This Tiwa Indian Pueblo is not the same pueblo Coronado encountered in 1540. Because the people here protested his appropriations, he razed the pueblo to the ground. He gave it the name *Sandia* either for gourds growing there, or for the watermelon color of the basalt and granite rock face at sunset. The *Tiwa* call the place "dusty, or sandy, place." During the Pueblo Revolt, the people fled to the land of the Hopi far to the west and did not return until 1742. The mission founded here in 1776 was named *Nuestra Señora de los Dolores de Sandia,* "Our Lady of Sorrows of Sandia."

Barelas. Bernalillo County. Settlement in the City of Albuquerque at present. Originally settled in the 17th century, on the east side of the Rio Grande, south of Albuquerque, it was a distinct community in the 19th century. Wagons traveling through often forded the river here (on the old *Camino Real*). The US Census in 1880 reported some 350 residents here, compared to 2,135 in Albuquerque. The rail road maintenance shops, now vacant, remain here; at one time most of the men in the community were employed here. The origin of the name is obscure, though it is thought that in 1662 Gov. Diego de Peñalosa, while meeting at the Varela (Barela) estate in the "south valley," directed that a settlement be established here. Nothing came of the directive, but in 1809 Don Juan Barela acquired land from a ranch known as *El Torreon*, "the tower" for the defensive structure there. By 1870 the rural enclave had 400 residents reported. The National Hispanic Cultural Center is located at 4th and Bridge (17th Avenue), preserving the cultural identify of the original inhabitants as well as serving as a resource for Spanish history throughout the world. At the entrance stands a huge *torreon*, a reminder of this early form of defensive structure.

Isleta Pueblo. Bernalillo County. Settlement straddling the Rio Grande, on NM 314, 147, and 47 some 13 miles south of Albuquerque. A post office was established there in 1882-3, 1887 to present. This is a Tiwa Pueblo, located on a small island (*isleta)* when Coronado journeyed through here in 1540, and so the present name. When Gov. Otermin made his report on the Pueblo Revolt of 1680, he called it *La Isleta*, and it is labeled *San Agustin de la Isleta* on the atlas Curieux of 1700. The Tiwas report that in their history they originally lived at the base of the Manzano Mountains to the east of their present location. When word came that Spaniards were coming up the river, they fled to an island in the river and established the present pueblo. Their name for the place is "flint kicking place" which refers to a contest popular among Puebloans. Navajos call Isleta Pueblo by a word meaning "tribe by the water."

Los Lunas. Valencia County. Settlement on NM 6 and 314, some 13 miles north of Belen. It is the county seat. Many of the persons with the Luna name are descended from Diego de Luna, born in 1635. In 1716, the *San Clemente Land Grant* was awarded to Felix Candelaria. Then around 1750, Domingo Luna purchased land here from Baltazar Baca, who had acquired it from Candelaria. Antonio Jose Luna, born 1808, is known as the "father of Los Lunas." He was a sheep rancher, a civic and political leader. He played a prominent role in drafting the NM constitution, Luna County, and the village of Luna in Catron County also commemorates this founding family. The county seat was moved from Tome to Los Lunas in 1876.

THE CORRIDOR COMMUNITIES: linked by the Mother Road

The Historic Route 66 National Scenic Byway links these communities, the large and affluent, as well as the small and modest. Those who live closest to the metropolitan areas have access to high paying jobs, while those who live in the most remote areas have the least access to higher wage employment.

For those who so choose, the commute to good-paying jobs in Albuquerque can be as much as 1.5 hours each way.

The Historic Route 66 National Scenic Byway courses through an America that is not typical of other places. This is very much Native America and Spanish America in many of the rural communities. This is a unique corner of the nation. The old communities here carry ancient cultural traditions.

Each community has different needs. Some are looking into developing safer and more convenient pedestrian and cycle facilities. Some communities haven't developed modern infrastructure as growth has been slow, and they continue to be very small in population. However, it is important to construct basic infrastructure, such as potable water and sanitary facilities, as well as basic services for byway travelers.

All the byway communities desire greater economic activity. In New Mexico, counties and municipalities depend on the general revenue generated by Gross Receipts Tax; tourism holds the promise of bringing "new" money to the communities, and through revenue returned, supporting needed services for residents and visitors. Tourism is a $5,000,000,000 a year industry in New Mexico and the Historic Route 66 national scenic byway has wonderful assets for travelers to enjoy.

This corridor management plan is designed to provide guidance for development of initiatives along the Byway, and to lay out a series of goals and objectives that will help move the byway communities closer to their desire to welcome more visitors throughout the year.

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MAPS

The historic map of Route 66 across New Mexico.
Maps for main communities along Route 66 with the exception of the original alignment communities.
Map of the four-county region through which national scenic byways run: Bernalillo, Sandoval, Valencia, and Torrance Counties. Prepared by the MidRegion Council of Governments.

PHOTOGRAPHS

Various photos contributed by Vickie Ashcraft, Cynthia Tidwell and Hank Rosoff.

GLOSSARY OF TERMS

Distinctive: Refers to extraordinary and special landscapes. These landscapes are attractive, and they stand out from common landscapes.

Distinctiveness: The uniqueness of a resource or activity that is considered an asset of an area, possibly as the result of its scarcity.

Element: A fundamental constituent of a composite entity.

Enclosed: Enveloped or surrounded; bounded or encompassed.

Feature: A visually distinct or outstanding part, quality, or characteristic of a landscape.

Focal: Of, or placed at, a focus, as a focal point.

Form: Structure, mass, or shape of a landscape or of an object.

Geographic Information System (GIS): A computerized framework that links a database-management system and spatial information with the ability to manipulate and produce graphic images on computer screens or plotted onto maps.

Highway Strip Development: A linear pattern of highway-based commercial development characterized by large signs and parking lots in front of buildings set far back from the ROW; typical 1960's development pattern in emerging suburbs and exurban development.

Historic Preservation: The protection, rehabilitation, and restoration of communities, districts, sites, buildings, structures, and artifacts significant to history, architecture, archaeology, or culture.

Historic Settlement Patterns: Traditional arrangements for buildings, roads, and open spaces in developed communities.

Intactness: The integrity of visual order in the natural and built landscape, and the extent to which the landscape is free from visual encroachment.

Intrinsic: Belonging to the innermost constitution or essential nature of a thing; scenic, historic, recreational, cultural, archaeological, or natural features that are considered representative, unique, irreplaceable, or distinctly characteristic of an area.

Intrusion: A feature (land and water form, vegetation, or structure) that is generally considered out of context with the characteristic landscape.

Land Use: Human activities that have an impact on the landscape in a variety of ways. Examples of land-use types are industrial, commercial, residential, agricultural, recreational, and undeveloped.

Landmark: 1. A structure or feature of historical, cultural, or architectural significance. 2. An object that is useful for orientation.

Landscape: Landform and land cover that form a visual pattern. Land cover comprises water, vegetation, and human-made development, including cities.

Landscape Character: The arrangement of a particular landscape as formed by the variety and intensity of the landscape features and the four basic elements of form, line, color, and texture. These factors give the area a distinctive quality that distinguishes it from its immediate surroundings.

Landscape Characteristics: The tangible evidence of the activities and habits of the people who occupied, developed, used, and shaped the landscape to serve human needs. They may reflect the beliefs, attitudes, traditions, and values of these people.

Landscape Compatibility: The degree to which landscape elements and/or characteristics are unified with their setting.

Landscape Features: The land and water form, vegetation, and structures that compose the characteristic landscape.

Monotony: Complete repetition; tedious sameness.

Planting Strip: A strip of land within the required buffer, which is landscaped with trees and shrubs and maintained accordingly.

Preservation: To keep an object or structure from decaying or being changed by maintaining it. (Chester County) Note: "Preservation" is an active approach that specifically seeks to manage the continued maintenance of the object or structure, as compared with "protection," which is intended to prevent harm.

Protection: The deterrence of risks that may endanger an object, structure, or place.

Public Space: Parks, playgrounds, trails, paths, and other recreational areas and open spaces; scenic and historic sites; schools and other buildings or structures; and other places where the public is directly or indirectly invited to visit or permitted to congregate.

Quality: A degree of excellence; superior in kind; a distinguishing attribute.

Quality of Life: A measure of the enrichment of life, as determined through the experience of art, music, natural beauty, history, design, recreation, etc. It may also be the measure of our sense of security as determined by crime rates, level of educational quality, or the economy.

Resource: A source of available means, a natural source of wealth or revenue.

Ridgeline: The continuous line extending along the highest elevation of a mountain chain or line of hills.

Right-of-Way: An area of land, measured from the centerline of the road or utility corridor, that can be used by the public for travel or for the location of utilities.

Sample: A part of a larger set, usually selected deliberately, to investigate the properties of the parent population.

Scale: The apparent size relationships between landscape or structural components and their surroundings.

Scenic: Affording or abounding in natural scenery; possessing significant aesthetic, natural, or visual qualities in a built or unbuilt setting.

Scenic Viewsheds: An area visible from a highway, waterway, railway, or major hiking, biking, or equestrian trail that provides vistas over water; across expanses of land, such as farmland, woodlands, and coastal wetlands; or from mountaintops or ridges.

Screening: A method of visually shielding or obscuring one abutting or nearby structure from another by fencing, walls, berms, or densely planted vegetation.

Sense of Place: The feeling associated with a location, based on a unique identity and other memorable qualities.

Setback: The minimum distance between the building and any lot line. In built-up neighborhoods, many ordinances establish a setback as the standard to which new houses must conform.

Structures: Physical features in the landscape that are built or constructed by humans, such as buildings, dams, stonewalls, and hardtop roads.

Topography: The configuration of the land, including its relief and the position of natural features.

Unique: A landscape that is unequaled, very rare, or uncommon.

Vegetative Patterns: General plant community types in an area, such as grasslands, forests, and wildflower fields.

View: A broad landscape or panorama that is looking toward an object or scene.

Visual Preference: An opinion about the qualities of one observable environment over another.

Visual Quality: The visual significance given to a landscape determined by cultural values and the landscape's intrinsic physical properties (ACE). Although many factors contribute to a landscape's visual quality, they can ultimately be grouped under these headings: vividness, intactness, and unity, as well as draw, opportunity, and preference.

Visual Simulation: The realistic visual portrayal that demonstrates a perceivable change in landscape features through the use of field study, photography, artwork, computer graphics, and other such techniques.

Reference "O, Say, Can You See: A Visual Awareness Tool Kit for Communities." 1999. Scenic America; and other sources.

FEDERAL REGISTER

1995

[Federal Register: May 18, 1995 (Volume 60, Number 96)]
[Notices]
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DEPARTMENT OF TRANSPORTATION

[FHWA Docket No. 95-15]

National Scenic Byways Program

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of FHWA interim policy.

SUMMARY: In response to the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) mandate to establish a national scenic byways program, the FHWA announces its interim policy for the National Scenic Byways Program. This interim policy sets forth the criteria for the designation of roads as National Scenic Byways or All-American Roads based upon their scenic, historic, recreational, cultural, archeological, and/or natural intrinsic qualities.

DATES: Comments must be received on or before July 17, 1995.

ADDRESSES: Submit written, signed comments to FHWA Docket No. 95-15, Federal Highway Administration Room 4232, HCC-10, Office of the Chief Counsel, 400 Seventh Street, SW., Washington, D.C. 20590. All comments received will be available for examination at the above address between 8:30 a.m. and 3:30 p.m., e.t., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Mr. Eugene Johnson, Intermodal

Division, Office of Environment and Planning, HEP-50, (202) 366-2071;
or Mr. Robert Black, Attorney, Office of Chief Counsel, HCC-31, (202)
366-1359. The address is Federal Highway Administration, 400 Seventh Street, SW., Washington, D.C. 20590. Office hours are from 7:45 a.m. to
4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: Beginning as early as 1966, the FHWA has participated in several studies relating to establishing national scenic byways programs. The most recent study was completed in 1991 and was conducted in response to a request in the 1990 Department of Transportation Appropriations Act. This study included recommendations for establishing a national scenic byways program, including recommended techniques for maintaining and enhancing the scenic, recreational, and historic qualities associated with each byway. The ISTEA incorporated many of the recommendations from this study and called for the establishment of a national scenic byways program.
Section 1047 of the ISTEA, Pub. L. 102-240, 105 Stat. 1914, set up an advisory committee to assist the Secretary of Transportation in establishing a national scenic byways program. The advisory committee was composed of seventeen members: the designee of the Administrator of the FHWA; appointees from the U. S. Forest Service, the National Park Service, the Bureau of Land Management, the Bureau of Indian Affairs, and the U.S. Travel and Tourism Administration of the Department of Commerce; and individuals representing the interests of the recreational users of scenic byways, conservationists, the tourism industry, historic preservationists, highway users, State and local highway and transportation officials, the motoring public, scenic preservationists, the outdoor advertising industry, and the planning professions. The advisory committee was charged with developing minimum criteria for designating highways as scenic byways or all-American roads for purposes of a national scenic byways system. After meeting four times, the advisory committee produced a report that made recommendations on all the facets of a national scenic byway program. The National Scenic Byway Program outlined in this notice follows those recommendations.

The FHWA has awarded grants to States for scenic byway projects under the interim scenic byways program established by ISTEA. The grant funds for the interim program ran out in fiscal year 1994. This notice specifies the type of projects eligible for funding and lists the funding priority for providing grants to the States under the National Scenic Byways Program.

Through this notice, the FHWA is establishing the interim policy for the National Scenic Byways Program. This interim policy sets forth the criteria for the designation of roads as National Scenic Byways or All-American Roads based upon their scenic, historic, recreational, cultural, archeological, and/or natural intrinsic qualities. To be designated as a National Scenic Byway, a road must significantly meet criteria for at least one of the above six intrinsic qualities. For the All-American Roads designation, criteria must be met for multiple intrinsic qualities. Anyone may nominate a road for National Scenic Byway or All-American Road status, but the nomination must be submitted through a State's

identified scenic byway agency and include a corridor management plan designed to protect the unique qualities of a scenic byway. The FHWA solicits comments on any part of the policy. The National Scenic Byways Policy is as follows:

1. Applicability

The policy and procedures of this document apply to any State or Federal agency electing to participate in the National Scenic Byways Program by seeking to have a road or highway designated as a National Scenic Byway or an All-American Road and for any State seeking funds for eligible scenic byways projects. Participation in the national program shall be entirely voluntary.

2. Definitions

a. Corridor means the road or highway right-of-way and the adjacent area that is visible from and extending along the highway. The distance the corridor extends from the highway could vary with the different intrinsic qualities.

b. Corridor Management Plan means a written document that specifies the actions, procedures, controls, operational practices, and administrative strategies to maintain the scenic, historic, recreational, cultural, archeological, and natural qualities of the scenic byway.

c. Federal Agency means the U.S. Forest Service, Bureau of Land Management, National Park Service, and the Bureau of Indian Affairs, and their scenic byways programs.

d. Federal Agency Scenic Byway means a road or highway located on lands under Federal ownership which has been officially designated by the responsible Federal agency as a scenic byway for its scenic, historic, recreational, cultural, archeological, or natural qualities.

e. Intrinsic Quality means scenic, historic, recreational, cultural, archeological, or natural features that are considered representative, unique, irreplaceable, or distinctly characteristic of an area.

f. Local Commitment means assurance provided by communities along the scenic byway that they will undertake actions, such as zoning and other protective measures, to preserve the scenic, historic, recreational, cultural, archeological, and natural integrity of the scenic byway and the adjacent area as identified in the corridor management plan.

g. Regional Significance means characteristics that are representative of a geographic area encompassing two or more States.

h. Scenic Byways Agency means the Board, Commission, Bureau, Department, Office, etc., that has the responsibility for administering the State's scenic byways program activities. Unless otherwise designated, FHWA will assume that the State Scenic Byways Agency is the State Department of Transportation or State highway agency as recognized in the [[Page 26760]] administration of title 23, United States Code.

i. Scenic Byway means a public road having special scenic, historic, recreational, cultural, archeological, and/or natural qualities that have been recognized as such through legislation or some other official declaration. The terms ``road'' and ``highway'' are synonymous. They are not meant to define higher or lower

functional classifications or wider or narrower cross-sections. Moreover, the terms State Scenic Byway, National Scenic Byway, or All-American Road refer not only to the road or highway itself but also to the corridor through which it passes.

j. State Scenic Byway means a road or highway under State, Federal, or local ownership that has been designated by the State through legislation or some other official declaration for its scenic, historic, recreational, cultural, archeological, or natural qualities. An Official Declaration is an action taken by a Governor or that of an individual, board, committee, or political subdivision acting with granted authority on behalf of the State.

3. Requirements

a. Any highway or road submitted for designation under the National Scenic Byways Program by State or Federal agencies should be designated as a State scenic byway. However, roads that meet all criteria and requirements for National designation but not State or Federal agencies' designation criteria may be considered for national designation on a case-by-case basis. Any road nominated for the National Scenic Byway or All-American Road designation will be considered to be a designated State scenic byway.

b. A road or highway must safely and conveniently accommodate two-wheel-drive automobiles with standard clearances to be considered for designation as a National Scenic Byway or an All-American Road.

c. Roads or highways considered for National Scenic Byways and All-American Roads designations should accommodate, wherever feasible, bicycle and pedestrian travel.

d. To be considered for the All-American Roads designation, roads or highways should safely accommodate conventional tour buses.

e. A scenic byways corridor management plan, prepared in accordance with Paragraph 9 of this policy, must be submitted in order for any road or highway to be considered for the National Scenic Byway of All-American Road designation.

f. For All-American Roads, there must be a demonstration of the extent to which enforcement mechanisms are being implemented by communities along the highway in accordance with the corridor management plan.

g. Before a road or highway is nominated for designation as an All-American Road, user facilities (e.g. overlooks, food services, etc.) should be available for travelers.

h. An important criteria for both National Scenic Byways and All-American Roads is continuity. Neither should have too many gaps but rather should be as continuous as possible and should minimize intrusions on the visitor's experience.

4. Nomination Process

a. A nomination process will be used as the means by which roads or highways may be recognized for their intrinsic qualities and designated as National Scenic Byways or as All-American Roads. All nominations for National Scenic Byways or All-American Roads must be submitted by the State Scenic Byways Agency (SSBA) to the FHWA. The States will receive written notification of the time period for submitting nominations for designation consideration.

b. Nominations may originate from any local government, including Indian tribal governments, or any private group or individual.

c. Nominations to the program of byways on public lands may originate from the U.S. Forest Service, the National Park Service, the Bureau of Land Management, or the Bureau of Indian Affairs, but must also come through the SSBA, with the State's concurrence.

d. A two-step process may be used for nominations originating with local sponsors to help alleviate unnecessary documentation, time, and expense.

The first step is for local sponsors to submit to the SSBA the documentation necessary for the State to determine if the scenic byway possesses intrinsic qualities sufficient to merit its nomination as a National Scenic Byway or an All-American Road.

The second step is for the remainder of the nomination package to be submitted once the State has determined that the byway is appropriate for nomination.

e. A corridor management plan, prepared in accordance with Paragraph 9 of this policy, must be included as part of all nominations made to the FHWA for National Scenic Byways or All-American Roads designations. The corridor management plan is not required for the preliminary intrinsic quality evaluation identified above in paragraph
4d.

f. A single application may be used by a State to seek the designation of a nominated highway as either a National Scenic Byway, an All-American Road, or as both. A highway nominated for, but failing to meet, the requirements for All-American Road designation will automatically be considered for designation as a National Scenic Byway unless the State requests otherwise.

5. Designation Process

a. Designations of National Scenic Byways and All-American Roads shall be made by the Secretary of Transportation after consultation with the Departments of the Interior, Agriculture, and Commerce, as appropriate.

b. A panel consisting of six to eight experts, designated by FHWA and reflecting a cross-section of the scenic byways community of interests (including experts on intrinsic qualities, tourism, and economic development), may assist in the review of highways nominated as National Scenic Byways and All-American Roads.

6. Designation Criteria

a. National Scenic Byways Criteria

To be designated as a National Scenic Byway, a road or highway must significantly meet at least one of the six scenic byways intrinsic qualities discussed below.

The characteristics associated with the intrinsic qualities are those that are distinct and most representative of the region. The significance of the features contributing to the distinctive characteristics of the corridor's intrinsic quality are recognized throughout the region.

b. All-American Road Criteria

In order to be designated as an All-American Road, the road or highway must meet the criteria for at least two of the intrinsic qualities. The road or highway must also be considered a destination unto itself. To be recognized as such, it must provide an exceptional traveling experience that is so recognized by travelers that they would make a drive along the highway a primary reason for their trip.

The characteristics associated with the intrinsic qualities are those which best represent the nation and which may contain one-of-a-kind features that do not exist elsewhere. The significance of the features contributing to the distinctive characteristics of the corridor's intrinsic quality are recognized nationally. [[Page 26761]]

7. Intrinsic Qualities

The six intrinsic qualities are:

a. Scenic Quality is the 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.

b. Natural Quality applies to those features in 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.

c. 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 for 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.

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

e. Archeological Quality involves 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 archeological interest, as identified through ruins, artifacts, structural remains, and other physical evidence have scientific significance that educate the viewer and stir an appreciation for the past.

f. Recreational Quality involves outdoor recreational activities

directly association 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.

8. De-Designation Process

a. The Secretary of Transportation may de-designate any roads or highways designated as National Scenic Byways or All-American Roads if they no longer possess the intrinsic qualities nor meet the criteria which supported their designation.

b. A road or highway will be considered for de-designation when it is determined that the local and/or State commitments described in a corridor management plan have not been met sufficiently to retain an adequate level of intrinsic quality to merit designation.

c. When a byway has been designated for more than one intrinsic quality, the diminishment of any one of the qualities could result in de-designation of the byway as a National Scenic Byway or All-American Road.

d. It shall be the State's responsibility to assure that the intrinsic qualities of the National Scenic Byways and All-American Roads are being properly maintained in accordance with the corridor management plan.

e. When it is determined that the intrinsic qualities of a National Scenic Byway or All-American Road have not been maintained sufficiently to retain its designation, the State and/or Federal agency will be notified of such finding and allowed 90 days for corrective actions before the Secretary may begin formal de-designation.

9. Corridor Management Plans

a. 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.

(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. [[Page **26762**]]

(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 on the intrinsic qualities of the byway corridor.

(14) A description of plans to interpret the significant resources of the scenic byway.

b. In addition to the information identified in Paragraph 9a above, corridor management plans for All-American Roads must include:

(1) A narrative on how the All-American Road would be promoted, interpreted, and marketed in order to attract travelers, especially those from other countries. The agencies responsible for these activities should be identified.

(2) A plan to encourage the accommodation of increased tourism, if this is projected. Some demonstration that the roadway, lodging and dining facilities, roadside rest areas, and other tourist necessities will be adequate for the number of visitors induced by the byway's designation as an All-American Road.

(3) A plan for addressing multi-lingual information needs.

Further, there must be a demonstration of the extent to which enforcement mechanisms are being implemented in accordance with the corridor management plan.

10. Funding

a. Funds are available to the States through a grant application process to undertake eligible projects, as identified below in Paragraph 10c, for the purpose of:

(1) Planning, designing, and developing State scenic byways programs, including the development of corridor management plans.

(2) Developing State and Federal agencies' designated scenic byways to make them eligible for designation as National Scenic Byways or All-American Roads.

(3) Enhancing or improving designated National Scenic Byways or All-American Roads.

b. The State highway agency (SHA) shall be responsible for the submission of grant requests to the FHWA. If the SHA is not the identified scenic byways agency, all grant requests must be forwarded from that agency to the SHA for submission to FHWA.

c. Eligible Projects

The following project activities are eligible for scenic byways grants:

(1) Planning, design, and development of State scenic byway programs.

This scenic byways activity would normally apply to those States that are about to establish or they are in the early development of their scenic byways programs. All related project activities must yield information and/or provide related work that would impact on the Statewide scenic byways program.

(2) Making safety improvements to a highway designated as a scenic byway to the extent such improvements are necessary to accommodate increased traffic and changes in the types of vehicles using the highway, due to such designation.

Safety improvements are restricted to the highway that has been designated as a scenic byway and must be the direct result of increased traffic and/or changes in the types of vehicles using the highway. The safety improvements are only considered eligible when they arise as a result of designation of the highway as a scenic byway. Any safety deficiencies that existed prior to designation of the highway as a scenic byway are not eligible for funding considerations.

(3) Construction along the scenic byway of facilities for the use of pedestrians and bicyclists, rest areas, turnouts, highway shoulder improvements, passing lanes, overlooks, and interpretive facilities.

All the related facilities in this category must be constructed within or immediately adjacent to the right-of-way of the scenic byway.

The facilities must also be directly related to the scenic byway.

(4) Improvements to the scenic byway that will enhance access to an area for the purpose of recreation, including water-related recreation.

All eligible projects in this category must be construction alterations that are made to the scenic byway to enhance existing access to recreational areas. Improvements are generally confined to the right-of-way of the scenic byway. However, the acquisition of additional right-of-way along the byway is permitted when warranted to accommodate access improvements to the byway.

(5) Protecting historical, archeological, and cultural resources in areas adjacent to the highways.

Resource protection applies only to those properties that

contribute to the qualities for which the highway has been designated as a scenic byway. The properties must be located directly adjacent to the scenic byway. Resource protection includes use restrictions that are in the form of easements. However, the purchase of the resource can be considered eligible only after it has been determined that all other protection measures are unsuccessful. Protection of a resource does not include rehabilitation or renovation of a property.

(6) Developing and providing tourist information to the public, including interpretive information about the scenic byway.

All information must be associated with the State's scenic byways. It may provide information relating to the State's total network of scenic byways or it may address a specific byway's intrinsic qualities and/or related user amenities. All interpretive information should familiarize the tourists with the qualities that are important to the highway's designation as a scenic byway. Tourist information can be in the form of signs, brochures, pamphlets, tapes, and maps. Product advertising is not permitted on tourist information that has been developed with grant funds received under the scenic byways program.

d. No grant shall be awarded for any otherwise eligible project that would not protect the scenic, historic, cultural, natural, and archeological integrity of the highway and adjacent area.

11. Scenic Byways and the Prohibition of Outdoor Advertising

As provided at 23 U.S.C. 131(s), if a State has a State scenic byway program, the State may not allow the erection of new signs not in conformance with 23 U.S.C. 131(c) along any highway on the Interstate System or Federal-aid primary system which before, on, or after December 18, 1991, has been designated as a scenic byway under the State's scenic byway program. This prohibition would also apply to Interstate System and Federal-aid primary system highways that are designated scenic byways under the National Scenic Byways Program and All-American Roads Program, whether or not they are designated as State scenic byways.

(Sec. 1047, Pub. L. 102-240, 105 Stat. 1914, 1948, 1996; 23 U.S.C. 131(s); 23 U.S.C. 315; 49 CFR 1.48)

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Rodney E. Slater,

Administrator, Federal Highway Administration.

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