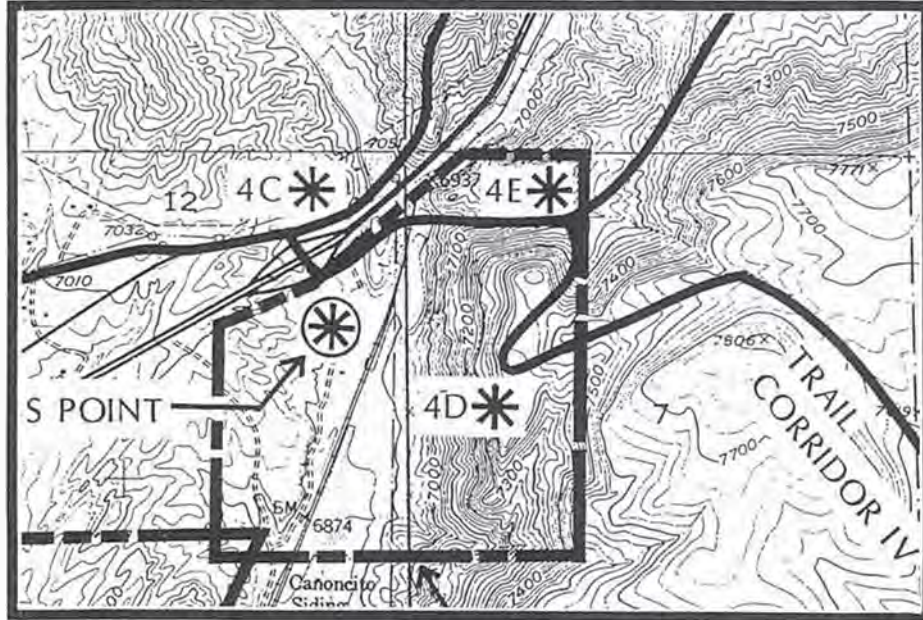
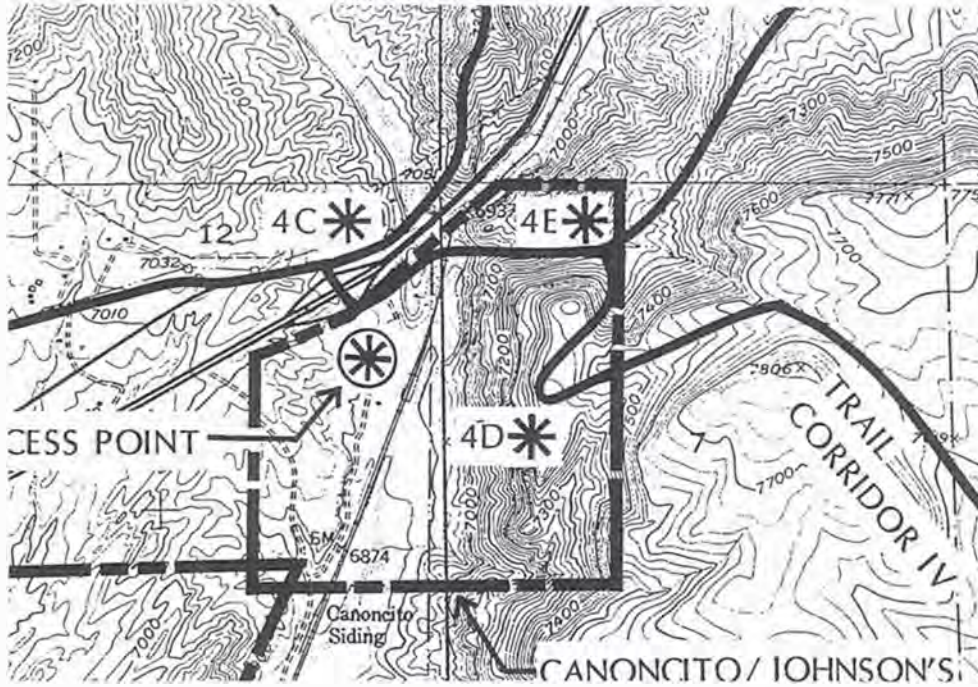


FEASIBILITY STUDY AND CONCEPT PLAN



THE NEW SANTA FE TRAIL



JANUARY 1992

THE CONSERVATION FUND
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PREFACE AND ACKNOWLEDGEMENTS

The Conservation Fund's involvement in the New Santa Fe Trail is a natural outgrowth of its longstanding interest in trails generally and the Santa Fe Trail particularly. Since 1988, a representative of TCF has served on the Santa Fe National Historic Trail Advisory Council. In 1990, TCF purchased two important Santa Fe Trail sites: a ten-acre tract that includes the ruins of Pigeon's Ranch at the core of the Glorieta Battlefield and, in partnership with the Richard King Mellon Foundation, the 5,560-acre Fored Lightning Ranch.

TCF intends to convey both properties to the National Park Service for inclusion in Pecos National Historical Park, the Forked Lightning Ranch by donation. TCF continues to assist the National Park Service with acquisition of additional lands within the Glorieta Unit of the Park.

Having devoted considerable resources to the protection of key lands, it was natural for TCF to examine alternatives for safeguarding the trail linkages between them. This report is the result of that effort.

However, TCF did not act alone. While any weaknesses in the report are the sole responsibility of TCF, its strengths are owed to the generosity, insight, and advice of many other friends of the Santa Fe Trail.

The Conservation Fund wishes to thank the National Park Service, the United States Forest Service, Santa Fe Community Foundation, Leslie Barclay, New Cycle Foundation, and Ray Dewey for the generous grants which made this report possible. Their foresight and understanding of the importance of the Santa Fe Trail will greatly aid in the protection of this important cultural and historical resource.

TCF is particularly appreciative of guidance David Masterman and Jeff Hengesbaugh gave in determining the location of the historic trail as well as possible routes for the New Santa Fe Trail. We extend not only our gratitude to the many people who provided insight, information, and support throughout the development of this report, but also our admiration for the commitment they have shown in preserving an important piece of our history.

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INTRODUCTION

The Conservation Fund's (TCF) site analysis and research indicates that the New Santa Fe Trail (NSFT) has substantial recreational opportunities well beyond typical trail activities. A trail generally serves as a linear pathway connecting two or more points, with each point providing access. A trail is its own reason for being. However, the NSFT holds the potential of becoming more than a trail, because its physical and historical features are so diverse and the public's appetite for outdoor recreation in the broadest sense is so profound. As a consequence, TCF refers to the NSFT in this report as a greenway: A linear park with numerous opportunities for public enjoyment and creative land use. Just as the historic Santa Fe Trail improvised its way across the landscape in response to changes in physical circumstances, economic factors, and technology, the NSFT reflects contemporary needs by serving many users in many ways.

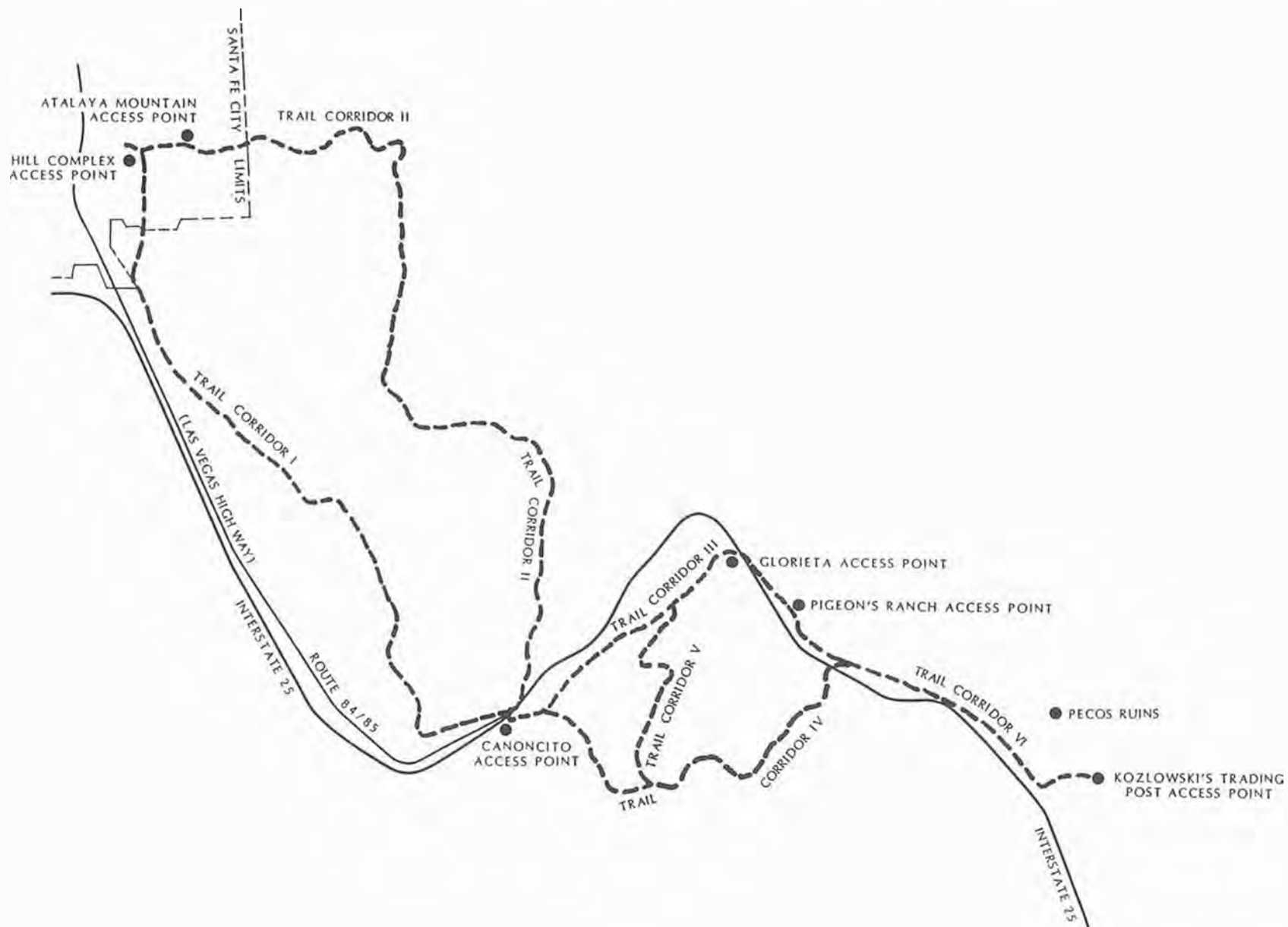
While this report examines a range of traditional recreational uses stretching from the Santa Fe Plaza to Pecos National Historical Park, core sections of the greenway present opportunities of national importance for recreation, historic preservation and interpretation. Accordingly, implementation of this plan will require cooperation among many public agencies and private organizations; the National Park Service has set the stage for coordinated action through its successful establishment of Pecos National Historical Park. TCF is convinced furthermore that the United States Forest Service is in the pivotal position now to fully realize the greenway, particularly in some of the most compelling recreational and historical sections. That agency's efforts to acquire, develop and manage those resources deserve support.

While the NPS and the USFS control most of the land through which the proposed trail runs, the participation of local organizations is essential. TCF recommends, for example, that the City of Santa Fe establish a trail from the Santa Fe plaza to the Hill Complex. Santa Fe County should inventory their existing open space and develop an outdoor recreation plan with strong links to the NSFT. Appropriate agencies should develop policies to encourage and regulate compatible economic development. Local private organizations should establish land trusts to acquire or hold easements on key tracts of land and support protection and interpretation of historic sites. A broad base of public and private support for the greenway is desirable and achievable.

For this report The Conservation Fund organized the proposed system of trails and features into six physical and thematic segments. Taken together, these segments form the New Santa Fe Trail Greenway, which includes over 40 miles of recreational pathways and directly affects approximately 12,000 acres of land. Agencies and organizations capable of assisting the implementation of the greenway plan are identified, with specific roles recommended for each. To realize this plan, all open space providers and managers must agree on a framework for action.

Two components comprise each segment of the NSFT: (1) Trail Corridors, and (2) Access Points. A trail corridor is the pathway and its viewsheds. Access points are entrances to the corridors, often with attendant visitor services such as parking, information, restrooms, water, and, possibly facilities for historical interpretation of the site.

TRAIL CORRIDORS AND ACCESS POINTS



The route of the NSFT greenway is shown on a set of nine maps at the end of this report showing trail corridors, access points, areas of interest, major roads, and boundaries for key sites, landholdings and political boundaries. Noteworthy places are coded on the nine maps and in this text with both a number and a letter: Numbers correspond to the map on which each lettered site is found. For example, the Plaza located in downtown Santa Fe is coded "1A," meaning that it is point A found on Map 1.

FINDINGS & RECOMMENDATIONS

The following text describes how the new trail would run from the Hill Complex in Santa Fe to Pecos National Historical Park and what it would be like. Although TCF did not walk or drive the entire route, research and field analysis indicate that implementation of the NSFT Greenway is substantially feasible. Additional ownership research and field investigation need to take place before the NSFT may be carried out; issues requiring further study are identified herein. The six trail corridors and their access points are illustrated on the maps that accompany this report.

TRAIL CORRIDOR I - OLD SANTA FE TRAIL FROM THE HILL COMPLEX TO CANONCITO

The first seven miles of this proposed eleven-mile corridor run along the road named Old Santa Fe Trail from the Hill Complex* to La Posta (4A), a former overnight stopping place on the Santa Fe Trail. The road follows the route of the historic trail. From La Posta, where the historical site has been significantly disturbed, although historical interpretation is feasible, it threads through residential areas for four miles until reaching Canoncito. Special care must be taken in design of the trail through these private lands and neighborhoods to protect private property.

*(Approximately 60 acres comprising the National Park Service Southwest Regional Office, the privately-owned Wheelwright Museum, and three facilities owned by The State Museums of New Mexico: Museum of Indian Arts and Culture, Museum of International Folk Art, and Laboratory of Anthropology.)

Starting at the Hill Complex, Trail Corridor I displays remnants of the original trail to motorists, pedestrians and bicyclists. In the northern section, where motorists currently drive on the existing road, Old Santa Fe Trail, it would be feasible to develop a path for pedestrians and bicyclists along the shoulder. After touring museums at the Hill Complex visitors could continue by locating features along the corridor, perhaps using a trail guidebook, including preserved trail ruts, old markers, and scenic views. The northern section of this corridor has a more developed, urban character than the remainder of the greenway because it follows a public highway within the urbanizing edge of the City of Santa Fe. Nonetheless, this segment has sufficient resources to attract significant numbers of local users and regional visitors.

The southern section of Trail Corridor I, which runs on public roads, is rural and residential, compatible with pedestrian and bicyclist use. Motorists who reach La Posta, the terminus of public road access, must double-back on the corridor to reach the Las Vegas Highway near El Rancho Mostoso (3A) to complete the drive to Canoncito. Pedestrians and bicyclists may also be thwarted because much of the land at La Posta and beyond has been subdivided and developed for residential use; it may be difficult therefore to obtain easements and rights-of-way for an overland route. Alternatively, it may be possible to protect and establish a ceremonial route that would be used infrequently.

To augment Corridor I, TCF strongly recommends creating a trail linking the Hill Complex with the Plaza (1A) downtown. This would increase

opportunities to view the historic trail while also providing a non-motorized means of reaching the museums. An expanded trail system within the City of Santa Fe would greatly further the utility and attractiveness of the corridor. In this rapidly-developing section of the City, Trail Corridor I would serve as the spine of an extensive open space system serving both recreational users and bicycle commuters.

TCF further recommends that remaining portions of the highway known variously as Old 85 and Old Las Vegas Highway, as well as the segment of Old Pecos Trail currently slated for widening, be developed and designated officially as a bicycle trail from Santa Fe to Canoncito and from Pigeon's Ranch to Pecos National Historical Park. In addition, studies should be undertaken to explore use of the I-25 right-of-way to extend the bicycle trail through Glorieta Pass and to use Lamy-Santa Fe rail-trail connections to create a discrete corridor, principally for cyclists, between Santa Fe, Eldorado, and Lamy, which might then connect to Canoncito principally through lands set aside as open space within the Eldorado subdivision.

A land trust should be established -- or the local chapter of Santa Fe Trail Association should be organized as a land trust -- to pursue four goals:

(1) To protect the best remaining examples of the historic trail in developing areas (such as the section from La Posta to Canoncito) by acquiring land and easements.

(2) To interpret the Santa Fe Trail with signage, guided tours, or production of a guidebook.

(3) To encourage local governments to protect trail sections and

incorporate them into a regional open space system.

(4) To work with landowners, NPS, and USFS to secure access rights for an annual outing on the trail.

HILL COMPLEX ACCESS POINT

The Hill Complex is a popular tourist destination, attracting a regular flow of visitors. The site is visually commanding, set just west of Sun Mountain (1D), with sweeping views to the south, north and west, it functions as a gateway to the city. The landscape around the Complex contains ruts from the historic trail which can be visited via paths from any of the Hill Complex institutions or from the NPS Regional office, an architecturally important building. Visitors arrive in automobiles, on bicycles, and on foot. In the past, public transportation has provided access to the Hill Complex. Such access needs to be restored.

Visitor facilities related to the trail should be provided through cooperative agreements among Hill Complex institutions. Currently, the institutions are discussing a trail system that would link them to historic and natural features of the site. These discussions should focus also on incorporating elements of the NSFT into the Hill Complex trail plan. Each trail, for example, should orient visitors to the NSFT, and by giving an overview at the Hill Complex of the historic trail and its physical and social context, the trails and the museums reinforce one another.

A pull-off for automobiles along Old Santa Fe Trail is proposed for this access point, as it would allow visitors to view trail ruts near the Hill Complex without leaving the main road. This stop could also be linked to the complex's planned trail system. Orientation, through an annotated map, could guide motorists and bicyclists from there to other destinations in the NSFT Greenway.

The Hill Complex has strong physical and thematic ties to the City of Santa Fe. These connections can be enhanced via a bicycle/pedestrian trail system, as proposed by City planners, linking the Hill Complex to other sectors of the city. The City trail system should have maps, text and markers providing information about the NSFT.

The Museum of New Mexico and the Wheelwright Museum are developing plans to expand their role at the Hill Complex. The museums' relationship to the significant historic features of the NSFT should be addressed as early in the planning process as possible.

A. ISSUES AND OPPORTUNITIES

1. Develop cooperative agreements among Hill Complex institutions to provide NSFT facilities for visitors.
2. Secure right-of-ways for the trail corridor with land owners between La Posta and Canoncito.
3. Establish agreements with local landowners who have trail remnants on their property worthy of interpretation.

4. Create a land trust to protect the historic trail by acquiring land and easements in developing areas.
5. Improve and expand parts of the shoulder along Old Santa Fe Trail to accommodate the bicycle/pedestrian trail.
6. Extend the City of Santa Fe's proposed bicycle/pedestrian trail system to include portions of the NSFT, particularly at the Hill Complex.
7. Develop a vehicular pull-off/interpretation area on Old Santa Fe Trail.
8. Encourage the institutions of the Hill Complex to expand their interpretation of the historic trail and to orient visitors to the NSFT Greenway. This could be accomplished through a series of short, interpretive trails within the property.
9. Designate shoulders of Old Las Vegas Highway as a bike trail between Santa Fe and Canoncito, and improve as necessary.
10. Study the use of Lamy-Santa Fe rail-trail for interconnecting Santa Fe, Eldorado, Lamy, and Canoncito.
11. Seek public review and comment on the entire NSFT plan.

B. PROVIDERS OF FACILITIES & SERVICES

1. Museums/National Park Service
 - a. Establish cooperative agreements allowing hikers to use the amenities of the Hill Complex institutions.
 - b. Provide historical interpretation of the Santa Fe Trail in association with museum programs; produce annotated maps and guidebooks.

- c. Coordinate proposed development on Hill Complex with NSFT.
- d. Develop short trails near trail ruts; protect trail ruts.
- e. Certify trail sites or segments as part of the Santa Fe National Historic Trail, and set terms for resource protection, visitor use, and possible Federal assistance.

2. City of Santa Fe

- a. Provide bicycle/pedestrian trails between the Plaza and the Hill Complex.
- b. Improve trails on City-owned Sun and Moon Mountains.
- c. Study ways to link City open space system with NSFT corridors.
- d. Protect historic trail through review of subdivision and building applications.

3. Santa Fe County

- a. Inventory open space currently within County boundaries.
- b. Study ways to link County open space system with NSFT corridors.
- c. Protect historic trail through subdivision and building review process.

4. Land Trust

- a. Protect historic trail and ruts on lands in private ownership.
- b. Secure corridor from La Posta to Canoncito.
- c. Expand efforts to interpret historic Santa Fe Trail.
- d. Work with and encourage local governments to protect trail sections and incorporate them into open space systems.

5. New Mexico Department of Transportation

- a. Establish Old Las Vegas Highway as bicycle trail.

TRAIL CORRIDOR II - HILL COMPLEX TO ATALAYA MOUNTAIN AND CANONCITO

This rugged fifteen-mile segment of the proposed NSFT offers a long-distance, back country hiking opportunity between Atalaya Mountain and Canoncito Access Points. Trail Corridor II runs east of the historic Santa Fe Trail and is in a more mountainous landscape. While not directly associated with the historic trail, this corridor allows long-distance hikers to reach remote natural areas from the edge of the City.

Trail Corridor II runs along TR-174, a trail recently designed by the USFS, linking St. John's College (1C) with Atalaya Mountain (1E). This corridor begins as the Atalaya Mountain Access Point (currently designated as the trailhead for TR-174), located at an existing parking lot on the college campus near the intersection of the entrance road and the Arroyo Chamisos. The trail will run along the arroyo, turn eastward through the woodlands, and pass several residential areas before reaching the primary route up Atalaya Mountain on USFS land. Parts of the trail have not yet been built, but the USFS has obtained full approvals and expects to complete work in the spring of 1992. A related trail should be developed linking St. John's College access point with the Hill Complex; this trail should run along the Arroyo Chamisos (1B), linking several sections of the NSFT Greenway system.

Another trail, TR-170 also provides access to Atalaya Mountain. Although Trail Corridor II will connect with TR-170, the latter trail should not be included in the NSFT corridor because its trailhead is located too far from the museums, parking is limited to 6-8 cars, and the route runs mainly

along roadways rather than through a natural landscape.

After passing over Atalaya Mountain, Trail Corridor II joins an existing trail in the Santa Fe National Forest to the east of Sun and Moon Mountains (1D), crosses onto a USFS trail along the Arroyo Hondo (1F), and eventually joins with an existing road (4B) on private property just north of the Canoncito Access Point. While some new trail segments need to be created, about 75 percent of this course follows public roads or dedicated trails.

Trail Corridor II features extremely rugged hiking over a substantial distance. Long-distance hikers enter Corridor II at Atalaya Mountain Access Point in the north or at Canoncito Access Point in the south. The possibility of developing campsites with basic facilities is worth a closer look. While day-users may be attracted to shorter side trails in the north, it is likely that only the most serious long-distance hikers, mountain bikers, and horseback riders would traverse the entire corridor. Managing agencies should evaluate how this trail corridor might accommodate several types of users in safety and comfort.

As the Santa Fe area continues to grow and open space becomes more constrained, public access to a long-distance, back country trail, directly linked to the city will be increasingly important. Fortunately, the majority of Corridor II exists within public, USFS lands. Approximately 1.5 miles of the route near Canoncito is on private land, and would need to be secured for public access.

ATALAYA MOUNTAIN ACCESS POINT

The Atalaya Mountain Access Point provides substantial parking for both long-distance hikers and day-users of Trail Corridor II. Although the parking lot will be shared with students from St. John's College, it is likely that most trail use will occur on the weekends when there are relatively few students on campus. As at all access points, information about the NSFT Greenway system and trails should be made available.

A. ISSUES AND OPPORTUNITIES

1. Develop a relatively short stretch of trail running along Arroyo Chamisos to St. John's College to link the Hill Complex with the Atalaya Mountain Access Point.
2. Consult St. John's College and the institutions on the Hill regarding the development of trails through their land.
3. Evaluate benefits of connecting with other City and USFS trails.
4. Create approximately five miles of new trails needs to be created on USFS land.
5. Secure trail rights from private land owners just north of Canoncito.
6. Evaluate how conflicts among users, by type, can be minimized or resolved.
7. Study whether this difficult and lengthy corridor would be sufficiently used to merit the commitment of any further resources.

B. PROVIDERS OF FACILITIES & SERVICES

1. U.S. Forest Service

- a. Complete trail work on TR-174.
- b. Create five miles of new trails to link existing USFS trails.
- c. Obtain rights-of-way from private landowners just north of Canoncito.
- d. Evaluate the potential for overnight camping and availability of water.

2. City of Santa Fe

- a. Create link between Atalaya Mountain Access Point and the Hill Complex via the Arroyo Chamisos.

TRAIL CORRIDOR III - CANONCITO TO GLORIETA AND PIGEON'S RANCH VIA THE HISTORIC SANTA FE TRAIL

This corridor offers an extraordinary chance for visitors to appreciate the original Santa Fe Trail and one of its most significant historical events: the Civil War battle at Glorieta. Accordingly, Trail Corridor III represents the best area for the Forest Service and National Park Service to provide high-quality, multi-use recreational lands to the public. Since, along much of its length, Corridor III runs on or closely parallel to the historic Santa Fe Trail -- many sections of which are remarkably intact -- securing this segment for public use is critical. Without this section, the cultural importance and physical attractiveness of the NSFT Greenway is greatly diminished.

The five-mile hike between Canoncito and Glorieta Access Points is moderately strenuous, featuring many historic remnants including trail ruts, skirmish sites, and dramatic landscape vistas. The extraordinary variety of features along this route suggest it will be one of the most compelling and popular segments of the NSFT. In contrast, the two-mile stretch from Glorieta to Pigeon's Ranch runs along developed roadways and its historic character is much disturbed; this section would not attract visitors in and of itself, but is the only feasible route that completes the circuit.

There are several potential routes proceeding eastward from Canoncito. The recommended route crosses the railroad tracks immediately at the lower battlefield within the area designated for acquisition by NPS, the

Canoncito/Johnson's Ranch Unit. It joins an existing trail (4E) whose main stem climbs the wooded hills at the eastern end of the designated area, south of the railroad and Interstate. These hills provide shade during the summer and serve as a visual and aural highway buffer.

While the existing trail connects with a network of other trails, any one of which might have functioned originally as an alternative to the main body of the historic trail, one branch heads southward to the top of the mesa overlooking the lower battlefield which yields striking, panoramic views of the region. It was from this vantage (4D) that Chivington initiated his attack during the Civil War. A branch of this corridor connects with Corridors IV and V, providing many possibilities for looped trails including an exciting three-mile loop that approximates Chivington's route from the top of the mesa to the battlefield.

From its intersection with the branch leading to the top of the mesa (4E), Corridor III continues eastward within a series of low hills, leaving the Canoncito/Johnson's Ranch Unit. This landscape contains many lesser trails probably related to livestock management and farm-to-farm wagon travel from long ago. Signs are everywhere of other human activity from those times, some of it possibly related to the Santa Fe Trail. Hiking this section is moderately strenuous.

Approximately half-way between Canonito and Glorieta the corridor descends to a highly-eroded narrow section that contains I-25 and the railroad. To avoid deep erosion, the proposed trail crosses the tracks and

proceeds eastward, re-crossing the tracks on the lower side-hill of the mesa where traces of the historic trail are visible (6A). From that point the greenway remains on the historic trail as it reaches the Village of Glorieta. At Glorieta, the trail crosses on the Interstate 25 overpass and continues along the shoulder of Route 50 for the remaining two miles to Pigeon's Ranch. Access to Trail Corridor III is possible from Canoncito, Glorieta, and Pigeon's Ranch Access Points, where visitor facilities and information should be made available.

The westernmost section of Trail Corridor III lies within the designated boundaries of the Canoncito/Johnson's Ranch Unit of Pecos National Historic Park. The eastern section passes through Pigeon's Ranch Unit. Land within these units is largely in private ownership; the NPS is currently acquiring lands on a willing-seller basis.

Bordering the southwestern corner of the Canoncito/Johnson's Ranch Unit are approximately 2,000 acres held by the Eldorado Community Improvement Association as a wilderness area. These lands serve as visual buffer for the Unit and also allow for extensions of the NSFT Greenway system -- including pedestrian and equestrian trails -- south toward Lamy. The NPS and proposed local land trust should work with Eldorado officials to integrate the 2,000 acres into a comprehensive open space system, with public use extending into these lands.

Corridor III is likely to be well-used because it includes exemplary remnants of the historic trail and is very scenic. Although the proposed

route is rugged in sections, most people could complete the five-mile hike from Canoncito to Glorieta in a day, including short side-hikes. This section will attract both day and long-distance hikers. Day-hikers can get a strong sense of the corridor by walking only a short distance from Canoncito or Glorieta before turning back; despite its proximity to the highway, road noise and other distractions are minimal. Interstate motorists can learn about the Corridor III landscape from interpretive programs near highway interchanges. Visitors could traverse the corridor on horseback, bicycle, or on foot, however responsible managing agencies should evaluate the possibility of conflict among these users.

Of the six NSFT corridors, Trail Corridor III conveys the strongest sense of the original Santa Fe Trail. Land along the first five miles of the trail from Canoncito to Glorieta is forested and primarily undeveloped, with trail ruts, old travelways and Civil War skirmish sites. Trail Corridor III is a chance to preserve a landscape illustrative of several remarkable chapters in the history of the Santa Fe Trail.

CANONCITO ACCESS POINT

Canoncito provides visitors with panoramic vistas of a geographically and historically significant landscape. This proposed access point is located within the 335-acre Canoncito/Johnson's Ranch Unit authorized by Congress for acquisition for the new Pecos National Historical Park. Legislation passed in the summer of 1991 delineates boundaries for three units of the new park located at Canoncito, Pigeon's Ranch, and Forked Lightning Ranch. Although

much of the land is now privately held, the NPS objective is to acquire lands on a willing-seller basis. Land within the Forked Lightning boundaries was acquired by the R.K. Mellon Foundation with The Conservation Fund's assistance, and will be transferred to the NPS in the near future. In addition, The Conservation Fund owns a key tract at Pigeon's Ranch that it intends to convey to the NPS.

Canoncito Access Point is located approximately fifteen miles from the City of Santa Fe near Canoncito, a sparsely-settled residential enclave at the base of the mesa at the western entrance to Glorieta Pass. It is reached easily from Interstate 25 via an adjacent interchange. Site of one of the most decisive western Civil War battles, Canoncito saw the destruction of a Confederate wagon-train bearing critical supplies of ammunition, food, and other goods which marked the end of the Rocky Mountain Campaign of the Confederate Army. Johnson's Ranch (4C), just across Interstate 25, served as a base camp for Confederate forces.

GLORIETA ACCESS POINT

The attractive Glorieta Access Point serves as the secondary entrance to Trail Corridor III, which runs directly through the small village of Glorieta between Canoncito and Pigeon's Ranch. The access point has substantial parking at the railroad station/Post Office, and can serve as a hiker drop-off area although current use may limit available space and need for additional parking should be studied. Village residents should be involved in planning and approving any specific NSFT-related facilities.

A. ISSUES AND OPPORTUNITIES

1. Secure dedicated access to and safe use of corridor. Approximately 75 percent of this corridor is in private ownership, including railroad rights-of-way; additional land is within highway department rights-of-way.
2. Improve existing trails traversing most of the corridor.
3. Develop opportunities for hiking at all levels of difficulty.
4. Develop an interpretive program for historic resources, including Civil War battlefields, the Santa Fe Trail, and Native American settlements.
5. Identify and develop scenic overlooks.
6. Study where and how the trail corridor can safely cross the railroad tracks at a dedicated point.
7. Evaluate how conflicts can be resolved among competing users of the trails.
8. Involve local residents in planning process

B. PROVIDERS OF FACILITIES & SERVICES

1. U.S. Forest Service
 - a. Consolidate ownership such that trail corridor is secured.
 - b. Conduct study to determine where dedicated crossing should be secured from railroad.
 - c. Evaluate the potential for overnight camping and the availability of water.

2. National Park Service

- a. Acquire land within designated boundaries on a willing-seller basis.

3. Land Trust

- a. Secure corridor within built-up area at Village of Glorieta.
- b. Assist USFS in efforts to consolidate ownership via land exchanges.

TRAIL CORRIDOR IV - CANONCITO TO PIGEON'S RANCH VIA CHIVINGTON'S ROUTE

Trail Corridor IV offers a moderately difficult eight-mile hike with a spectacular view from the top of the mesa (4D) as well as scenic woodlands between Canoncito and Pigeon's Ranch. This corridor will attract people interested in geography and scenic vistas, long-distance hikers seeking the back country, and Civil War buffs attempting to retrace Chivington's March.

Trail Corridor IV approximates the route followed by Major Chivington and his Union troops when they left the Santa Fe Trail to outflank the Confederate forces. Although Chivington's exact route has never been documented it is clear that he crossed the top of the mesa to reach Canoncito. The La Jolla Road, which existed at the time, probably played a role in the battle: It was originally part of an American Indian trail that connected Pecos Pueblo with the Galisteo basin to the south.

From Canoncito, the proposed NSFT climbs by means of an existing trail, then crosses private land to reach existing trails in the Santa Fe National Forest and eventually running along La Jolla road and through an I-25 underpass to Route 84/85, the Old Las Vegas Highway. At this junction (6B), hikers can travel an additional mile to Pigeon's Ranch to the west or another four miles to Kozlowski's Trading Post to the east. The landscape is natural and wooded near Canoncito, becoming more developed as it runs down La Jolla Road toward I-25.

Access is possible from Canoncito or Pigeon's Ranch Access Points, though some long-distance hikers may start at Kozlowski's Trading Post and turn up La Jolla Road. From here, many outstanding hikes connect Corridors III, IV, and V.

While adventurous view-seekers may pursue the short, strenuous hikes up the mesa at Canoncito, long-distance hikers will be the primary users of the remainder of the corridor. They will be drawn to the trail for its scenic landscapes, relative isolation, and historic relevance to the battle. There is potential for visitors to traverse this greenway segment on horseback, bicycle, or on foot; here again, responsible managing agencies should evaluate the potential for conflict among these users. The USFS should also study the feasibility of developing overnight camping in appropriate areas.

A. ISSUES AND OPPORTUNITIES

1. Study the ownership of the 1.5 miles of the corridor that runs on private land, of which approximately 1.0 mile runs on land designated for potential acquisition by NPS. The remaining 6.5 miles runs on USFS land or along La Jolla Road.
2. Develop new trails for approximately 2.5 miles; the remaining 5.5 miles run on existing trails and roads.
3. Develop signs to warn motorists of hikers on the La Jolla Road.
4. Evaluate how conflicts can be resolved among competing users of the trails.
5. Study whether the I-25 underpass is wide enough for both pedestrian and vehicular traffic.

6. Develop an interpretive program for Native American Culture and Civil War events, especially Chivington's march.

B. PROVIDERS OF FACILITIES & SERVICES

1. U.S. Forest Service

- a. Consolidate ownership within the corridor.
- b. Develop trails with clear signage.
- c. Evaluate the potential for overnight camping and the availability of water.

TRAIL CORRIDOR V - CONNECTING ROUTE BETWEEN TRAIL CORRIDORS III AND IV

This short, moderately strenuous connecting trail offers varied hiking. Trail Corridor V follows the remnants of an old ranch road running alongside a mesa from Corridor III to Corridor V. The route crosses a steeply wooded landscape with good views. The entire three-mile trail currently exists, although its condition needs to be upgraded in some places. Access to this corridor is possible from either Corridor III or IV. By establishing a connection between the two corridors an inner loop is created, allowing for several routing options.

A. ISSUES AND OPPORTUNITIES

1. Study the ownership of approximately one-third of the roadway (1.25 miles) which runs through private land; the rest is in USFS ownership.
2. Study the difficulty and accessibility of this trail segment to ascertain its utility.
3. Evaluate how conflicts can be resolved among competing users.

B. PROVIDERS OF FACILITIES & SERVICES

1. U.S. Forest Service
 - a. Consolidate ownership within the corridor; acquisitions should be carefully planned to reflect the geography of the corridor.
 - b. Evaluate the potential for overnight camping and availability of water.

TRAIL CORRIDOR VI - PIGEON'S RANCH TO KOZLOWSKI'S TRADING POST

This proposed five-mile segment offers visitors a flat, open route paralleling the historic Santa Fe Trail between Pigeon's Ranch and Kozlowski's Trading Post. It features views of trail ruts, the Pecos Ruins (8A), and long views of Glorieta Mesa.

After climbing Artillery Hill across from Sharpshooters Ridge at Pigeon's Ranch, the trail corridor runs along the shoulder of Old Las Vegas Highway for almost its entire length, crossing Forked Lightning Ranch south of the Pecos ruins before reaching Kozlowski's Trading Post. This corridor is also accessible from Trail Corridor IV, joining Corridor VI at the intersection of the Old Las Vegas Highway and La Jolla Road (6B). Archaeological resources must be carefully evaluated and protected where appropriate.

PIGEON'S RANCH ACCESS POINT

Pigeon's Ranch was a stop on the historic Santa Fe Trail as well as an important battle site during the Civil War. Visitors today can see remnants of adobe corral walls and the old ranch building, or climb Sharpshooters Ridge. The battlefield has retained considerable historical integrity.

The potential for additional short hikes in the hills northeast of Sharpshooters ridge should be examined. Such trails would connect to the trail system within the adjacent Santa Fe National Forest. The access point

could provide basic visitor services such as information, parking, restrooms, and water.

The proposed access point is located within the boundaries of the 346-acre Pigeon's Ranch Unit, recently designated as part of the new Pecos National Historical Park. The majority of this land is privately owned, but a 10.2-acre portion, including the main ranch building and Sharpshooters Ridge, was purchased by The Conservation Fund, which plans to transfer it to the NPS. The access point is located only a mile from the Glorieta exit of Interstate 25 via Route 50, which bisects the NPS unit. Route 50 also passes within a few feet of the principal ranch building, thereby placing safety restrictions on the level of public use at Pigeon's Ranch. Route 50 and its effect on the Pigeon's Ranch Unit should be carefully studied in the Pecos National Historical Park planning process.

KOZLOWSKI'S TRADING POST ACCESS POINT

Kozlowski's Trading Post was once an important hostelry on the historic Santa Fe Trail as well as headquarters for Union forces during the Civil War. In recent times it was renovated and remodelled, serving as the base of operations for Forked Lightning Ranch. Trail ruts and other significant archeological resources can be found in the surrounding area. The access point could provide basic visitor services such as information, parking, restrooms, and water.

Kozlowski's Trading Post is approximately one-half mile from the Pecos

Ruins (8A) and only a ten minute drive from Interstate Highway 25. It lies within the 5,890-acre Forked Lightning Ranch Unit of the new Pecos National Historical Park. The Conservation Fund assisted the R.K. Mellon Foundation in acquiring the majority of this Unit, the 5,556-acre Forked Lightning Ranch, as part of its ultimate transferral to the NPS.

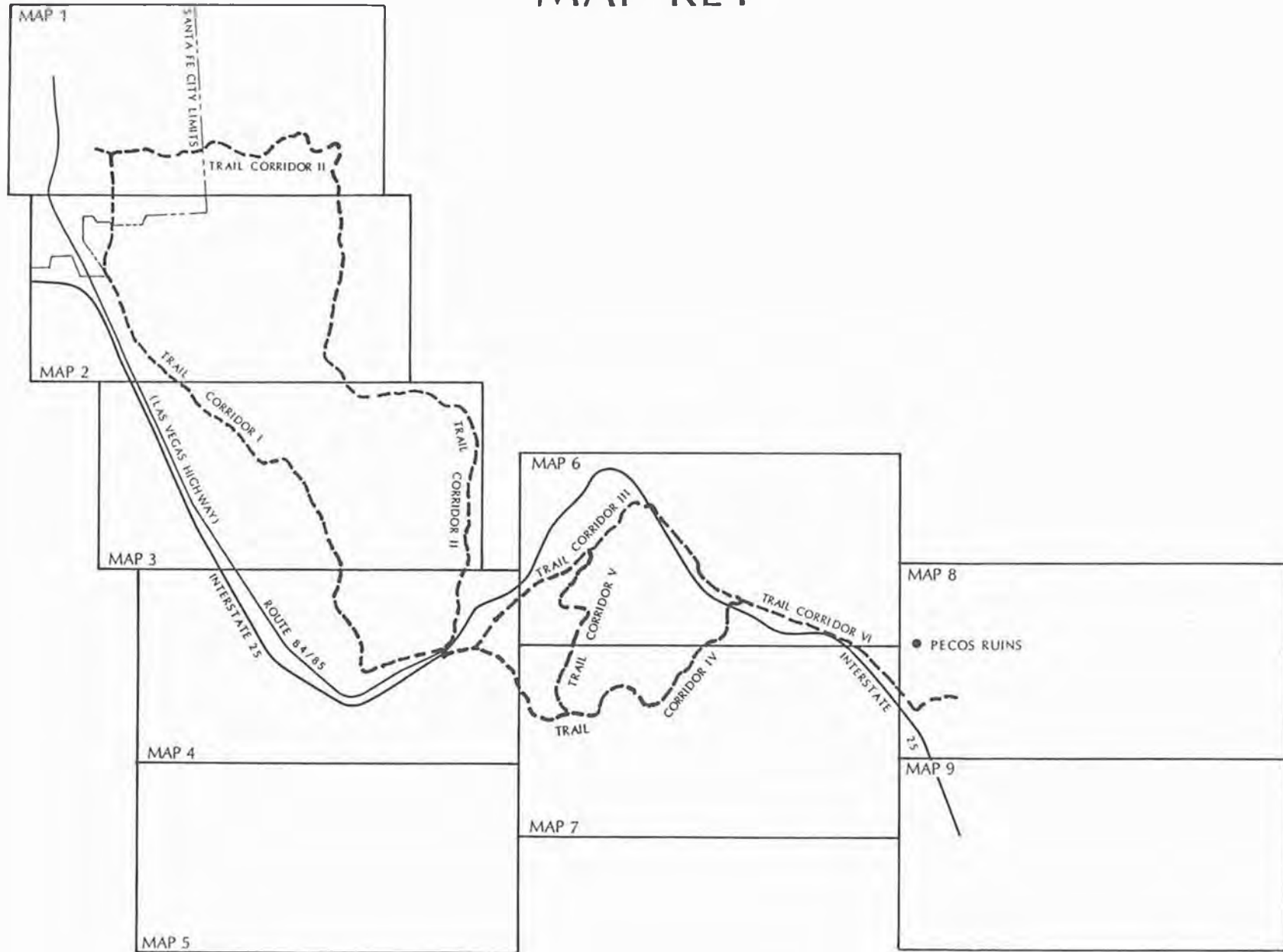
A. ISSUES AND OPPORTUNITIES

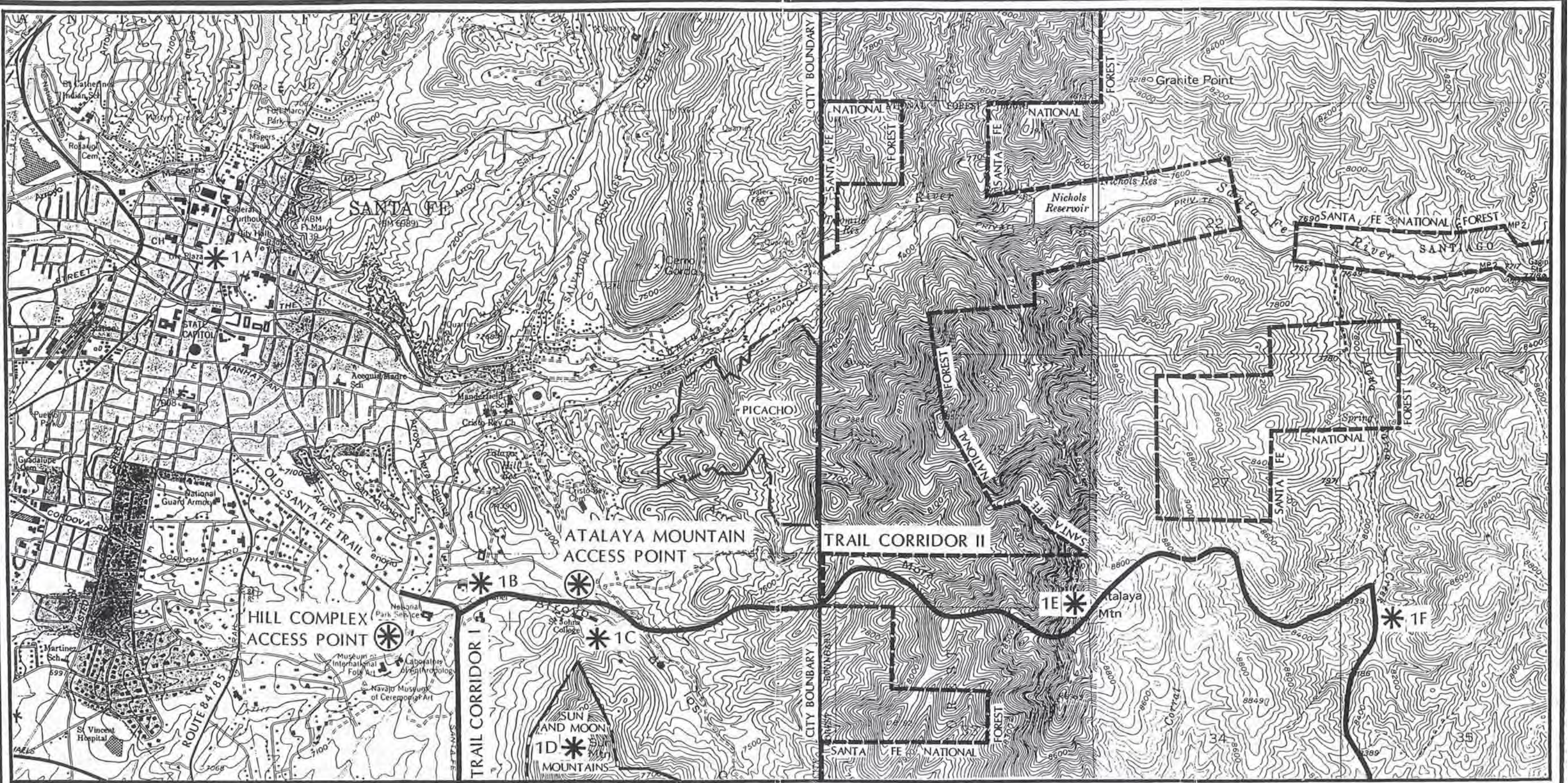
1. Study the ownership of approximately 0.75 miles of the NSFT that runs on private land designated for potential acquisition by NPS. Another 2.25 miles runs along Old Las Vegas Highway, and the final 2 miles crosses Forked Lightning Ranch to reach Route 63.
2. Plan trails to avoid known archaeological resources or areas where artifacts are likely to be found.
3. Develop approximately 2.75 miles of new trail.
4. Evaluate how conflicts can be avoided among competing users of the trails.

B. PROVIDERS OF FACILITIES & SERVICES

1. National Park Service
 - a. Acquire rights-of-way and sections of the corridors via land exchanges or purchases.
 - b. Evaluate the availability of water.
2. State of New Mexico, Department of Transportation
 - a. Allow the trail corridor to run within right-of-way of Old Las Vegas Highway.

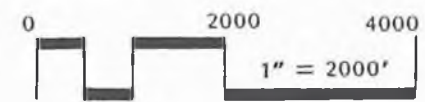
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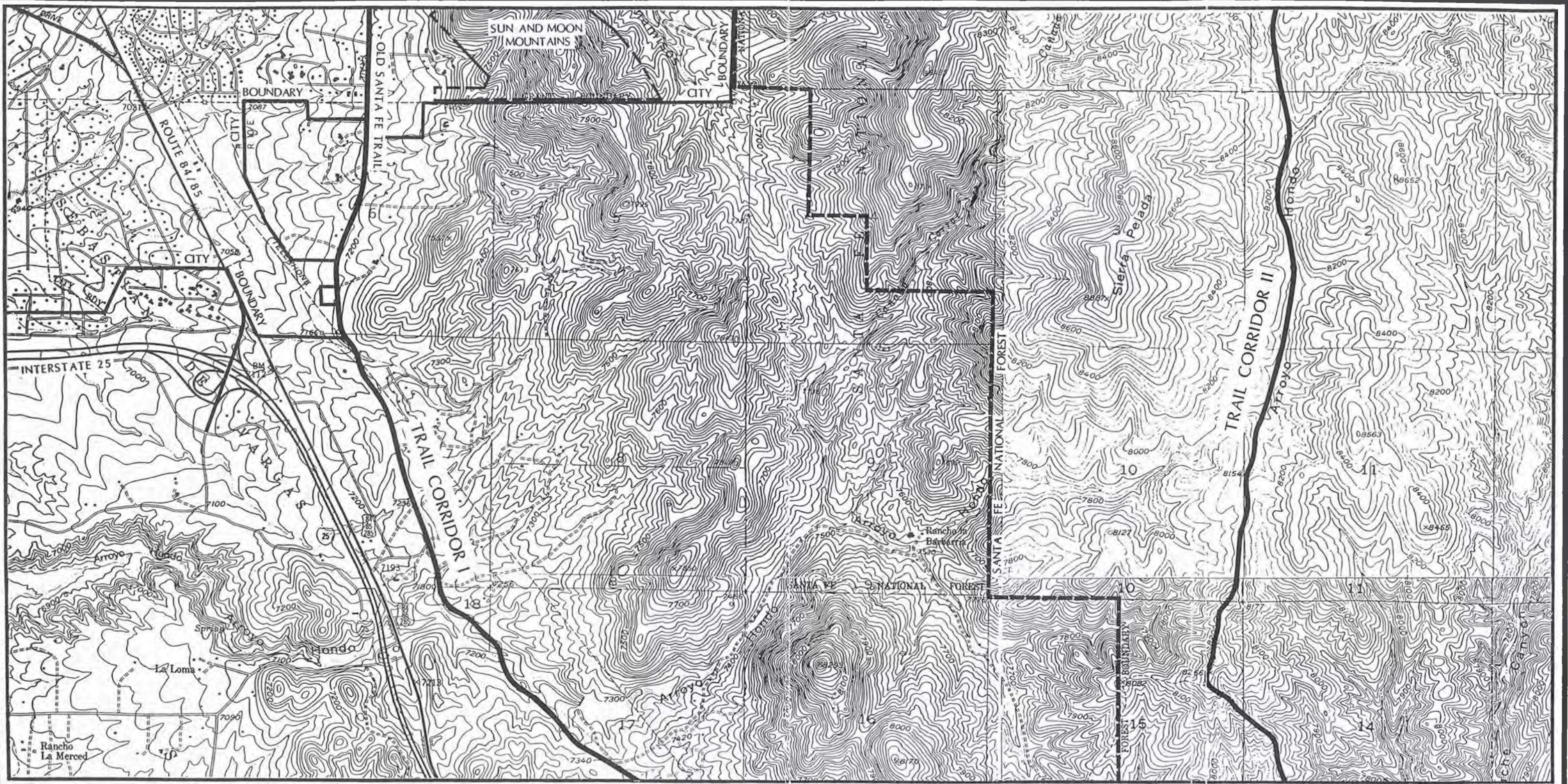
THE NEW SANTA FE TRAIL

SANTA FE, NEW MEXICO



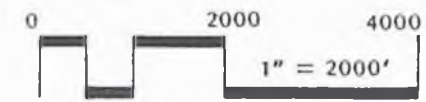
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THE CONSERVATION FUND



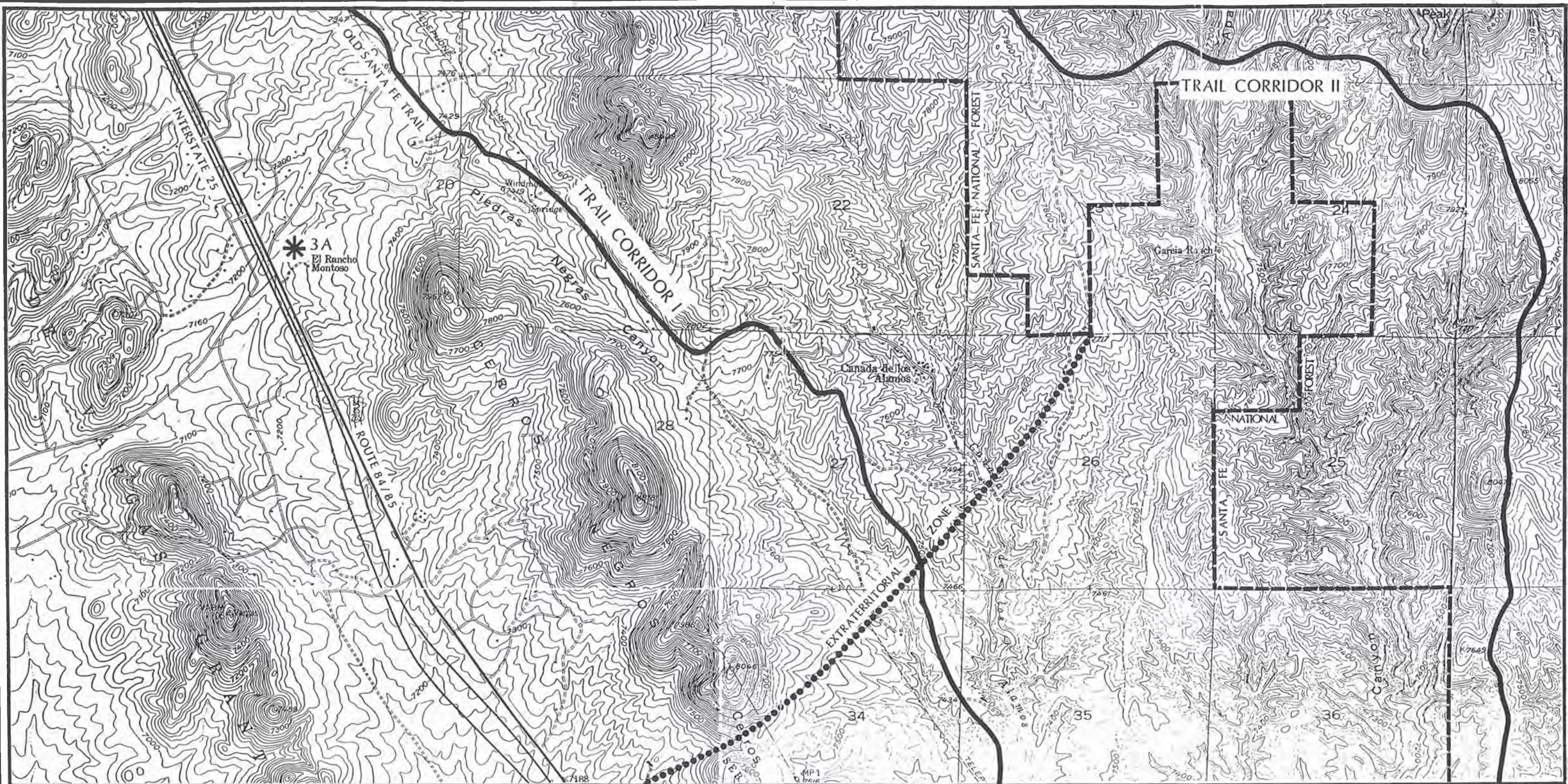
THE NEW SANTA FE TRAIL

SANTA FE, NEW MEXICO



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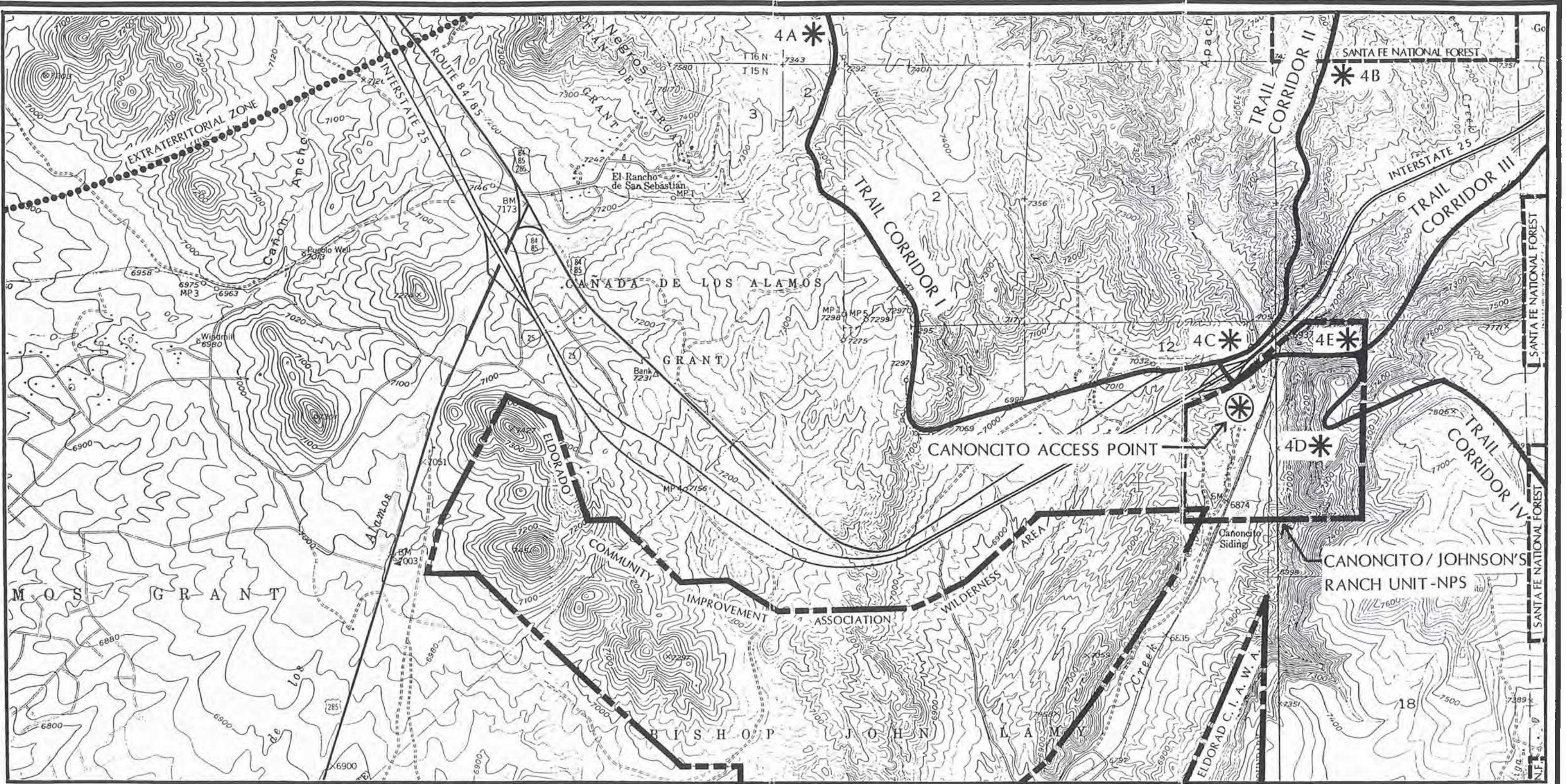
THE NEW SANTA FE TRAIL

SANTA FE, NEW MEXICO



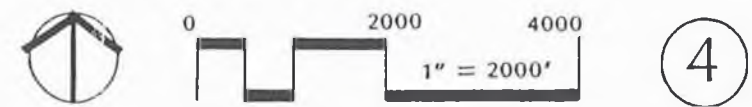
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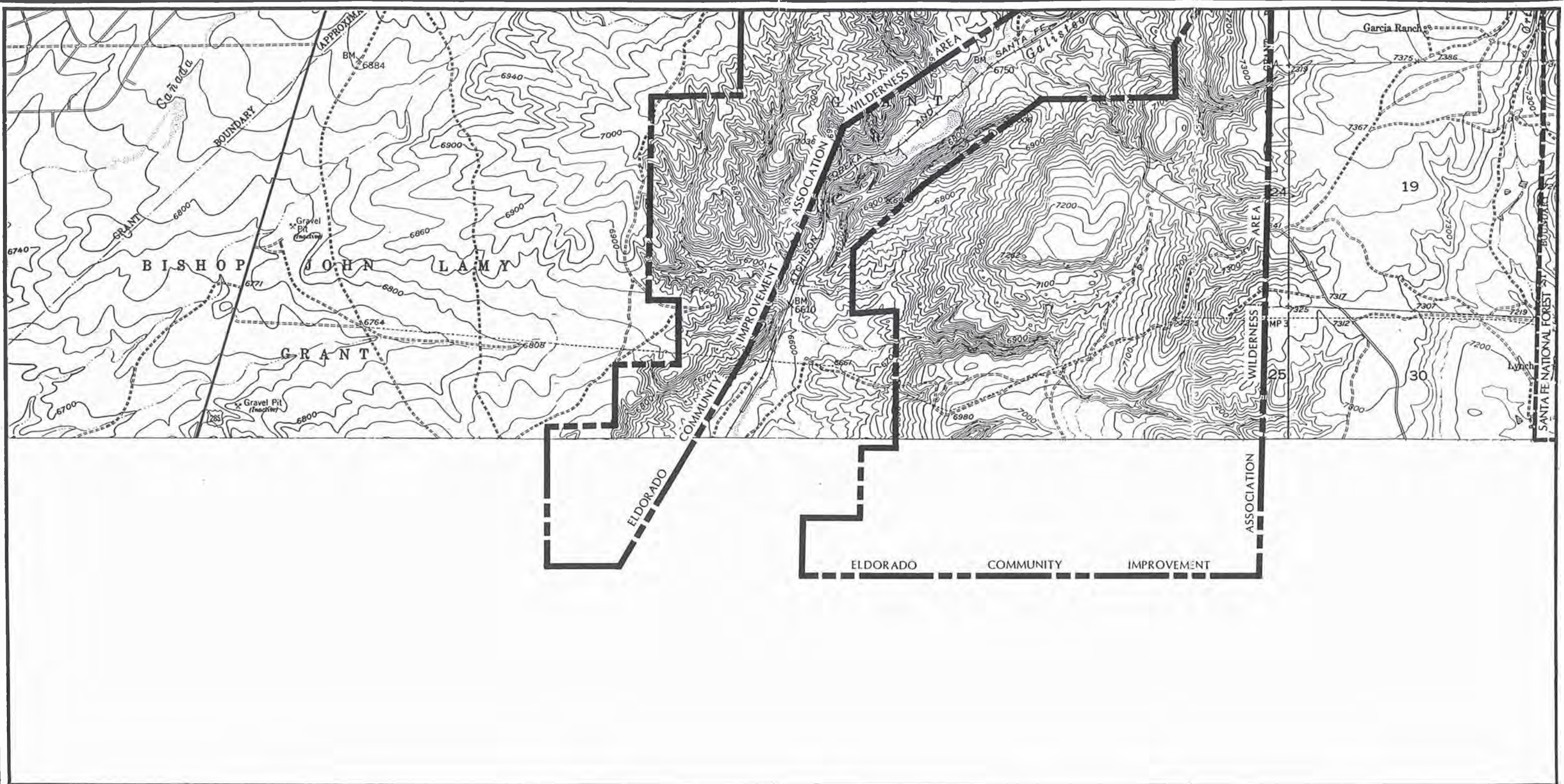


THE NEW SANTA FE TRAIL

SANTA FE, NEW MEXICO

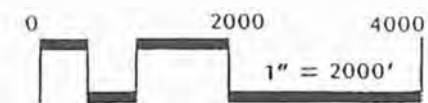


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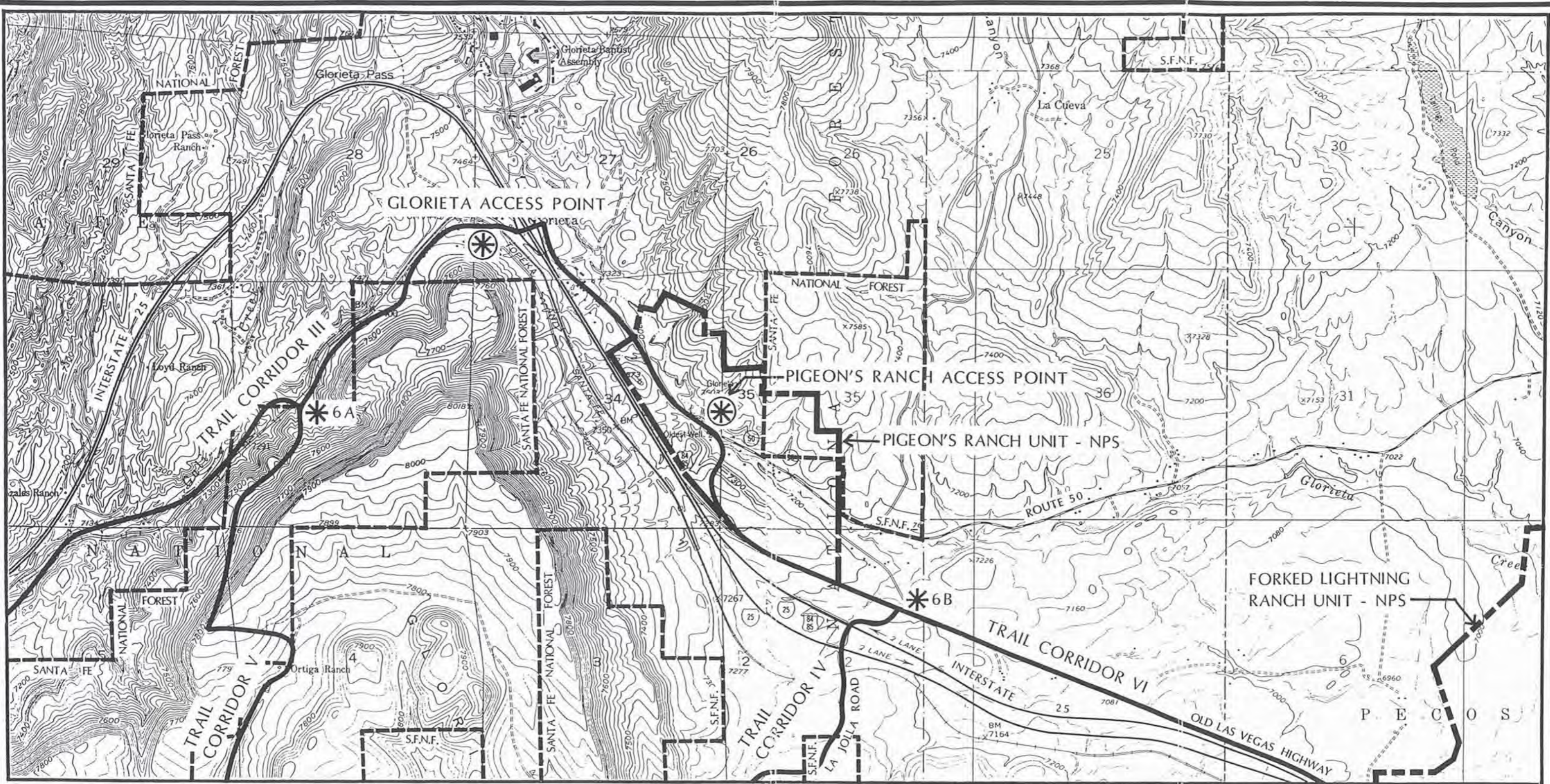
THE NEW SANTA FE TRAIL

SANTA FE, NEW MEXICO



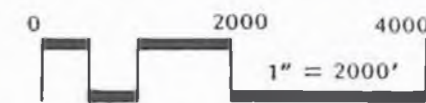
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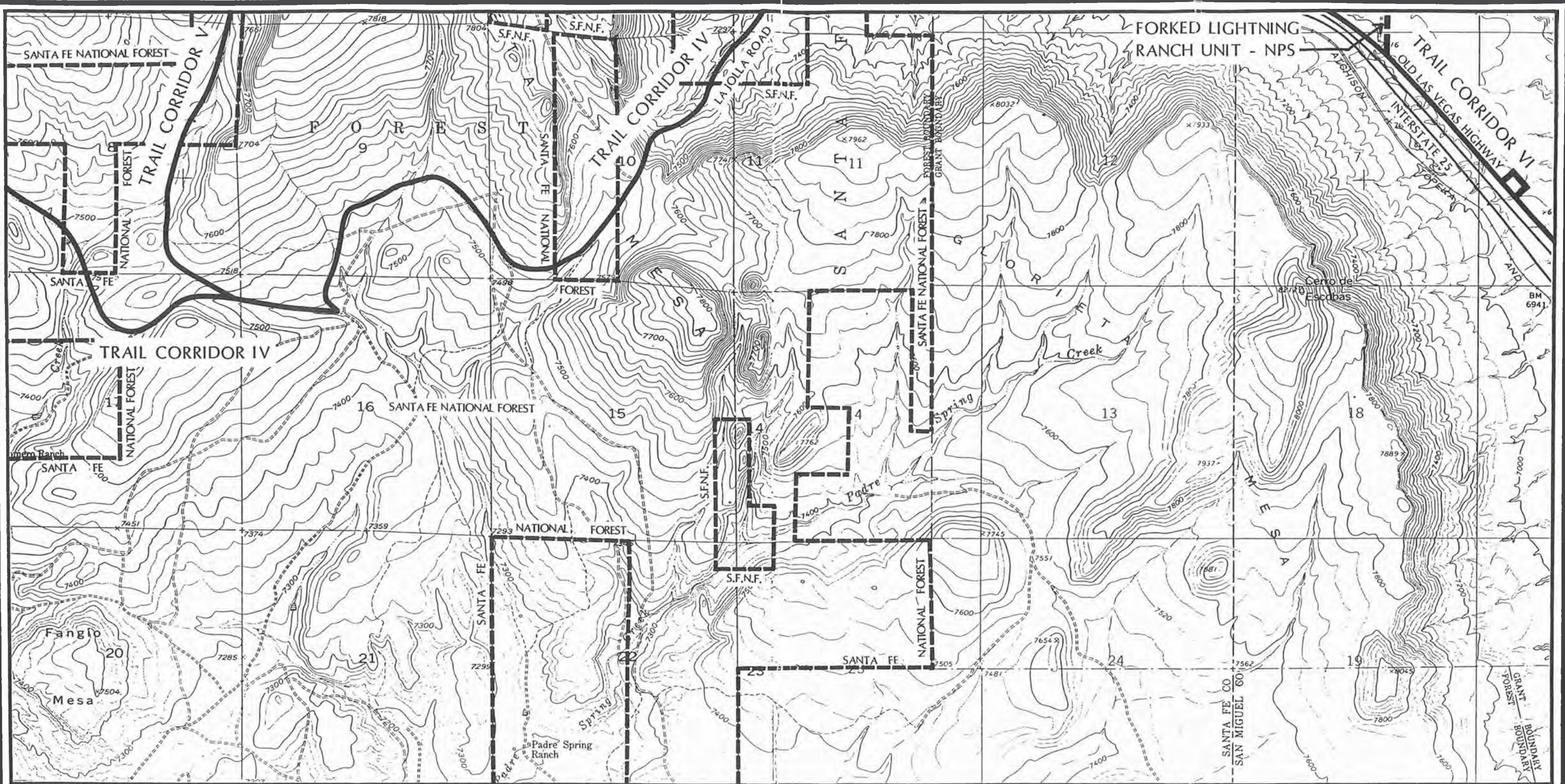
THE NEW SANTA FE TRAIL

SANTA FE, NEW MEXICO



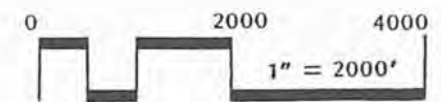
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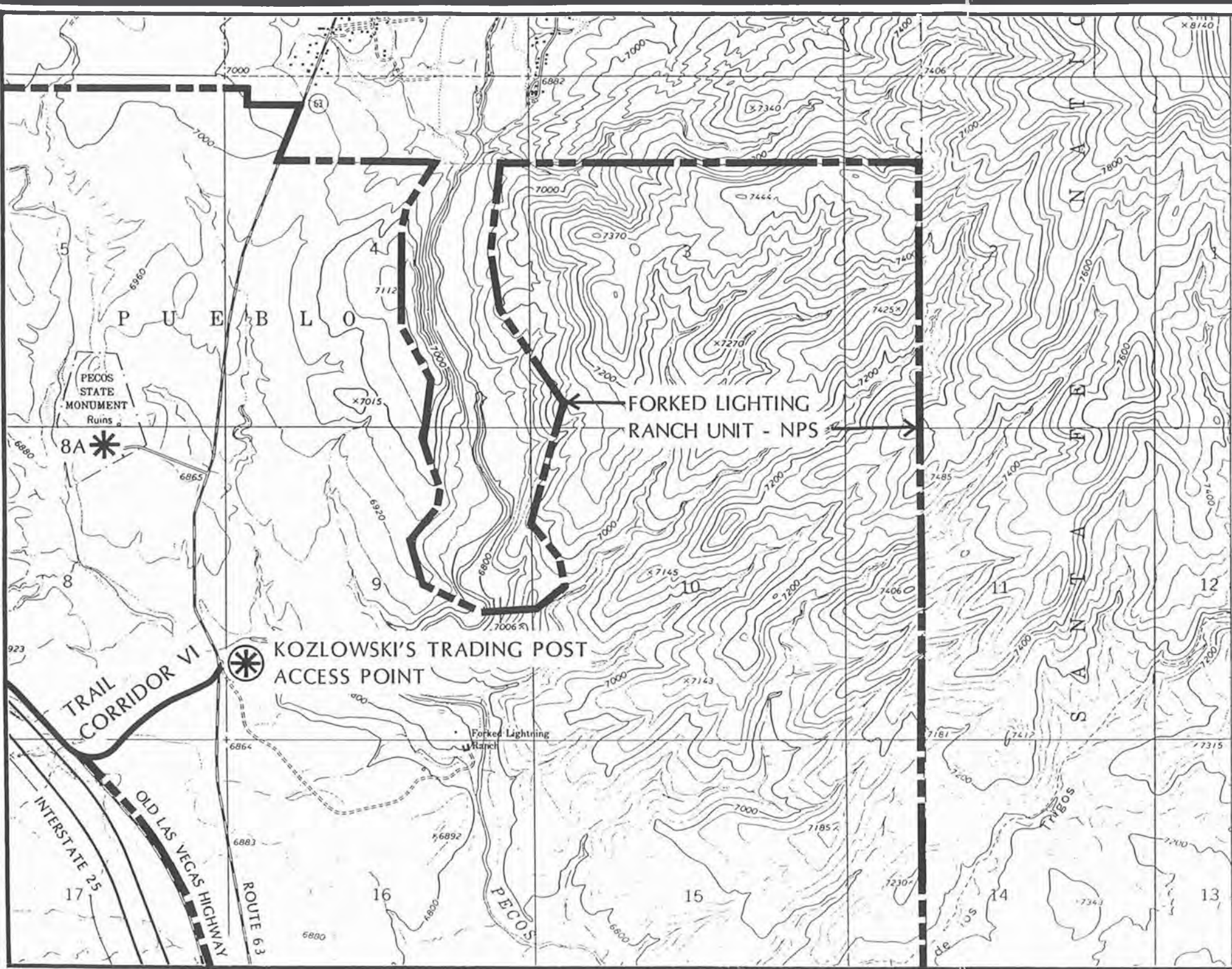
THE NEW SANTA FE TRAIL

SANTA FE, NEW MEXICO



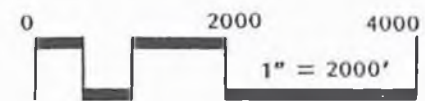
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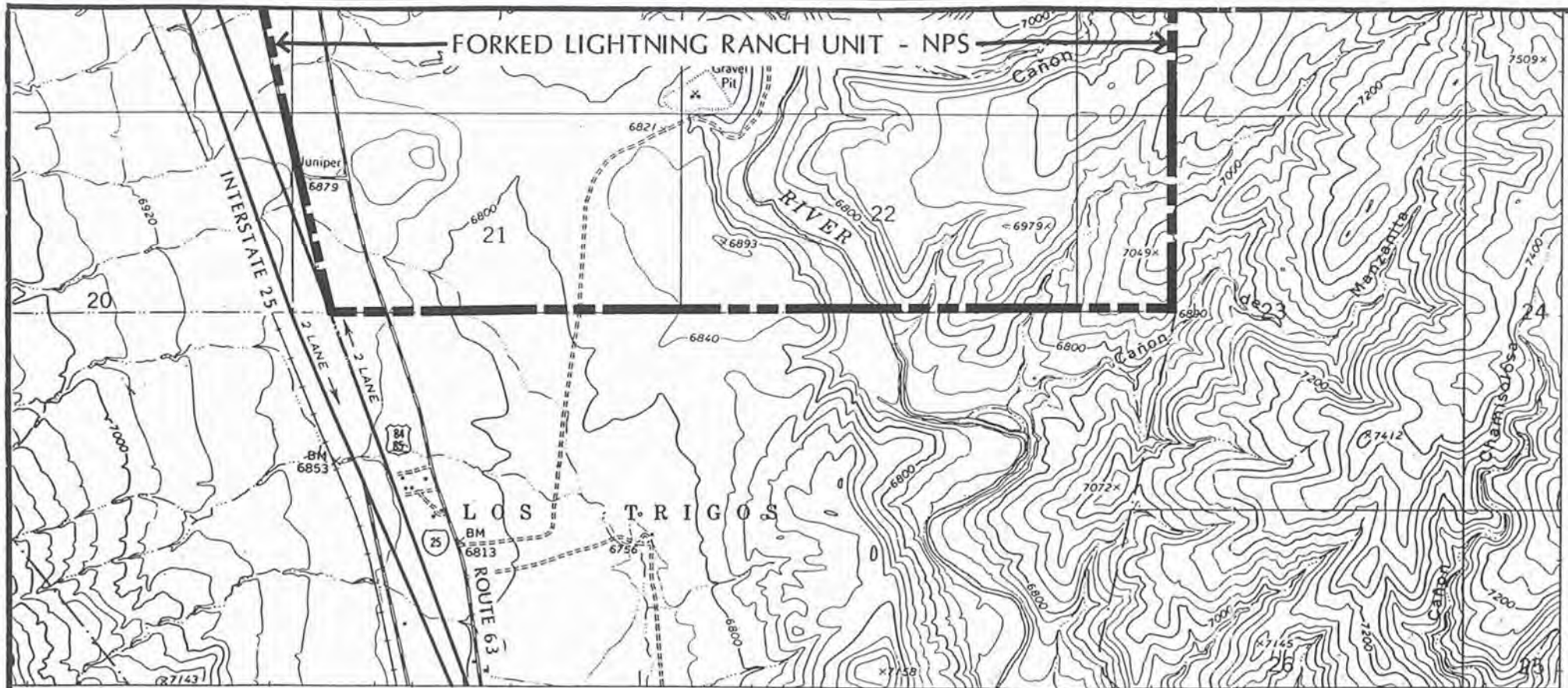


THE NEW SANTA FE TRAIL

SANTA FE, NEW MEXICO



8



THE NEW SANTA FE TRAIL

SANTA FE, NEW MEXICO

