



DINÉ TAH
“AMONG THE PEOPLE”
SCENIC ROAD

CORRIDOR MANAGEMENT PLAN



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FOREWORD

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“Walk in beauty” is a phrase often quoted as representing the essence of Navajo philosophy. Beauty is a central idea in Navajo thinking, but it means far more than outward appearance: it means order, harmony, blessedness, pleasantness, everything that is good, everything that is favorable to mankind, this being the overall goal to which everyone and everything should strive. This document was created so that all who traverse this corridor might walk in its beauty.

The Diné Tah “Among the People” Corridor Management Plan (CMP) was created during a multi-year process that involved extensive public involvement. Community comments and concerns were collected, and a dedicated Citizen Advisory Committee was key to gathering the information, documenting all aspects of the route and reviewing and approving the CMP.

The purpose of this plan is to identify the intrinsic qualities most treasured by the communities along this corridor, as well as the most culturally and fiscally appropriate ways to protect and preserve them for future generations. This document will serve as a guide for the people who live and work in the area.

The Diné Tah CMP team would like to thank everyone who gave of their time and resources to help shape and craft this document. Without their passion, support and devotion to this land, the creation of this planning document would not have been possible.

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CHAPTER ONE
INTRODUCTION

Everything to the Navajo is sacred. Therefore, it seems fitting to begin this planning document with its creators' intentions to live in harmony along the road of life. Since a key element to Corridor Management Planning is to maintain and enhance the intrinsic qualities –archaeological, cultural, historical, natural, recreational and scenic – of the area, the following seems particularly relevant.

“SA’AH NAAGHEI BIK’EH HOZHO”

This phrase, roughly translated, means being grounded to the earth and living in harmony with life, which characterizes the Navajo way. The Navajo perceive the universe as an all-inclusive whole in which everything has a unique and beneficial relationship to all other living things. Humans, animals, plants and mountains are harmonic components of the whole. It is the responsibility of the people to honor and maintain this balance.

BYWAY HISTORY & LOCATION

Located on the lower Colorado Plateau, between the San Juan and the little Colorado Rivers, the Navajo Nation occupies approximately 26,591 square miles in northern Arizona and New Mexico and parts of southern Utah. The Navajo call themselves Diné “the people” and are the largest Native American tribe in the United States.

In October 1992, the Navajo Department of Transportation (NDOT) met with the Navajo Tourism staff to discuss economic development projects related to transportation issues and to coordinate efforts to complete such projects. As a result, the Navajo Nation (NN), Bureau of Indian Affairs (BIA), and ADOT Scenic Byway Rest Area Task Force was formed.

Through the NN/BIA/Tourism/ADOT Task Force meetings, it was determined that several different Navajo Scenic Byway plans had been developed by the BIA Navajo Area Office, Navajo Tourism Department and NDOT and none had been officially finalized and endorsed. Thus, it was decided that a team consisting of representatives from these agencies should work together to formulate a plan, with the Team as an oversight committee to comment on and approve the plan. In May 1996, the Navajo Scenic Byway Designation Plan was completed and on June 18, 1996, the Navajo Nation Transportation Development Committee (NTDC) formally designated its first Scenic Byway, the “Defiance Plateau-Canyon de Chelly Scenic Drive” based on its outstanding archaeological, cultural,

CORRIDOR LOCATION MAP



historical, natural, recreational and scenic values.

In May 2001, Navajo Route 12 from Lupton, Arizona to Tsaile, Arizona and west on Navajo Route 64 to Chinlé, Arizona was re-named “Diné Tah (Among the People) Scenic Road”. On June 15, 2001, the Arizona Department of Transportation Board, pursuant to Resolution No. 2001-06-C-047, designated the Arizona portion of Navajo Route 12 and Navajo Route 64 as Diné Tah (Among the People) Scenic Road, and thus the project became eligible for federal grants.

The corridor is approximately 100 miles of non-interstate road, including both Navajo Route 12 and Navajo Route 64. The route begins at Lupton, Arizona, and ends just outside of Chinlé, Arizona, near Canyon de Chelly National Monument, crossing into the State of New Mexico in the area of the Town of Navajo.

BLACK CREEK VALLEY

Historically and culturally, Black Creek Valley is an important area to the Navajo people, and has been so since the mid-1700s when small groups moved into the Valley. The population did not become significant in numbers for another 100 years.

The earliest evidence of Navajos in the Southwest came from along the upper San Juan River in New Mexico and its tributaries, including Largo and Gobernador canyons to the south, and dates to the late 16th or 17th century. This area is called the “Old Navajoland”.

Small groups of Navajos may have begun to move west around the time of the Pueblo Revolt and re-conquest (1680-1694). Between 1720 and the 1760s, Ute and Comanche raiders, encouraged by colonial Spanish demand for slaves, drove more Navajos out of Old Navajoland to the south and west. By this time, the Navajos had altered their subsistence base from mixed hunting and horticulture to mixed horticulture and the raising of sheep and goats. Probably many Navajos were moving into the Chuska Mountains by the 1750s and perhaps into the Puerco drainage of the Black Creek Valley as well. Military documents and published oral histories and biographies also suggest that comparatively few Navajos occupied the Black Creek Valley until the 1840s. Earlier expeditions by Spanish and military personnel found Navajos farming in the Black Creek Canyon.

In September 1847, soon after the United States had taken the New Mexico Territory from Mexico, the U.S. Army launched its first punitive expedition against the Navajos. Troops marched from Zuni north to the Cienega Amarillo (presently St. Michaels) and up the Black Creek Valley to Red Lake. Navajo headmen and their followers would meet near upper Red Lake in what is known as “neachid,” which was a gathering to discuss peace, war and other issues.

Fort Defiance was one of the first military posts inside Navajo Country. One purpose of the Fort was to protect settlers heading for California from Navajos. In the summer of 1863, troops were dispatched under the command of Kit Carson to Fort Defiance.

Because of Kit Carson’s war tactics, many Navajos turned themselves in to Fort Defiance, and, between February and April 1864, they set out in groups for Fort Sumner in eastern New Mexico, where General Carleton intended that they would support themselves by farming. Altogether, more than 8,000 Navajos went, which was about half the total population. This later became known as the “Long Walk”. However, Fort Sumner did not work. Navajos failed to become self-supporting, as sandstorms, grasshoppers, and floods destroyed crops. The army decided

to abandon the experiment and allow Navajos to return to their lands in a treaty that was signed by Manuelito and other headmen in June 1868.

The Atchison, Topeka and Santa Fe Railroad arrived in the center of Navajo country in 1881, following the course of the Rio Puerco south of the Black Creek Valley. The railroad transformed the Navajo Political economy and land use patterns, thus stimulating trade. The late Franciscan Friar, Father Anselm Weber, participated in a lifelong mission of securing lands for Navajos. He also was instrumental in persuading the Roosevelt administration to annex the land and worked closely with the allotting agents from the beginning. The 1868 treaty required that all Navajos consent to proposed dispositions of land; a body representing these adults, however, was deemed sufficient to provide this consent. There were 12 delegates and 12 alternates to the council and apportioned among the five Navajo agencies, plus Hopi, according to population. Between 1928 and 1930, 26 chapters were formed.

From the 1950s to the present, Congress enacted several pieces of economic development legislation, including the Navajo-Hopi Long-Range Redevelopment Act of 1950. The act authorized 10 years of funding for health, education, industrial and resource development, and road construction. Perhaps more important, the act authorized the tribe to budget its own U.S. Treasury funds. Congress never terminated federal trusteeship of the Navajo reservation. Between 1953 and 1958, the federal government encouraged the tribe to take over many former BIA func-

tions. The tribe also invested in many productive enterprises. The chief enterprise in Black Creek Valley was also known as Navajo Forest Products Industries, which operated a sawmill in the town of Navajo. The mill opened in 1960 with 300 Navajo workers.



ST. MICHAELS MISSION

Since the Treaty of 1868, the Navajos have expanded land holdings four times beyond the original treaty agreement. This land constitutes 36 percent of all federally recognized Native American lands in the lower 48 states. Eighty-eight council delegates sit on the largest council representing 110 chapters throughout the Navajo Nation. The nation remains poor in average per capita incomes, but rich in a wealth of cultural and natural resources.

ST. MICHAELS

The building in which the St. Michaels Mission museum is now housed was originally used as a chapel and residence for the Friars as far back as 1868. Prior to that, the building was used as a trading post. The museum contains exhibits that focus on the history of the Friars and the Navajo people at the turn of the century. The St. Michael's Indian School was built in 1902. The school was a result of efforts, in large part by Mother Katherine Drexel and the Sisters of the Blessed Sacrament to become the first school for Navajo children. Built from locally quarried stone, the school building remains a fine example of early 20th century architecture. To this day, the school and mission serve the Navajo people. As a result of her lifetime efforts, Mother Katherine Drexel was canonized by Pope John Paul II in 2000. The school and the mission are just a physical reminder of the efforts made for the Navajo people by the Franciscans and the Catholic Church. Other significant and wide-reaching contributions include: the creation of an alphabet for the Navajo language, which in effect provided the first written language for the Navajo people; conducting the first census in the Navajo Nation; and many other efforts that recognized, respected and preserved the Navajo culture and brought an increased awareness of these things to non-Navajos.

CANYON DE CHELLY NATIONAL MONUMENT

The name Chelly, under the form Chegui, first appeared in the 1770s on maps drawn by Don Bernardo de Miera y Pacheco. His most well known map is the map of 1778, which has been published in color. These maps show the headwaters of the Chinlé Wash, erroneously depicted as draining into the Moenkopi Wash, but otherwise located in the proper relation to the Hopi Villages, Zuni and other clearly identifiable places. Surrounding the headwaters of the stream are little mesas surmounted by hogan-like structures. It is not known whether Don Bernardo ever visited the canyons (his errors suggest that he did not) or whether he relied solely upon the reports of others who had penetrated the area. In 1786, Chelly was listed as one of the five “divisions” of the Navajo tribe, while a 1796 list of 10 Navajo settlements includes Chelly. We do not know just how long Navajos had occupied the de Chelly prior to these accounts nor exactly when the first Spaniards visited the area. The first mention of Spanish penetration of the canyons in existing documents is that by Narbona during the war of 1804-1805, a campaign generally considered to have caused the Massacre Cave Battle. While troops repeatedly passed the mouth of the canyons in later wars, actual entry into the canyons themselves is reported only occasionally. Many of the early Spanish and Mexican operations are so poorly documented that invasions cannot be entirely ruled out.

The first recorded Anglo-American entry into the canyons was that of the Walker expedition of 1847, which marched about 6 miles up the canyon. The earliest description and illustration of the ruins appeared in Simpson’s journal and Kern’s drawings as a result of Washington’s 1849 expedition. Henry L. Dodge, accompanied by Navajo guides in 1853, was probably the first Anglo-American to traverse the full length of the canyon. The earliest known license to trade at Chelly was granted in 1854 to Augustin Lacome, a trader with permission to conduct business in several locations.

The first scientific expedition to enter the canyons was a part of the Hayden geological survey in the 1870s. A photographer with the survey, F.H. O’Sullivan, photographed White House in 1873 and the picture was subsequently published backwards. Scientific investigation of the ruins did not begin until the next decade.

Secondary sources suggest that permanent trading at Chinlé began in a tent store established about 1882 by a Spanish-American, known today only by his Navajo name of Nakai Yazhi. Van Valkenburgh indicates that several other traders were located at Chinlé in the 1880s, but the earliest documentation found that in 1885 C.N. Cotton bought J.L. Hubbell’s interest in a post there. The earliest visit by a journalist was probably that of J.H. Beadle in 1871, who subsequently published a popular account in book form in 1873. In 1890, F.F. Bickford discussed the area in a magazine article. Visitation by sightseers was soon to follow, resulting in looting of the ruins and rock shelters for artifacts for private collections as well as sold to museums.



CANYON DE CHELLY

The first recorded attempt by the federal government to protect the antiquities of the canyons was made in 1903. In April, Professor Henry Mason Baur, president of the Records of the Past Exploration Society, wrote the Department of the Interior to report that he had visited Canyon de Chelly the preceeding summer. He felt that the scenic values of the canyon rivaled the Grand Canyon but was disturbed by the vandalism of the ruins by relic

collectors, some of whom were digging for “commercial purposes.” Because the Navajo agent was stationed too far from the ruins to give them protection, he recommended that “Mr. Day,” the trader at Chinlé, be appointed custodian of the ruins by G.W. Hayzlett, Navajo agent at Fort Defiance.

The Day family sold their trading post at Chinlé in 1905, moving to Cienega Amarilla, present day St. Michaels, Arizona. The position of custodian seems to have lapsed, although the Indian Service continued to exercise jurisdiction. The Antiquities Act was passed June 8, 1906. In a report on the preservation of antiquities, submitted in 1909, the Navajo agent referred specifically to the ruins of Canyon de Chelly, among others, and stated that for some time the government farmers stationed at various points on the reservation had been designated custodians of the ruins nearby. He reported that persons who intended to “examine closely these ruins” were required to exhibit the proper permit and even “mere sightseers” had to obtain a permit from his office, at which time they were informed of the regulation protecting the ruins. He noted that there was an increase each year in the number of “tourism and curiosity seekers” who came into the area.

Publicity, in the form of popular accounts, such as Charles L. Lummis’s “The Swallow’s Nest People”, undoubtedly stimulated visitation. Lummis’s visit appears to have been made with guides supplied by J.L. Hubbell, who was interested in promoting the tourist trade. By 1915, his two-story trading post with accommodations for tourists was in operation at Chinlé. The Indian Service found that protection of the ruins entailed problems beyond the mere regulation of visitors. By 1917, there were threats of natural erosion. Peter Paquette, then agent, investigated and confirmed a report that White House was endangered by the wash. In 1919, Herbert W. Gleason repeated an earlier recommendation that the canyon be made a national monument, but did not identify the originator of the proposal. There was apparently no immediate follow-up on the idea, and ultimately the influence of those involved in the tourism industry would be required to stimulate concerted government action. Today, we know Canyon de Chelly for its status as a National Monument site visited by thousands of people yearly from all over the world.

PROJECT PURPOSE

Corridor Management Planning is a grassroots effort in which the community along a route – that has met the scrutiny of the application process as a state-designated scenic road – prepares a Corridor Management Plan (CMP), which can then lead to other designations, such as a National or All-American Road. The process includes the involvement of participating state/local agencies and the public. The ultimate goal is to create a document that will assist various agencies, land owners and the public in managing, developing, conserving and interpreting the roadway corridor in the future. In some cases, communities prefer a conservative, protectionist type approach that limits development or improvements to maintain a certain existing quality. Other communities seek to encourage improvements, development and more visitors to an area. The Diné Tah Scenic Road CMP encompasses both. Designated as a scenic road in 2000, the Citizen Advisory Committee plans to submit the route for designation as part of the Trail of the Ancients All-American Road in 2008.

FEDERAL PROGRAM

The vision of the Federal Highway Administration’s (FHWA) National Scenic Byways Program is to create a distinctive collection of American roads, their stories and treasured places. The National Scenic Byways (NSB) Program was established under the Intermodal Surface Transportation Efficiency Act of 1991 and reauthorized in 1998 under the Transportation Equity Act for the 21st Century. Under the program, the U.S. Secretary of

Transportation recognizes certain roads as National Scenic Byways or All-American Roads based on 6 intrinsic qualities: archaeological, cultural, historical, natural, recreational and scenic. There are 126 such designated Byways in 44 states. The FHWA promotes the collection as “America’s Byways”.

This program is founded on the strength of the leaders for individual byways. It is a voluntary, grassroots program. It recognizes and supports outstanding roads. It provides resources to help manage the intrinsic qualities within the broader Byway corridor to be treasured and shared. Perhaps one of the underlying principles for the program has been articulated best by saying, “The program is about recognition, not regulation.”

STATE PROGRAM

In 1982, the State of Arizona responded to this preservation movement by enacting into law ARS 41-512 through ARS 41-518. This law provides for the establishment of Parkways, Historic and Scenic Roads. The Arizona Department of Transportation (ADOT) is the agency responsible for implementing these laws.

The following are requirements that are identified by FHWA for any CMP submitted with a state designated scenic road for designation as a National Scenic Byway. Additional requirements are listed for All-America Road designation, in addition to the National Scenic Road requirements.

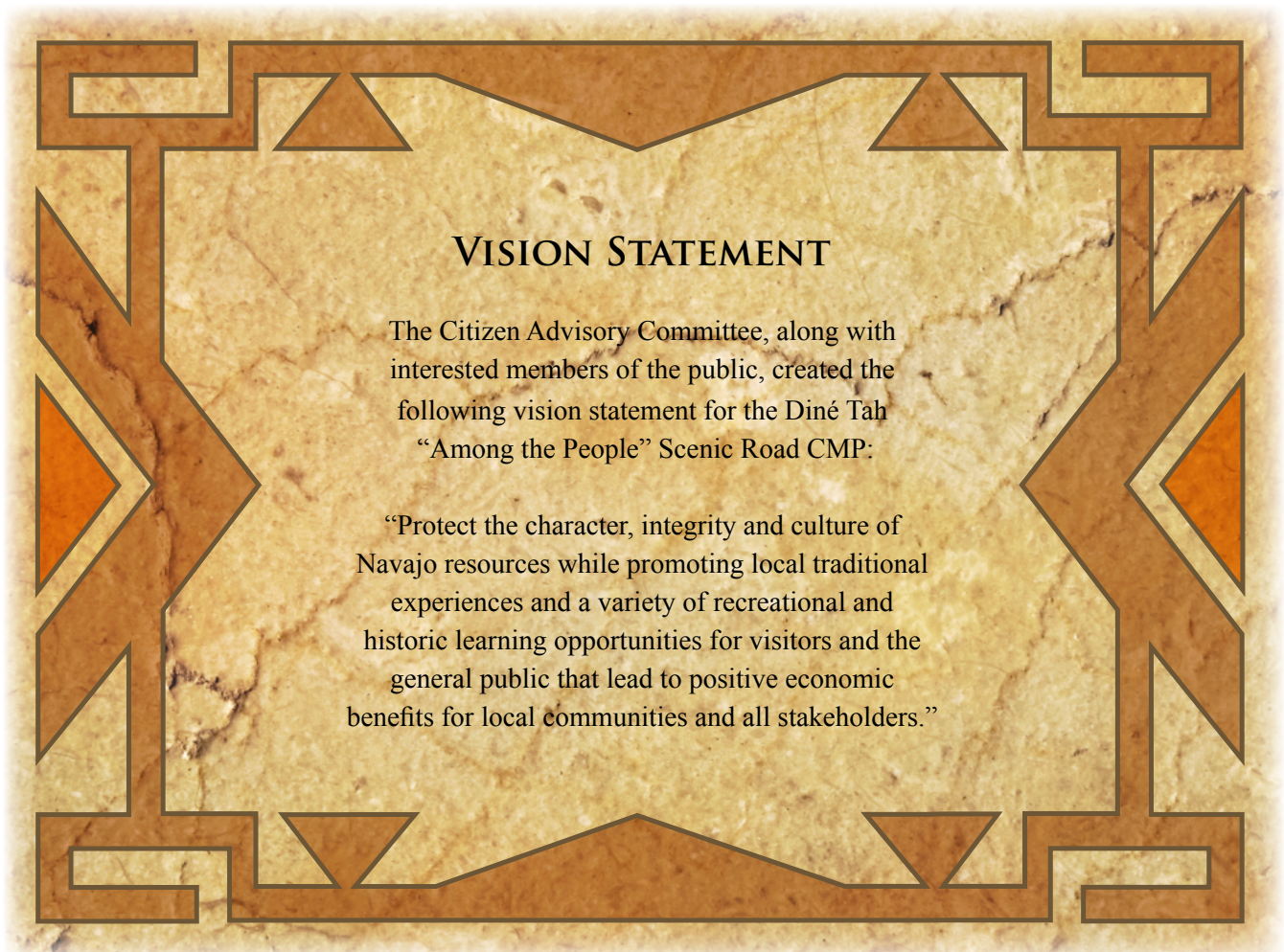
NATIONAL SCENIC ROAD DESIGNATION REQUIREMENTS

- A map identifying the corridor boundaries and the location of intrinsic qualities and different land uses within the corridor.
- An assessment of such intrinsic qualities and of their context.
- 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.
- 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.
- 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.
- A plan to assure ongoing public participation in the implementation of corridor management objectives.
- A general review of the road or highway safety and accident record to identify any correctable faults in highway design, maintenance or operation.
- A plan to accommodate commerce while maintaining a safe and efficient level of highway service, including convenient user facilities.
- 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.

- A demonstration of compliance with all existing local, state and federal laws on the control of outdoor advertising.
- A signage plan (strategy) that demonstrates how the Navajo Nation will make the number and placement of signs more supportive of the visitor experience.
- A narrative describing how the National Scenic Byway will be positioned for marketing.
- A discussion of design standards relating to any proposed modification of the roadway. This discussion should include an evaluation of how the proposed changes may affect the intrinsic qualities of the byway corridor.
- A description of plans to interpret the significant resources of the scenic byway.

ADDITIONAL REQUIREMENTS FOR ALL-AMERICAN ROAD DESIGNATION

- 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.
- A plan/strategy 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.
- A plan/strategy 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.



VISION STATEMENT

The Citizen Advisory Committee, along with interested members of the public, created the following vision statement for the Diné Tah “Among the People” Scenic Road CMP:

“Protect the character, integrity and culture of Navajo resources while promoting local traditional experiences and a variety of recreational and historic learning opportunities for visitors and the general public that lead to positive economic benefits for local communities and all stakeholders.”

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CHAPTER TWO
ROADWAY CORRIDOR
DESCRIPTION

EXISTING CONDITIONS

ROADWAY CHARACTER

The route occurs along two Navajo-BIA managed highways, Navajo Routes 12 and 64. Both roadways are paved asphaltic concrete two-lane undivided highways with 12-foot travel lanes and 10-foot shoulders. The roads are categorized as Class 2 Arterials, which are typified as roads that connect state highways and provide travel continuity for the local area and between primary and secondary growth centers, such as: Window Rock, St. Michaels, Fort Defiance and Chinlé. The exception to this characterization of the roadway would be in Window Rock, where the roadway is a four-lane undivided road that transitions to the typical two-lane road after leaving the urbanized area.

ZONE OF INFLUENCE MAP

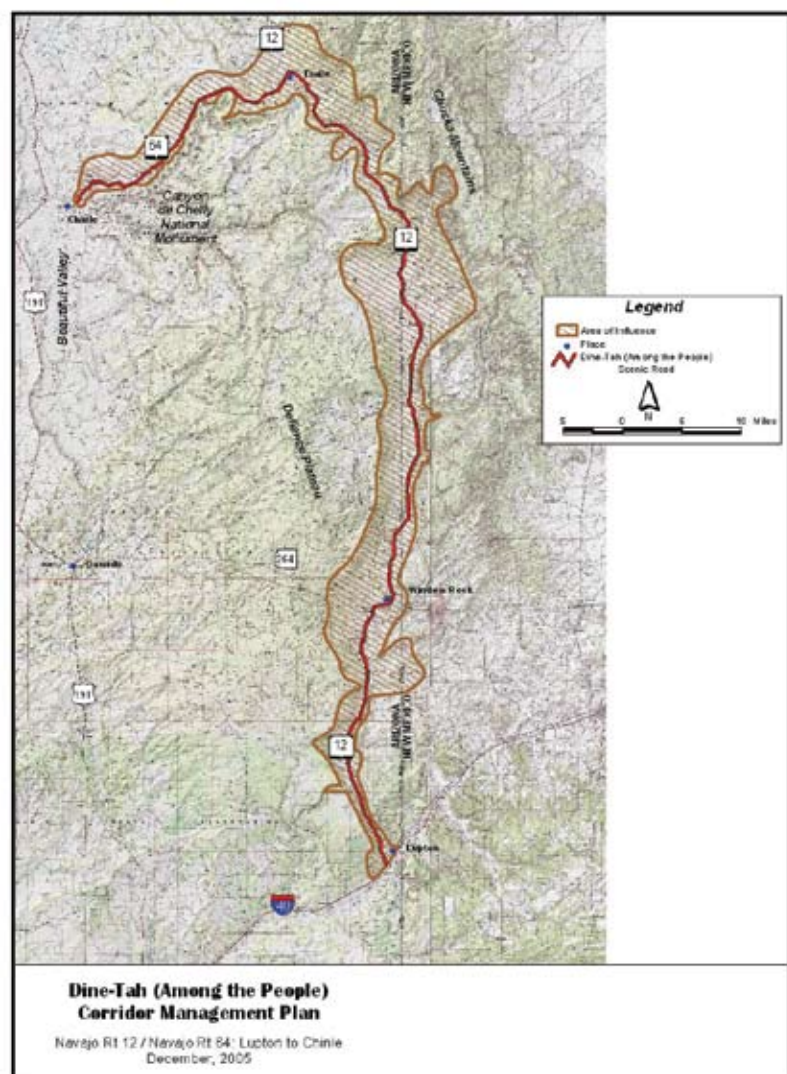
ZONE OF INFLUENCE

The Zone of Influence and boundaries as shown on the Zone of Influence map illustrate the view-shed from the roadway in the corridor. The area contained within the Zone of Influence represents an area of visual resources that contribute to the scenic quality. The scenic quality should be considered for its protection from damage and visual encroachment. The limits for the Zone of Influence was determined by field observations and mapping.

MAN-MADE FEATURES

With the exception of the urbanized areas, man-made features are sparse and often are seen in the form of rural low density residential housing or home sites. Visible structures range from historic looking wood structures to traditional Navajo hogans, wood framed modern homes and mobile homes.

Within the small urbanized areas along the corridor, such as in Window Rock, St. Michaels, or Fort Defiance, for example, the features also include a mix of commercial, institutional buildings and utility related structures. Other non-residential features commonly found along the route are livestock related structures, such as holding pens and loading areas.



NATURAL QUALITIES

CLIMATE

Few climatic records are available for the northern and southern reaches of the Black Creek Valley, but records have been maintained for the Fort Defiance Window Rock area since 1898. The mean annual temperature in Window Rock, as recorded from 1941 to 1972, is 47.8 degrees F. Temperatures exceed 90 degrees F only 15 days or less each year. Early morning temperatures below freezing have occurred during all months except July. August is the warmest month of the year, with a mean temperature of 69.8 degrees F.

The Black Creek area is seen as having a bimodal weather pattern. Summer precipitation often occurs primarily in the form of localized, intense, thunderstorms. During other seasons, precipitation usually occurs as a result of frontal activity and is distributed more evenly with lower intensity than that of summer storms, recharging the groundwater substantially. Mean annual precipitation in the Window Rock area is 12 inches. In higher elevations, it is slightly greater.

The prevailing winds are from the southwest. Although average wind velocity is less than 10 mph, gusts in excess of 50 mph do occur. These gusty winds are common during the spring, from March through early June.

SOILS

Three types of soils occur along the project route. These include Mesic Semiarid, Frigid Subhumid, and Mesic Arid soils as classified by the United States Department of Agriculture Soil Conservation Service in their General Soil Survey of Arizona. The following gives a more detailed description of the soils in the project area.

Palma-Clovis Trail Association - Known as a Mesic Subarid soil, this soil association is characterized by being a deep, coarse to moderately fine-textured soil. It is generally found on nearly level to rolling plains. Generally, a fine sandy loam over a sandy clay loam, this soil is moderate to rapid in permeability characteristics.

Cryorthents-Eutroboralfs Association - Known as a Frigid Subhumid soil, this association is generally characterized by shallow to deep, moderately coarse to fine-textured, gently sloping to steep, high mountain soils. Generally, this soil is a sandy to gravelly loam over clay loam and bedrock. It is moderately slow in permeability characteristics.

Fruitland-Camborthids -Torrifluvents Association - Known as a Mesic Arid soil, this soil is a sandy to clay loam with moderately rapid permeability.

Badland-Torriorthents -Torrifluvents Association - Known as a Mesic Arid soil, this association is characterized by shallow to deep, moderately fine and fine-textured, moderately sloping to very steep soils. This type is generally found on eroded uplands and nearly level floodplains.

VEGETATION

There are three major types of biotic communities which occur along Navajo Routes 12 and 64 (N12 and N64). These include: Semi-Desert Grassland, Great Basin Woodland and Montane Coniferous Forest.

Semi-Desert Grassland

Mileposts 7.2 to 13.7; 16 to 46.5; 47.8 to 56.0; 98.5 to 100.3.

The plant types of this community are generally characterized by: segolily (*Calochortus nuttallii*), larkspur (*Delphinium scaposum*), foxtail barley (*Hordeum jubatum*), and needle and thread grass (*Stipa comata*).

Great Basin Woodland

Mileposts 0 to 5.1; 13.7 to 16.0; 46.5 to 47.8; 56.0 to 62.8; 69.0 to 98.5.

The plant types of this community are characterized by: Rocky Mountain juniper (*Juniperus scopulorum*), pinyon (*Pinus edulis*), one-seed juniper (*Juniperus monosperma*), alligator bark juniper (*Juniperus deppeana*), and various grasses.

Montane Coniferous Forest

Mileposts 5.1 to 7.2; 62.8 to 69.0

This community occurs at the highest elevations of the route. The plant types of this community are characterized by: ponderosa pine (*Pinus ponderosa* var. *scopulorum*), Douglas fir (*Pseudotsuga menziesii*), aspen (*Populus tremuloides*), Gambell oak (*Quercus gambelii*), and white fir (*Abies concolor*).

Wetland Areas along the Route

Federal law mandates the protection of all wetlands that occur on public lands. Being especially sensitive on the Navajo Nation Lands, wetlands occurring along the project route corridor can have substantial effects on any planned project or development. Any project will need to be carefully planned to avoid any disruption or destruction of the wetland. Along this route, Red Lake is considered a wetlands area.

WILDLIFE

Common mammals known to have occurred in Canyon de Chelly and the surrounding area include: black bear, mule deer, cottontail rabbit, jackrabbit, coyote, kit fox, mountain lion, bobcat, porcupine, raccoon, badger, skunk, Gunnison's Prairie Dog and rodents. Black bear sightings have generally occurred in the canyon bottom. Mule deer have been sighted in Great Basin Woodland areas, and may have once inhabited the canyon bottom. Cottontails are found throughout the canyon while jackrabbits are found in dry plains environments, such as the Semi-Desert Grassland communities (McDonald). Birds are well represented as well. Commonly found are golden eagle, turkey vultures, ravens and great horned owls. Also seen are western mourning dove, killdeer, downy woodpeckers, desert sparrow hawks, pinyon jays, western nighthawks, cliff swallows, wild turkey and migratory birds such as redhead and mallard ducks. The area supports a variety of reptiles and amphibians, and the lakes are stocked with rainbow and cutthroat trout.

THREATENED AND ENDANGERED SPECIES

Since the proposed corridor occurs on federal trust land, any planned project will require federal or tribal review for possible impacts on the listed species.

Because the Navajo People live in harmony and balance with Mother Earth, it can be said that most of this corridor is environmentally sensitive. On N64, from Chinlé to Tsaile, Canyon del Muerto follows the route on the south side of the corridor. Canyon del Muerto is a portion of the Canyon de Chelly National Monument, which also has cultural importance. On N12, just south of Tsaile, the Navajo National Forest lies in the Chuska Moun

tains and the Defiance Plateau along the Arizona-New Mexico border. The forest encompasses nearly 60,000 acres. The forest continues adjacent to the corridor until the community of Fort Defiance. The forest continues west of Fort Defiance and south beyond State Route 264 (SR 264) to the community of Oak Springs. Currently, a 10-year management plan exists that would allow commercial timberland to be harvested, as well as designating special management areas (SMAs). These SMAs would be excluded from commercial harvest to protect critical wildlife habitat and vital watershed areas.

Additionally, a document titled Biological Resource Land Use Clearance Policies and Procedures (BRLUC) divides the entire Navajo Nation into six types of wildlife areas. These areas describe what type, if any, development can occur in each of the six areas. This document is located in Appendix A.

Table 1 is a list of special status species identified by the Navajo Natural Heritage Program (NNHP) as potentially occurring in the project area. Of the 31 total species identified by NNHP, 17 are known to occur within 1 mile of the project area, 5 are known to occur within 3 miles of the project area, and the remaining nine species may occur in or near the project area if suitable habitat is present.

TABLE 1. SPECIAL STATUS SPECIES POTENTIALLY OCCURRING IN PROJECT AREA

Species	Status¹	Potential to Occur In Project Area
Alcove bog-orchid (<i>Platanthera zothecina</i>)	NESL G3	May occur in or near project area if suitable habitat is present.
Alcove death camass (<i>Zigadenus vaginatus</i>)	NESL G4	Known to occur within 3 miles of project area.
American dipper (<i>Cinclus mexicanus</i>)	NESL G3	Known to occur within 1 mile of project area.
Arizona leatherflower (<i>Clematis hirsutissima</i> var. <i>arizonica</i>)	NESL G4	Known to occur within 1 mile of project area.
Black-footed ferret (<i>Mustela nigripes</i>)	ESA LE NESL G2	May occur in or near project area if suitable habitat is present.
Bluehead sucker (<i>Catostomus discobolus</i>)	NESL G4	Known to occur within 1 mile of project area.
Burrowing owl (<i>Athene cunicularia</i>)	NESL G4	Known to occur within 1 mile of project area.
Clark's grebe (<i>Aechmophorous clarkii</i>)	NESL G4	May occur in or near project area if suitable habitat is present.
Ferruginous hawk (<i>Buteo regalis</i>)	NESL G3	May occur in or near project area if suitable habitat is present.
Flammulated owl (<i>Otus flammeolus</i>)	NESL G4	Known to occur within 1 mile of project area.
Golden eagle (<i>Aquila chrysaetos</i>)	NESL G3	Known to occur within 1 mile of project area.
Gooding's onion (<i>Allium gooddingii</i>)	NESL G3	Known to occur within 1 mile of project area.

Kit fox (<i>Vulpes macrotis</i>)	NESL G4	Known to occur within 1 mile of project area.
Mexican spotted owl (<i>Strix occidentalis lucida</i>)	ESA LTNESL G3	Known to occur within 1 mile of project area.
Mountain plover (<i>Charadrius montanus</i>)	NESL G4	May occur in or near project area if suitable habitat is present.
Navajo bladderpod (<i>Lesquerella navajoensis</i>)	NESL G4	Known to occur within 1 mile of project area.
Navajo Sedge (<i>Carex specuicola</i>)	ESA LTNESL G3	Known to occur within 3 miles of project area.
Nokomis fritillary (<i>Speyeria nokomis</i>)	NESL G3	Known to occur within 3 miles of project area.
Northern goshawk (<i>Accipiter gentilis</i>)	NESL G4	May occur in or near project area if suitable habitat is present.
Northern leopard frog (<i>Rana pipiens</i>)	NESL G2	Known to occur within 1 mile of project area.
Northern pygmy-owl (<i>Glaucidium gnoma</i>)	NESL G4	Known to occur within 1 mile of project area.
Northern saw-whet owl (<i>Aegolius acadicus</i>)	NESL G4	May occur in or near project area if suitable habitat is present.
Peregrine falcon (<i>Falco peregrines</i>)	NESL G4	Known to occur within 1 mile of project area.
Sivinski's fleabane (<i>Erigeron sivinskii</i>)	NESL G4	Known to occur within 3 miles of project area.
Sora (<i>Porzana carolina</i>)	NESL G4	Known to occur within 1 mile of project area.
Southwestern willow flycatcher (<i>Empidonax traillii extimus</i>)	ESA LENESL G2	May occur in or near project area if suitable habitat is present.
Three-toed woodpecker (<i>Picoides dorsalis</i>)	NESL G4	Known to occur within 1 mile of project area.
Tree swallow (<i>Tachycineta bicolor</i>)	NESL G4	May occur in or near project area if suitable habitat is present.
Utah bladder fern (<i>Cystopteris utahensis</i>)	NESL G4	Known to occur within 3 miles of project area.
Zuni fleabane (<i>Erigeron rhizomatus</i>)	ESA LTNESL G2	Known to occur within 1 mile of project area.

1. Status Definitions: ESA = Federal Endangered Species Act; LE = Listed Endangered, LT = Listed Threatened. NESL = Navajo Endangered Species List; G1 = Group 1, G2 = Group 2, G3 = Group 3, G4 = Group 4.

Source: Navajo Natural Heritage Program project-specific data request response letter dated February 11, 2008.

Currently, there are no legal boundaries of management jurisdictions on Federal Trust Land in the Navajo Nation. The land is managed and administered by the BIA, which is part of the U.S. Department of the Interior. However, the Navajo Nation government has its own various agencies that oversee the administration and management of their lands, such as the Navajo Forestry Department, Navajo Department of Transportation, Navajo Department of Economic Development and Navajo Department of Fish and Wildlife. Also, the Navajo Nation is organized into 5 major subdivisions called agencies, which are broken up further into “chapters”. The Diné Tah (Among the People) Scenic Road passes through the Fort Defiance and Chinlé agencies. The chapters directly affected by the scenic road are Lupton Chapter, Oak Springs Chapter, St. Michaels Chapter, Fort Defiance Chapter, Red Lake Chapter, and the Wheatfields Chapter.

LAND USE

SMALL URBANIZED AREAS

In the urbanized areas such as Window Rock, Fort Defiance, Navajo and Tsaile, the route passes through a mix of land uses that include: residential, commercial, educational, governmental, religious, industrial and open space recreation.

NAVAJO NATION FOREST

Making up nearly 600,000 acres, the Navajo Nation Forest represents a substantial area in the route corridor. This area is managed by the Navajo Forestry Department and has historically been used as a natural/economic resource benefiting the Navajo Nation with the timber/logging operations in past years. Currently, the region has been going through a drought, and the risk for fire danger can be high at times. At the current time, there are restrictions from performing forest thinning operations to alleviate the problem.

AGRICULTURAL/OPEN SPACE

Grazing land for horses, sheep and cattle make up the majority of the land use in the corridor. It is also recognized that much of these grazing areas are open range areas and it is not uncommon to see livestock along the shoulder or crossing the road.

SOCIOECONOMIC GROWTH

In the 2000 U.S. census, the Navajo Nation had a reported population of 180,462, of which 5,234 were non-Navajo. Despite the relatively small overall population, the communities of Chinlé, Fort Defiance and St. Michaels had populations over 5,000, classifying them as small urbanized areas.

The overall median age was 23.6 years, with 41 percent of the population below the age of 18, 52 percent between the ages of 18 and 64, and the remaining 7 percent were 65 or older. The total population in the Navajo Nation is projected to grow by 49 percent between the year 2000 and 2020.

ACCOMMODATION OF PEDESTRIAN AND BICYCLE USERS

There are currently no sidewalks along the corridor route, except in some parts of the small urbanized areas such as Fort Defiance and Window Rock.

Bicycle users on N12 and N64 share the road with motor vehicles. There currently are no designated bicycle facilities along the route, with minimal space on the existing roadway along the corridor route for bicycle use.

ROAD CROSSINGS

There are few existing controlled or signalized road crossings along the corridor route. There is one in St. Michaels, two in Window Rock, three in Fort Defiance and two in Navajo.

EXISTING TRANSIT SERVICE

The Navajo Nation has a public transit system called Navajo Transit System. The system is set up to operate much like an inter-city bus service on fixed routes that link Navajo Nation growth centers. Transit services are not set up to service non-Navajos, including the general public or tourists.

The Navajo Nation also has various transit services that are generally more specialized, such as medical and special education focused transportation needs.

PLANNED TRANSIT SERVICE

There are no planned expansions or additions for the current public transit service in the corridor.

SAFETY CONSIDERATIONS

TRAFFIC

Table 2 illustrates average daily traffic (ADT) volumes within certain segments of the corridor. The BIA estimates a 2 percent annual traffic growth rate for all Navajo-BIA roads, by taking into account population growth and past traffic patterns. Based on projected traffic growth, by the year 2020, 44 percent or 2,701 miles of Navajo-BIA roads will have an ADT between 250-7,999, and less than 1 percent or 14 miles will have an ADT of 8,000 or greater.

TABLE 2. BIA/NNDOT TRAFFIC DATA FOR N64

Beg MP	End MP	Length (miles)	ADT 1997	ADT 1998
0.0	14.0	14	3,437	
14.0	24.0	10		2,423

TABLE 3. BIA/NNDOT TRAFFIC DATA FOR N64

Beg MP	End MP	Length (Miles)	ADT 1990	ADT 1993	ADT 1994	ADT 1997	ADT 2000	ADT 2001	ADT 2005
0.0	8.9	8.9						1213	
8.9	19.0	10.1						1540	
19.0	22.6	3.6			2,967				
22.6	23.6	1.0						4,942	
23.6	24.5	0.9			9,999		9,999		
24.5	25.6	1.1				9,999			
25.6	28.4	2.8							14,062
28.4	30.1	1.7				9,999			
30.1	30.5	0.4		5,359					
30.5	41.2	10.7				5,631			
41.2	43.5	2.3	5,848						
43.5	58.3	14.8						1,866	
58.3	68.2	9.9					1,543		
68.2	75.1	6.9					2,230		
75.1	81.9	6.8					1,755		

Tables 4 - 8 illustrates the number and the types of crashes from 1999 to 2006. Crash summary data for N64 is documented in Table 4 and N12 data is separated into four tables. In addition, the crash severity is broken into three categories ranging from fatal, injury and non-injury collisions. Approximately 606 accidents were documented from 1999 to 2006 (NDOT summary of motor vehicle crashes). The majority of the crashes (123) were caused by animals on the road. The second highest (98) were caused by driver inattention. The next highest (83) were caused from being under the influence of alcohol. Other crashes were caused by speeding and failure to yield. Out of the 22 crashes that ended with fatalities, the top cause was being under the influence of alcohol, followed by driver inattention or speeding, and pedestrian error.

TABLE 4. CRASH SUMMARY, N64, MILEPOST (MP) 0 TO MP 25, 1999 TO 2006

Crash Type	Crash Severity	Number of Crashes
Single Vehicle	Fatality	0*
	Injury	29
	Non-Injury	33
Multiple Vehicle	Fatality	3*
	Injury	12
	Non-Injury	16
Total		90

*Number of injury crashes resulted in one or more fatalities, Source: NNDOT, October 2004.

A majority of the crashes occurred when the sky was clear and during dry conditions. The top three causes were driver inattention, an animal on the road and speeding. Being under the influence of alcohol and roadway defects were also main causes of crashes.

TABLE 5. CRASH SUMMARY, N12, MP 0 AT LUPTON TO MP 14 AT OAK SPRINGS CHAPTER, 1999 TO 2006.

Crash Type	Crash Severity	Number of Crashes
Single Vehicle	Fatality	0*
	Injury	5
	Non-Injury	6
Multiple Vehicle	Fatality	1*
	Injury	22
	Non-Injury	19
Total		52

*Number of injury crashes resulted in one or more fatalities, Source: NNDOT, October 2004.

A majority of the crashes occurred when the sky was clear and during dry conditions. The top three causes were speeding, driver inattention and an animal on the road. Improper driving and being under the influence of alcohol were also main causes of crashes.

TABLE 6. CRASH SUMMARY, N12, MP 15 AT ST. MICHAELS TO MP 36 AT FORT DEFIANCE, 1999 TO 2006.

Crash Type	Crash Severity	Number of Crashes
Single Vehicle	Fatality	8*
	Injury	37
	Non-Injury	61
Multiple Vehicle	Fatality	5*
	Injury	72
	Non-Injury	119
Total		289

*Number of injury crashes resulted in one or more fatalities, Source: NNDOT, October 2004.

A majority of the crashes occurred when the sky was clear and during dry conditions. The top three causes were driver inattention, failure to yield and give right-of-way and an animal on the road. Speeding and being under the influence of alcohol were also main causes of crashes. Because this segment of the corridor is more urbanized than the rest, it is expected to have a higher incident of crashes.

TABLE 7. CRASH SUMMARY, N12, MP 15 AT ST. MICHAELS TO MP 36 AT FORT DEFIANCE, 1999 TO 2006.

Crash Type	Crash Severity	Number of Crashes
Single Vehicle	Fatality	1*
	Injury	7
	Non-Injury	19
Multiple Vehicle	Fatality	1*
	Injury	6
	Non-Injury	17
Total		49

*Number of injury crashes resulted in one or more fatalities, Source: NNDOT, October 2004.

A majority of the crashes occurred when the sky was clear and during dry conditions. The top three causes were being under the influence of alcohol, an animal on the road and speeding. Driver inattention and failure to yield and give right-of-way were also main causes of crashes.

TABLE 8. CRASH SUMMARY, N12, MP 46, CRYSTAL CHAPTER TO MP 75 AT TSAILE, 1999 TO 2006.

Crash Type	Crash Severity	Number of Crashes
Single Vehicle	Fatality	3*
	Injury	33
	Non-Injury	51
Multiple Vehicle	Fatality	1*
	Injury	18
	Non-Injury	24
Total		126

*Number of injury crashes resulted in one or more fatalities, Source: NNDOT, October 2004.

A majority of the crashes occurred when the sky was clear and during dry conditions. The top three causes were being under the influence of alcohol, an animal on the road and speeding. Driver inattention and failure to yield and give right-of-way were also main causes of crashes.

The 2003 Navajo Nation Long Range Comprehensive Transportation Plan recommends the following safety needs for the corridor. On N12 at Hunters Point, from milepost (MP) 17.2 to 20.2, fencing is needed because 50 percent of the accidents are caused by animals. Street lights are needed in Window Rock on N12 from SR 264 to Shonto Boulevard, MP 23.5 to 24.5, and on SR 264 from N112 Junction to N12 Junction, MP 473.6 to 475.5. On SR 264 in St. Michaels at the junction with N112, at MP 473.6 and in Window Rock at the junction with N12, at MP 475.5, there is a need for lighting and intersection design evaluation. Potential sidewalk and pedestrian crossings are needed in Window Rock on N12 at MP 24.8, and SR264 at MP 475.2, and in St. Michaels on SR 264 at MP 467.5. Access control and management are needed on N12 from MP 23.5 to MP 24.5 at the Window Rock shopping center at Shonto Boulevard and on SR 264 from MP 474.5 to MP 476 at the Bashas in Window Rock.

Two recreation areas, accessible from the corridor, need access improvements. Tsaile Lake, at the eastern end of Canyon de Chelly, within the community of Tsaile, needs 4 miles of the gravel access road improved. At the Bowl Canyon Recreation area, near Crystal, N.M., the roadway N321 from Crystal to N31, and N31 from Navajo to N31/N30 junction needs paving.

Numerous shipments of hazardous materials are transported through the Navajo Nation. The Department of Energy, as well as private and public sections are known to cross the Reservation with their shipments. Within the corridor, N12 is designated as a Local Hazardous Shipment Route.

ROADWAY DESIGN STANDARDS RELATING TO ROADWAY MODIFICATION AND EVALUATION OF AFFECTS TO THE INTRINSIC QUALITIES.

The following planning guidelines are used in roadway design and take into account cultural and environmental considerations: The *Indian Reservation Road System (IRR) Transportation Planning Guidelines*, *57BIAM & AASHTO Highway Design Guidelines* and, the *TEA-21 Statewide & Metropolitan Transportation Guidelines*. The general intent of the first two guidelines is to provide safe and adequate transportation facilities. In addition, TEA-21 allows transportation enhancements that include safety education activities for pedestrians and bicyclists, establishment of transportation museums, and projects to reduce vehicle-caused wildlife mortality. Provision of tourist and welcome center facilities is specifically included under the already eligible activity “scenic or historic highway programs.”

The Navajo Tourism Department is the lead entity in planning, development and implementation of the Diné Tah Scenic Roadway Corridor. Other agencies involved include Navajo Transportation Planning Department, Historic Preservation Program, Parks & Recreation Department, Fish & Wildlife Department, Navajo Forestry Department, and the BIA Roads Department. The seven Chapter Coordinators also will participate in the planning sessions. This group of organizations and coordinators will serve as the Tourism Scenic Byways Task Force. The Task Force will make recommendations and ensure that all aspects of the roadway development comply with the Corridor Management Plan. This will make certain that the intrinsic qualities along the route are taken into consideration and either protected or enhanced.

DISABILITY ACCESS

Out of respect for tribal governments and their sovereignty, Congress has excluded Native American tribes from following the rules and regulations set forth in the Americans with Disabilities Act (ADA). The following policies have been instituted by the Native Americans and Congress:

- If the business is tribal owned and operated, the business is not required to follow ADA regulations.
- If the business is owned by non-Native Americans, even if the business is operated by Native Americans, it must comply with ADA regulations.
- If the business is state or nationally owned, regardless of whether Native Americans are operating the business, it must be compliant with ADA regulations.
- If the business has accepted federal funding to expand or further its business, it must follow the guidelines listed in The Rehabilitation Act of 1973.

All businesses, regardless of compliancy, are not required to advertise their status.

ADA AND ACCESS TO PARKS AND RECREATION AREAS

The following is a list of recreational areas that can be found in the Diné Tah Corridor Management Plan area and are handicap accessible:

WINDOW ROCK TRIBAL PARK AND VETERANS MEMORIAL

The small park near the Navajo Nation Administration Center features the graceful redstone arch for which the capital is named. More recently, a Veteran’s Memorial has been erected at the base of Window Rock to honor the many Navajos who served



WINDOW ROCK

in the U.S. military. The Tribal Park's Visitor Center offers restroom facilities. These facilities were not built to ADA specifications, but are wide enough for a wheelchair to enter and maneuver. All parking areas within the Tribal Park are paved and have wheelchair ramps. All trails within the park are concrete paved. The park does offer a picnic area, complete with a cooking pit and eight picnic tables; the picnic area trail, which is off of the main trail, is unpaved. The park does not accommodate guests who are hearing or sight impaired, and at this time there are no plans to do so.

CANYON DE CHELLY NATIONAL MONUMENT AND MUSEUM

Canyon de Chelly reflects one of the longest continuously inhabited landscapes of North America. It contains the cultural resources of Canyon de Chelly, including distinctive architecture, artifacts, and rock imagery while exhibiting remarkable preservation integrity that provides outstanding opportunities for study and contemplation. Canyon de Chelly also sustains a living community of Navajo people who are connected to a landscape of great historical and spiritual significance. The Visitor Center/Museum offers wheelchair-accessible restrooms. All paved parking areas are properly ramped and connect with paved pathways. Canyon de Chelly National Monument has one campsite that is located near wheelchair-accessible restroom facilities. There are hardened trails leading from the campsite to the facilities. There are also shaded areas within the campgrounds that have hardened trails leading from the campsite to plentiful tree canopies. The south side of the park offers four scenic overlooks that are wheelchair accessible. On the north side of the park, there is one wheel-chair accessible scenic overlook. None of the overlooks have restroom facilities. At this time, all facilities mentioned are wheelchair accessible, but do not accommodate guests that are hearing or sight impaired. There are no immediate plans for further ADA renovations.

UTILITIES

The Navajo Tribal Utility Authority (NTUA) is a non-profit enterprise established by the Navajo Nation Council to provide multi-utility services to the Navajo Nation. Since 1959, NTUA has supplied electricity, water, natural gas, wastewater treatment and photovoltaic (solar power) services to residents throughout the Nation's 25,000 square miles, which spreads across northeastern Arizona, northwestern New Mexico and southeastern Utah.

ELECTRICITY

The NTUA provides the electricity along the Diné Tah CMP project area, in the form of overhead electrical power lines. To cover this particularly large area, the electrical power lines are broken up into segments. On N64, a small segment of overhead electrical power lines are located near Canyon del Muerte. On N12, starting at Tsaile, overhead electrical power lines span to Wheatfields Lake, then start again at the intersection of Indian Route (IR) 8080. The electrical power lines continue until another gap near New Mexico SR 134. They continue until another gap found at Oak Springs Valley. Electrical power lines then continue until right before the junction of Lupton and Interstate 40 (I-40).

NATURAL GAS

Natural gas is supplied to several areas along the Diné Tah CMP project area by NTUA through the use of a number of different types of natural gas pipelines. Throughout the project area, gas mains criss-cross through Window

Rock, Fort Defiance and Chinlé. Gas mains were not found to exist in Lupton, Tsaile and Sawmill. Gas mains also were not found to exist between each of the towns.

WATER AND WASTEWATER

Pressurized water and sewer mains found along the Diné Tah project area are owned, operated and maintained by NTUA. Lupton, Window Rock, Fort Defiance, Sawmill, Tsaile and Chinlé were found to have both pressurized water and sewer mains that criss-cross the entirety of the towns. No water or sewer mains were found between each of the towns, or in any towns not mentioned above.

COMMUNICATIONS

Telephone and communications lines within the project area are handled by two separate communication companies.

Frontier Communications handles the larger portion of the project area. Its services extend from Oak Springs Valley to Chinlé. The communication facilities follow the different highways found in the area (IR 12, IR 64, US 191, SR 264). From Oak Springs north on N12, the service is overhead until Hunters Point; it then goes underground inside the BIA right-of-way. The facility continues underground until SR 264 where it turns west, outside of the project area.

Table Top Telephone handles the Sanders, Lupton, Houck and Chambers areas. Communication lines are strung between each of the towns, with no breaks.

SIGNAGE AND BILLBOARDS

Numerous traffic control and informational signs are posted along the Diné Tah Scenic Road. These include regulatory signs, such as speed limits, exclusive turn lanes and open range signs. Communities along the route display informational signage regarding businesses and the community. Traffic control signs include pedestrian crossings and signal lights.

The entire corridor is located on the Navajo Nation. Starting at N64 near Canyon de Chelly National Monument, many informational signs direct travelers to turn-offs and/or points of interest within the Monument. The first community is Tsaile. Beginning here, the corridor turns south onto N12 and is very rural. Informational signs identify the chapter houses and natural resources, such as the Navajo National Forest and Wheatfields Lake. N12 continues into New Mexico and through the community of Navajo. There are no signs informing drivers that they are leaving Arizona and entering into New Mexico. N12 traverses New Mexico and Arizona until it returns to Arizona at the community of Fort Defiance. The road continues into Window Rock, which displays tourist information such as food, fuel and lodging.

At Window Rock, N12 is concurrent to SR 264 and returns to be N12 south at St. Michaels. The segment of SR 264 that is between the two N12 segments contain billboards that are outside the roadway right-of-way. They are owned by individual businesses. There are no other billboards that lie within the corridor. N12 south of SR 264 is another rural segment, and signage is similar to that of the segment north of SR 264. The corridor ends at Lupton where N12 intersects with I-40.

BIA Navajo Department of Transportation and Navajo Parks & Recreation Department have jurisdiction over the signs posted along N64 and N12. Arizona Department of Transportation has jurisdiction over signage along SR 264.

Because these roadways are designated as a state scenic roadway, there are state regulations regarding highway beautification that will need to be adhered to. In addition, federal regulations on highway beautification apply to these roadways as well.

Advertising is limited to the commercial and business signs located in the populated communities of Tsaile, Navajo, Fort Defiance, Window Rock, St. Michaels, and Lupton.

REGIONAL PATTERNS

The Navajo Nation encompasses approximately 26,591 square miles in Arizona, New Mexico and Utah. The population of the Navajo Nation in 2000 was 180,462, which shows a growth rate of 1.96 percent from 148,658 in 1990. This population equates to an average density of 6.6 persons per square mile. The Chinlé and Fort Defiance Agencies encompass the roadway corridor. The populations within each of these agencies lands are 28,491 and 47,213 respectively. It is projected that by the year 2020, the population in the Chinlé Agency will be 42,336 and in the Fort Defiance Agency it will be 63,542. Shown below in Table 9 is the Growth Centers' population projection within those agencies for the years 2000 to 2020.

TABLE 9. GROWTH CENTERS' POPULATION PROJECTION

Growth Centers	2000*	2005	2010	2015	2020
Chinle	5,366	6,071	6,869	7,772	8,793
Fort Defiance	4,061	4,595	5,198	5,882	6,654
Window Rock	3,059	3,461	3,916	4,430	5,013
St. Michaels	1,295	1,465	1,658	1,876	2,122

Note: *2000 Census data for Census Designated Place.

Within the roadway corridor, the communities of Chinlé, Fort Defiance and St. Michaels had populations greater than 5,000 in the year 2000, qualifying them as a small urban area per the Federal Highway Administration. Three communities within the corridor are considered Primary Growth Centers for economic development: Chinlé, Fort Defiance and Window Rock – St. Michaels. Plans for these communities are to promote local retail business development to capture dollars the Navajo population normally spends outside of the Reservation on basic services. Another goal is to promote tourism and industrial sites. The Navajo, Tsaile and Wheatfields communities that are within the corridor are designated as Secondary Growth Centers.

Proposed future developments include the reopening of a particle board plant in Navajo, a small sawmill in Fort Defiance and an oil refinery.

CURRENT REGIONAL FACILITIES

- Window Rock Sports Center
- Window Rock Airport
- Window Rock Fairgrounds
- Fort Defiance Indian Hospital
- Chinlé Comprehensive Health Care Facility
- Tsaile Health Center
- Diné College Campuses

Tsaile

Window Rock

Chinlé

- Council Chambers
- Public cemeteries at St. Michaels and Fort Defiance
- Veteran's Cemetery at Fort Defiance

TOURISM

The Navajo Tourism Department has recently been awarded grants for a number of new projects, including four that directly relate to the Diné Tah Scenic Route:

- Diné Tah Resource Protection Plan
- Diné Tah Interpretive Plan
- Diné Tah Marketing Plan
- Diné Tah Gateway Center (Lupton)
- Navajo Nation Scenic Byways Program
- Navajo Nation Scenic Byways Web Site
- Explore Naat'tsis'aan Interpretive Center
- Antelope Canyon (Naat'tsis'aan Interpretive Center)
- Naat'tsis'aan Corridor Management Plan
- Tse'nikani Corridor Management Plan
- Kayenta/Monument Valley Interpretive Plan
- Kayenta/Monument Valley Marketing Plan

A decorative border in shades of brown and orange, featuring geometric patterns like triangles and zig-zags, surrounds the central text. The background is a textured, aged paper with visible creases and stains.

CHAPTER THREE
PUBLIC PARTICIPATION

As part of the CMP process, the Navajo Nation Scenic Byway Task Force solicited input from the community along the route to document local desires and issues for consideration in the planning efforts. To publicize this effort, a flyer was distributed that outlined the CMP process and announced a series of three community open houses that would be held to invite community feedback on the project. The same information also was presented on a poster that was placed at Chapter houses along the route. In addition, a full-page ad was placed in the local newspaper to encourage involvement and input. Besides the interactive venues for community input, a questionnaire card was developed to solicit specific information about community sentiment regarding the route. The questionnaire card was made available at each open house to be filled out and returned to the task force representatives.

CMP PUBLIC OPEN HOUSES

The three open houses began with a slideshow presentation, providing an overview of **what a CMP is** and the requirements associated with a CMP. It was explained that a CMP effort is requested and guided by a local community and is intended to serve as a vision and blueprint for corridor improvements. A CMP addresses topics such as economic development, which should be driven to enhance the byway traveler experience, mobility and stewardship of the environment. It is also intended to be a plan or document that offers a variety of ideas for incentive-based participation by willing property owners and agencies to enhance the corridor. All of the open house meetings included the services of a Navajo interpreter to assist in presenting the information and answering questions.



THE ARIZONA DEPARTMENT OF TRANSPORTATION SCENIC BYWAYS COORDINATOR PRESENTING THE CONCEPT OF INTRINSIC QUALITIES AT THE OAK SPRINGS CHAPTER HOUSE MEETING

Secondly, it was explained **what a CMP is not**. It is not intended to be a top-down, land-use regulation plan; it is not a mandated document that supersedes local authority in any way; it is not a plan that restricts private property rights; it is not a plan that mandates regulations for view sheds; it is not a plan that allows the State or Federal government to regulate land use outside the Navajo Department of Transportation right-of-way; and it is not a list of mandated new taxes to burden the local taxpayer.

Thirdly, the six intrinsic qualities that make up a CMP were described and examples were given. The six intrinsic qualities include: archaeological, cultural, historical, natural, recreational and scenic resources.

COMMUNITY QUESTIONNAIRE

As part of the public outreach effort, small questionnaire cards were distributed at the public open house meetings to participants as another approach to solicit feedback from the community. An example of the cards that were distributed is located in Appendix of this document.

ISSUES, DESIRES AND CONCERNS OF THE COMMUNITY

At each of the open houses, Task Force members led an interactive open discussion among participants on any wishes and worries, ideas and visions, or goals and strategies for the corridor along the route. The following section lists the issues, desires and concerns brought up during these public meetings and in the response cards

received. These are in no specific order of importance, but fall generally into three categories: 1) economic development; 2) enhancement of the traveler experience and 3) protection of local resources and rights.

ECONOMIC DEVELOPMENT

- Considerable concern was expressed by local communities that revenue sharing needs to occur at the local level.
- The CMP should create and support local awareness of the benefits that can come from increased tourism opportunities.
- Communities expressed desire for shared and locally realized benefits for all communities along the route.
- Increased tourism could encourage economic business development in communities along route.

ENHANCEMENT OF TRAVELER EXPERIENCE

- The CMP should consider and provide strategies to improve traveler safety, roadway conditions and maintenance.
- The CMP should address plans for directional and interpretive signing to guide visitors and enhance their experience.
- The need was expressed for additional and improved recreational opportunities.*
- Bus stop shelters were mentioned as an idea.
- Scenic pullouts were viewed as essential for tourism.
- Improvements to existing recreational facilities such as Bowman's Park.*
- Visitor Information Center at Lupton.
- Interactive travel CDs.
- Boat Dock at Red Lake.*

*Note: Construction of recreational facilities are not eligible for Byway funds.

PROTECTION OF LOCAL RESOURCES AND RIGHTS

- Increased tourism could encourage economic business development in communities along route.
- Natural resource preservation is important to the communities along the route.
- Concern was raised for open range and livestock grazing issues; wildlife and livestock need protection.
- Concerns about cattle rustling.
- Local community members are concerned about a potential for increased poaching and illegal hunting.
- Increased tourism would bring increased litter and pollution.
- Concern about increased alcohol and drug related problems on the reservation.
- Air quality concerns.

TOO MANY PEOPLE

- Increased tourism could encourage economic business development in communities along route.
- Concern about the lack of medical facilities.
- Concern about Navajo traditions and culture being disrespected.
- Concern about legal status of tourists versus tribal law enforcement.

- Concern was raised regarding trespassing.
- Concern for hazardous wastes being transported along the route.
- Seeking new partnerships and relationships between Navajo Nation law enforcement and State and other local agencies.

COMMUNITY VALUES AND GOALS

- Economic Development and Sustainability
- Public Safety
- Inter-agency Coordination
- Public Information System
- Scenic Qualities
- Environmental Protection and Stewardship

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CHAPTER FOUR
INTRINSIC QUALITIES

DEFINITIONS AND STANDARDS

The National Scenic Byways Program defines intrinsic qualities as “features that are considered representative, unique, irreplaceable, or distinctly characteristic of an area.” With this in mind, Corridor Management Plans should analyze and describe the intrinsic qualities and how they are to be managed and interpreted. Specifically, the CMP should include the following areas of intrinsic quality documentation: Archaeological, Cultural, Historical, Natural, Recreational, Scenic.

INTRINSIC QUALITY ASSESSMENT

The evaluation process starts by identifying the intrinsic qualities along the byway and describing the resources contributing to these qualities. Next, these qualities are evaluated to determine which are of local, regional or national importance. The following is a brief summary of the six intrinsic qualities.

ARCHAEOLOGICAL - Visual evidence of the unique customs, traditions, folklore, or rituals of a no-longer existing human group.

CULTURAL - Visual evidence of the unique customs, traditions, folklore, or rituals of a currently existing human group.

HISTORICAL - Landscapes, buildings, structures, or other visual signs of the past. It has to be something that can still be seen - not just the site of something that used to be there.

NATURAL - Minimal human disturbance of the natural ecological features that are associated with a region.

RECREATIONAL - The road corridor itself is used for recreation like jogging, biking, roadside picnics, or direct access to recreational sites like campgrounds, lakes, ski lodges, sightseeing, etc.

SCENIC - Beauty, whether natural or human-made. The quality of the features is measured by how memorable, distinctive, uninterrupted and unified they are.

INTRINSIC QUALITY MANAGEMENT STRATEGY

Once the intrinsic qualities are identified, the intrinsic qualities need to be described as to how they will be managed. This could occur through preservation or conservation and what protection tools are available for this (e.g., zoning, overlay districts, easements).

INTERPRETATION PLAN

An interpretation plan is intended to familiarize visitors with the significant byway resources (e.g., museums, festivals, interpretive markers, kiosks) that have been identified in the corridor through the assessment and management strategy.

ARCHAEOLOGICAL INTRINSIC QUALITIES

CANYON DE CHELLY NATIONAL MONUMENT

In 1931, Canyon de Chelly National Monument was authorized in large part to preserve the important archaeological resources that cover nearly 5,000 years of human occupation. To this day, Navajo families make their home in and around the canyon. Canyon de Chelly is nearly 84,000 acres in area and exists entirely on Navajo Lands. Canyon de Chelly is administered by the National Park Service, and is most certainly one of the better known destinations in the corridor.

In 2004, Canyon de Chelly National Monument was visited by approximately 900,000 people from all over the world. The archaeological resources of Canyon de Chelly alone, including its architecture, artifacts, and rock imagery makes it truly a unique place.



CANYON DE CHELLY

Activities and opportunities at the park include: a visitor center, museum, tours, hiking, rock art viewing, interpretive exhibits, educational talks, horseback riding/camping, picnicking, group camping and opportunities for some spectacular photography.

CULTURAL INTRINSIC QUALITIES

ANNUAL EVENTS

Every year since 1946, the Navajo Nation has held an annual fair in Window Rock. It originally started to stimulate livestock improvements and management, but also included opportunities for the Navajo people to sell their arts and crafts. It is an event that highlights the cultural heritage of the Navajo. The fair is the largest Indian fair and rodeo in the United States attracting about 35,000 visitors a year. Events at the fair include an All-Indian Rodeo, Pow-Wow, exhibitions of Navajo song and dance, wild horse races, arts and crafts exhibits, native foods, a horseshoe throwing tournament, and dances.

Another major annual event that is a big draw for visitors is the Fourth of July Celebration and Rodeo, which attracts about 15,000 visitors a year and is a popular stop for the professional rodeo circuit. Because of the cultural history and importance rodeo and horsemanship abilities hold in Navajo society, the rodeo events are very popular and provide visitors an opportunity to share in the experience.

NAVAJO MUSEUM, LIBRARY AND VISITOR CENTER

Located in Window Rock, the museum is dedicated to preserving and interpreting the rich and unique culture of the Navajo Nation. The museum includes: display exhibits, a book and gift shop, snack bar, auditorium, outdoor amphitheater and an information kiosk. The Visitor Center also has an example of an authentic Navajo hogan.

WINDOW ROCK TRIBAL PARK

Window Rock is the “capital” city of the Navajo Nation, home to the tribal government headquarters, various agency offices, the Navajo Veteran’s Memorial and the rock formation that gave Window Rock its name.

The Navajo Nation Veteran’s Memorial is located at the base of Window Rock and was built to honor the many Navajos who have served in the U.S. military. The layout of the memorial is very symbolic in its design.



NAVAJO NATION VETERAN’S MEMORIAL PARK

NAVAJO NATION COUNCIL CHAMBERS

This is the heart of the tribal government. It’s here that visitors can see how the council and tribal government conducts business. If council is in session, visitors are afforded the opportunity to hear tradition in action as sessions are spoken in the native language, illustrating how cultural heritage can be preserved while remaining progressive at the same time. Inside the Council Chambers, visitors will find beautiful and colorful mural paintings that depict the history of the Navajo People and their way of life.



NAVAJO NATIONS COUNCIL CHAMBERS

LOCAL ARTS AND CRAFTS

Besides the annual fair and Fourth of July Celebration, communities such as Window Rock afford opportunities for visitors to see and purchase locally crafted works of art, handmade silver jewelry, and woven rugs at roadside vendor locations, swap-meet type sales, traditional retail stores and galleries.

DINÉ COLLEGE

The college was originally established as Navajo Community College in 1968, and later renamed Diné College. Diné College was the first college created by Native Americans for Native Americans with the assistance of Arizona State University. The college remains the largest, oldest, accredited Native American managed college in the country. The college now has a total of eight campuses serving a three-state area, with the Tsaile location serving as the main campus. The hub is the Ned Hatathli Cultural Center, a six-story hogan shaped building, which also home for the Hatathli Museum and Gallery. In addition to the design influences of the hogan, the museum has on display art exhibits that illustrate the traditional Navajo beliefs of origin. The center also houses the Dine College Bookstore, a treasure of books on Navajo culture, religion and language.

NAVAJO NATION ZOO AND BOTANICAL PARK

The Navajo Nation Zoo and Botanical Park in Window Rock is the only zoo in the U.S. managed by a Native American tribal organization. The majority of the animals at the zoo are from the region, which helps to continue efforts showcasing and educating people on the plants and animals important in Navajo culture.

HISTORICAL INTRINSIC QUALITIES

The following is a list of destinations found along the Diné Tah CMP area that are either listed as a National Historic Landmark (denoted by *), or has historical significance due to age or cultural relevance.

ST. MICHAELS MISSION MUSEUM

In 1868, the Friary was built to instruct the Native Americans on Catholic ways. Since that time, it has been used as a chapel, as well as a residence for the Friars. The original adobe mission and its historic interior have been preserved as a museum, interpreting missionary life and reservation life at the turn of the century. The mission continues to serve the people of the St. Michael community. The small rectangular stone building is now housed in what was originally a trading post.

ST. MICHAEL INDIAN SCHOOL

Located a mile from the St. Michaels Mission Museum, St. Michael Indian School was opened in 1902 by Mother Katherine Drexel and the Sisters of the Blessed Sacrament. The school went on to become the first school for Navajo children located on a Native American reservation. Built from locally quarried stone, the school building remains a fine example of early 20th century architecture. The school is still actively being used teaching K-12 students.

NAVAJO NATION COUNCIL CHAMBERS

The Navajo Nation Council Chambers, located in Window Rock, is the single-most significant building in the United States symbolizing the New Deal revolution in federal Indian policy. It was designed and built to stand in declaration of economic and cultural self-determination as afforded to American Indians by John Collier's Indian Reorganization Act of 1934. Today, it is the spiritual home of the Navajo political process, embodying the development, growth, and maturity of the Navajo government since it first began using the building in 1936. The Navajo Nation Council Chambers were designated a National Historic Landmark on June 16, 2004.

THUNDERBIRD LODGE

Lodging within the Canyon de Chelly National Monument is available only at the historic Thunderbird Lodge, a 73-room motel-style facility reminiscent of older adobe structures. The dining facility for the lodge is located in the original trading post built in 1896. The lodge's pink adobe construction is reminiscent of ancient pueblos. Guests can enjoy sitting in the shade of cottonwood trees planted in the 1930's by the Civilian Conservation Corps.



THUNDERBIRD LODGE AND RESTAURANT

NAVAJO NATION TRADING POST

The Navajo Nation Trading Post has been a part of the landscape since 1870. The Trading Post has been restored to capture much of its original character, and remains a working trading post today serving much of the local Navajo community.

FORT DEFIANCE

Originally established as the U.S. Army's first military fort in Arizona, it was often the site of clashes with the Navajos living in the area. In later years the Fort served as the central agency location for the Navajo, and was essentially the "capital" of the Navajo Nation until it was moved to Window Rock. To this day, many of these historic buildings still serve as office locations for the Fort Defiance agency.

NATURAL INTRINSIC QUALITIES

ELEVATION CHANGES

The route begins in Lupton at an elevation of approximately 6,200 feet, then gradually progresses to 6,600 feet by the time it reaches Bowman's Park rest area. The route then declines 200 feet in elevation as it heads into Oak Springs Valley. As the route enters Window Rock, it rises to an elevation of about 6,700 feet spanning 20 miles. Progressing northward, the route rises to approximately 7,000 feet in elevation, entering the Town of Navajo, rising slightly to 7,300 feet at Wheatfields Lake. The road then continues to gradually rise to its highest elevation of 7,500 feet found at the turnoff for Black Pinnacle. From this point on, the road gradually slopes downward with a few undulations, reaching Tsaile at an elevation of 7,100 feet. The route starts to descend as it heads toward Canyon de Chelly, ending at an elevation of 5,400 feet.

LAND FORMS

CANYON DE CHELLY - These beautiful canyons were home to pueblo peoples for 1,000 years and also served as an ancient stronghold for the Navajo people. Now a National Monument, people from all over the world visit this scenic wonder.

CHUSKA AND LUKACHUKAI MOUNTAINS - These mountain ranges are visible for most of the route north on N12 and for portions of N64. The Chuska Mountains and their southern extension, the Manuelito Plateau, border the eastern side of Black Creek Valley. Elevations range from approximately 6,000 feet to 9,000 feet.

DEFIANCE PLATEAU - The Defiance Plateau is an uplifted area consisting of an elongated dome bounded in areas by the east and west Defiance monoclines. It borders Black Creek on the east. It ranges in elevation from 6,000 feet at its western edge to 7,000 feet on the eastern side indicating a gradual slope to the west. The highest point on the plateau is known as Fluted Rock, a volcanic neck with an elevation of 8,620 feet.

The corridor passes through two distinct geologic areas. These areas are Black Creek Valley/Defiance Plateau, and Canyon de Chelly/Canyon del Muerto. In general, the geologic stratum is capped by Permian, Triassic, Jurassic, and Cretaceous sedimentary rock. This sedimentary rock is then covered by Quaternary alluvial deposits. The lower portions of the Permian strata is made up of the Supai formation which is primarily made of shale, siltstone, and sandstone topped off by the De Chelly formation which is made up of sandstone. Above the Permian strata, the other three periods of deposits are found mostly as rock outcroppings.

The geology of the Canyon de Chelly and del Muerto areas is primarily made up of Triassic age deposits over Permian deposits. The Triassic deposits consist of both the Chinle formation and Shinarump conglomerate. The Chinle formation is made up of shale, marls, sandstone and limestone conglomerates (McDonald). The Shinarump

conglomerate underlies the Chinle formation and consists of sandstone and conglomerate. The Permian deposits, which underlie the Triassic deposits, are made up of the Supai and De Chelly formation.

ROCK OUTCROPS

Some of the more significant rock outcrop formations found along the route includes the following:

DEFIANCE PLATEAU - The ancient and exposed sedimentary rock at the edge of the plateau is evident along the roadway throughout the Black Creek Valley from Lupton to Tsaile, Arizona.

CHUSKA AND LUKACHUKAI MOUNTAINS - Also referred to as the “Navajo Alps”, the exposed rock formations are made up of Jurassic and Triassic sandstone. These dramatic outcrops are found along the eastern side of the Black Creek Valley north of Window Rock, Arizona along N12.



CHUSKA AND LUKACHUKAI MOUNTAINS

TEAPOT - An interesting and unique rock formation, the “Teapot” can be seen near the southern end of the route, two to three miles from the routes intersection with I-40.

THE “GREEN KNOBS” - Considered a very unique rock formation due to its greenish gray color. The “Green Knobs” are made of Peridot and are sacred to the Navajo. The greenish gray rocks of this formation sharply contrast the reddish sandstone of the surrounding landscape. The formation can be found near the north end of Red Lake on the east side of the route.

TSAILE PEAK - The peak is considered a prominent feature in the area around Tsaile. As a volcanic plug, the peak rises approximately 1,000 feet above the plateau floor.

HYDROLOGY

The proposed byway passes through two large drainage basins: The Little Colorado River Basin and the San Juan River Basin. Black Creek is a primary feature along the route. The Creek has three perennial tributaries: Tohdi-Idonih Wash, Buell Wash, and Bonito Creek. Perennial springs also occur at Buell Park, St. Michaels, Hunter’s Point, and Oak Springs. For a distance of six miles, in its V-shaped canyon south of Oak Springs, Black Creek is perennial from its headwaters to Black Creek Gorge. The creek flows almost year round and its flow is interrupted only during the driest months of the year.

On the Defiance Plateau, permeable soils and bedrock, along with low annual precipitation, result in an absence of permanent streams and springs today. However, moisture is retained in the sandy alluvium of the drainage-ways. Melting snow and summer thundershowers create brief periods of surface water availability which are more frequent at higher elevations because of greater precipitation. This is one reason that the Defiance Plateau and the Chuska Mountains have more permanent surface water than any other areas on the Navajo Reservation.

Almost all groundwater in the area occurs in sedimentary rocks, although both the tuffaceous rock of igneous origin and the Quaternary alluvium are water bearing.

The Black Creek Valley is known to be an artesian area, yet most modern wells flow because the water is available near land surfaces at less than 492-feet deep.

In contrast, Canyon de Chelly and Canyon del Muerto have permanent water sources. The canyons make up the largest watershed on the Defiance Plateau, which has supported a diversity of life over time. The de Chelly sandstone contains the regional groundwater reservoir, and consequently, springs and seeps are found in cracks and joints in the cliff face. Some of the groundwater seeps into the sand in the canyon bottom, combining with runoff from the Chuska and Lukachukai Mountains. This water may be obtained by digging shallow wells (about 3-feet-deep) in the sand.

During the periods of spring runoff and summer thunderstorms, canyon bottom sand becomes saturated, and water flows beyond the mouth of the canyon. If thundershowers are especially intense, the flow can take the form of a flash flood. A large, flood control dam has been built recently at the head of the canyon, creating Tsatile Lake.

RECREATIONAL INTRINSIC QUALITIES

HIKING

Established trails and hiking opportunities occur within the corridor, especially within the Canyon de Chelly National Monument. These trails are quite heavily used and well maintained. Several trails start at the canyon rim and head down to various points of interest in the canyon. Since it is located in a canyon, several of the trails do require an adequate level of fitness to hike them comfortably. Information about hiking the trails and other activities in the Monument can be found in the visitor center and museum.

HORSEBACK RIDING

Horseback riding is one of the various options available to visitors at Canyon de Chelly looking for a slower paced experience. This experience at Canyon de Chelly starts at the stables near the historic Thunderbird Lodge. On horseback, visitors can take tours of varying lengths, giving them ample opportunities for sight-seeing.

Private tour operators in the area are available to provide tours of Canyon de Chelly. Tours include a range of overnight horseback/camping trip options ranging from 2 day/1 night trips to 6 day/5night trips. The tours are always led by a Navajo guide. Riders will all levels of experience are welcome.



HORSEBACK RIDING IN CANYON DE CHELLEY

JEEP TOURS

Several off-road or 4x4 tour operators work in the area. These are generally concentrated in the Canyon de Chelly National Monument area. As with the horseback tours, Navajo guides are necessary, and provide short to longer term tours.

CAMPGROUND/PICNIC AREAS

BOWMAN'S PARK

Bowman's Park is a small roadside picnic area with 5 picnic tables and fire pits. It is located at the south end of the proposed route along N12, which is only 3 miles south of the Oak Springs community. It is situated at an elevation of 7,000 feet, which makes it a pleasant stop to take in the surrounding views or escape from the summer heat.

ST. MICHAELS SUMMIT

An additional picnic area called St. Michaels Summit is located within 8 miles of the route corridor and west of Window Rock. The location has 10 picnic tables, 8 fire pits and primitive restroom facilities.

BOWL CANYON RECREATION AREA

The recreation area is a 12 mile drive west of N12 near the community of Navajo, New Mexico. It is one of the Navajo Nation's major outdoor recreation attractions, providing for activities such as hiking, fishing, picnicking, canoeing and camping. The recreation area includes both Lake Asááyi and Camp Asááyi. The camp itself is able to accommodate large groups and organizations and presents programs on conservation, nature lore, recreation or scouting, and can host special events and activities.

PRIVATE COMMERCIAL CAMPGROUND OPPORTUNITIES

In addition to public campgrounds, there are private campgrounds currently offering sites amidst the junipers and piñon pines near the rim of Canyon de Chelly. The private campgrounds cater to groups, individuals, RV users and tent campers in a quiet, relaxed setting. Campsite amenities in some locations include: dining halls, kitchens, cabins, showers, restrooms as well as outdoor facilities and equipment for recreational sports such as basketball and volleyball, and hiking trails in the immediate area.

HUNTING/FISHING AND BIRDING OPPORTUNITIES

RED LAKE

Near the community of Navajo, New Mexico, Red Lake is located at the north end of Tsehootsooi, which is Navajo meaning, "meadow between the rocks". The lake is located at an elevation of 7,000 feet, and the edge is lined with grasses and marsh type plants. The lake has minimal improvements and access. Red Lake offers some of the best catfish fishing in the Navajo Nation. Red Lake is also a major area for birding opportunities, as it attracts various species of birds from migratory water fowl to birds of prey.



RED LAKE

WHEATFIELDS LAKE

The lake is located about 44 miles northeast of Window Rock and along N12 in a scenic area surrounded by mountains, old cinder cones and pine forests and grassy meadows with an occasional group of horses or cattle

grazing nearby. The lake is situated at an elevation of 7,100 feet, has 26 picnic tables, 26 fire pits and 10 primitive restroom facilities. The lake is stocked with trout and provides good fishing opportunities.

TSAILE LAKE

Tsaile Lake is located 2 miles southwest of the Diné College in Tsaile, Arizona. It is located at an elevation of 7,000 feet, has picnic tables, fire pits and restroom facilities. The lake also is located at the start of Canyon de Chelly National Monument.

SCENIC INTRINSIC QUALITIES

A DESCRIPTIVE SCENIC OVERVIEW OF THE CORRIDOR

The Black Creek Valley segment begins at the junction of I-40 and N12 within the community of Lupton, Arizona, which is approximately 2 miles from the Arizona-New Mexico border. As the route travels north, the flat and less inspiring landscape along I-40 is forgotten and is replaced with the opportunity to appreciate this ancient land at a slower pace. The drive begins in a relatively narrow view-shed filled with limestone, juniper and pinon-pine lined canyon walls, which opens to reveal an expansive valley landscape. The grassy meadows, livestock, scattered farm/ranch settlements, rugged ridges, and sculpted rock formations come together to form a memorable drive.

The next destination you reach is Hunter's Point, an interesting geologic formation which is a dominant visual element of the landscape in this area. Beyond Oak Springs and Hunter's Point is the community of St. Michaels. A must see in St. Michaels is the St. Michaels Mission museum.

In addition to the mission and school, the community of St. Michaels offers visitors lodging and dining opportunities, as well as visitor services such as scenic tours of the surrounding area's points of interest. Just a short drive to the east is the capital of the Navajo Nation, better known as Window Rock, Arizona. Window Rock received its name from the widely recognized rock arch formation. To the Navajo, this is a highly sacred and significant cultural site that is part of the Navajo Water Way Ceremony. Window Rock has many other attractions, and provides a full range of services to visitors.

Five miles north of Window Rock is the community of Fort Defiance. It lies in a grassy gentle sloping valley known as Tsehootsooi, which is translated as "meadow between the rocks". Further north, the visitor is treated to views of dramatic, sculpted rock formations, each, it seems, having a story. Rock outcrops, such as "Frog Rock" in the community of Navajo, New Mexico, are named by local residents and are often part of the local folklore. As you continue towards Tsaile and the turnoff onto N64, the visitor is presented with views of expansive valleys, distant mesas, pine filled forests, small mountain creeks, and dominating cinder cones with names like Little White Cone or the hard to miss and sacred rock tower formation known as Tsaile Peak. Once visitors make their way up to the community of Tsaile, Arizona they are at an approximate elevation of 7,200 feet.

Leaving Tsaile, the route continues west on N64 for approximately 20 miles towards the Canyon de Chelly National Monument. The scenery along this segment is full of expansive views with distant mountains and mesas. The highway gradually drops in elevation to a landscape that is dominated by pinon-pine forests and high desert scrub. Continuing west, there are several opportunities to take side roads which lead to scenic overlook points

peering into Canyon de Chelly. The overlook points provide a great viewing opportunity of 11th century Anasazi cliff dwelling ruins. The overlook points are well maintained and provide substantial parking and interpretive signage. Several of these overlook opportunities occur before the turnoff for both the National Parks office and museum for Canyon de Chelly and the nearby historic Thunderbird Lodge.

CHAPTER FIVE
AGENCIES AND
ORGANIZATIONS THAT
INFLUENCE THE
CORRIDOR VISION

AGENCIES AND ORGANIZATIONS THAT INFLUENCE THE CORRIDOR VISION

- Navajo Nation
 - Department of Transportation
 - Department of Tourism
 - Fish and Wildlife Department
 - Forestry Department
 - Parks and Recreation Department
 - Economic Development
 - Scenic Byways Program
- ADOT Scenic Byways
- U.S. Department of the Interior National Park Service
- Oak Springs Chapter
- St. Michaels Chapter
- Fort Defiance Chapter
- Red Lake Chapter
- Wheatfields/Tsaile Chapter
- Chinle Chapter
- Crystal Chapter
- Lupton Chapter
- FHWA
- BIA

COORDINATION WITH NATIONAL PARK SERVICE PLANNING EFFORTS AT CANYON DE CHELLY

The National Park Service is developing a General Management Plan and Environmental Impact Statement for Canyon de Chelly National Monument to provide direction over the next 15 to 20 years. Currently, the monument does not have a general management plan. It is anticipated that the plan will provide a broad conceptual framework that will guide the decisions for long-range operational management, resource management and protection, visitor appreciation and understanding, partnerships and appropriate facility development. It will articulate the monument's mission, purpose and significance, while defining the resource conditions and visitor experiences that should be achieved and maintained over time.

It is recommended that any efforts and work within the corridor should coordinate with efforts and goals of the Canyon de Chelly General Management Plan. This may include coordinated efforts to protect the watershed of Canyon de Chelly outside of the monument boundaries and within the corridor and enhancing access to the canyon.

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CHAPTER SIX
IMPLEMENTATION

GOALS & OBJECTIVES

- Restore historic buildings (includes signage/publicity) (address in resource protection plan).
 - Work with area Chapters to identify and prioritize historic buildings in need of restoration.
 - Work with Navajo Nation Tourism, Arizona Office of Tourism and Apache County to explore possibilities for collaboration and cost sharing.
- Attract visitors to protected historic sites.
 - Develop a map/brochure showing all protected historic sites and providing some historical information.
- Develop and maintain a comprehensive signage system (includes brochures, signage, maps, marketing materials).
 - Develop a logo for the Diné Tah Scenic Road.
 - Develop uniform guidelines to encourage compatibility of colors and style for brochures, signage, maps and marketing materials.
 - Develop a multi-agency memorandum of understanding that addresses signing consistent with the goals of this plan and the community plan.
- Increase the number of scenic and safety pullouts along the corridor.
 - Work with Navajo DOT, ADOT and Apache County to explore possibilities for collaboration and cost sharing.
- Identify areas for respectful roadside vending for local artisans/artists (includes signage/publicity).
 - Work with local artisans/artists, DOT, ADOT and Apache County to help identify and develop vending areas. (St. Michaels Indian Market is one suggestion).
- Build visitor center(s) for focal point for distributing information (brochures/maps/motel/restaurant info) to tourists/visitors
 - Work with Navajo Nation Tourism, Arizona Office of Tourism and Apache County to explore possibilities for collaboration and cost sharing.
- Identify and promote lesser known side attractions (address in marketing plan).
 - Work with area Chapters to identify side attractions.
 - Include information in marketing materials.
- Protect natural resources, including wildlife and domestic animals.
 - Identify important habitat and designate these areas as refuge for wildlife and plants.
 - Provide cautionary roadway signs in areas likely to have high animal populations, either domestic or wild.
- Provide recreational hiking/biking trails along corridor (address in marketing plan).
 - Work with area chapters to identify potential routes.
 - Work with DOT, ADOT and Apache County to explore possibilities for collaboration and cost sharing.
- Increase the length of stay for visitors (address in marketing plan).
 - Provide marketing materials to tourism entities across the nation.
 - Develop itineraries to suggest to travelers.
 - Develop more amenities for travelers, such as restaurants and lodging.
 - Develop/promote public camping sites.
 - Develop trash collection (adopt-a-highway) groups to minimize pollution.

Note: Some goals and objectives will be addressed by a soon-to-be-completed marketing plan.

SHORT-TERM ACTION PLAN

DINÉ TAH (AMONG THE PEOPLE) SCENIC BYWAY TASK FORCE

The Diné Tah Scenic Road is a priority for the Navajo Tourism Department, which leads the byway effort by pulling together people and resources. The Tourism Department serves as an educational, planning and marketing catalyst for local community people and the Navajo Nation Scenic Byway Task Force. This committee was organized in October 1992 to address economic development projects related to transportation and including the responsibility for developing policies and procedures for designation of roads on the Navajo Nation. It also identifies and prioritizes the roads that will be included in the Navajo Nation Transportation 10-Year Plan and in the Overall Economic Development Plan for the Navajo Nation. The task force is comprised of representatives from the Bureau of Indian Affairs, National Park Service and the Navajo Nation including: Department of Tourism, Department of Transportation, Fish and Wildlife Department, Forestry Department, Parks and Recreation Department, Economic Development.

It is recommended that the current committee remain intact to continue working on priorities for the corridor. This would include oversight on its management and the long-term preservation and enhancement of the identified intrinsic qualities and resources important for the corridor.

It is recommended that the committee be expanded to include community representatives from the Navajo Nation from each of the local chapters within the corridor. These chapters would include the Oak Springs, St. Michaels, Fort Defiance, Red Lake, Wheatfields/Tsaile Chapter, Crystal Chapter, Lupton Chapter and the Chinle Chapter.

To achieve the goals and objectives, the CAC must enlist the assistance of new and continuing group members to implement the strategies to protect, preserve and promote the corridor's Archaeological, cultural, historical, natural, recreational and scenic resources.

The Navajo Nation Scenic Byways Program plans to form a Community Chapter Advisory Council made up of the Chapter Coordinators from each chapter along the corridor. Community presentations would be made throughout the corridor's communities to educate the public on the significance of the corridor and the Scenic Byway designation. Workshops would be held at the Chapter Houses to keep the public up to date on projects and improvements to the corridor. The creation of this council would occur as soon as the Byways Program is in place. The Byways Program also plans to work with small entrepreneurs and to build partnerships between agencies.

Upon approval of this CMP, a meeting should be held with interested stakeholders to confirm CAC membership. The action plan should be reviewed and approved, and specific tasks should be assigned to groups and individuals to achieve.

The Navajo Nation Scenic Byways Program, through the Tourism Department, will be the primary agency responsible for enforcing compliance with the CMP. Once under contract, the Byways Program will develop a schedule for compliance. The Byways Program will coordinate with agencies and chapters that have authority or interest along the corridor. It is recommended that there should be routine site-drives, potentially quarterly, with a checklist of items to verify. The Byways Program may use the Parkways, Historic and Scenic Roads Advisory Council checklist to periodically evaluate the corridor. The Byways Program will provide written criteria for evaluation. The eventual goal would be community based tourism, which would be accomplished by community education

workshops. By encouraging the communities to take ownership of the corridor and CMP, there would be less concern for vandalism and trash at developed areas along the corridor.

LONGER-TERM RECOMMENDATIONS

RESOURCE PROTECTION PLAN

The byway traveler will benefit by having access to a wide spectrum of interpretive media that will communicate important resources and themes. The traveler will understand and appreciate the meaning of the resources, landscape, geology and scenic view along the byway and experience, learn and understand firsthand the culture and history of the “Diné” (The People) along the entire length of the road. The traveler will have safe access to amenities and related businesses along the route. The program will be enjoyable, relevant, organized, and thematic and will offer a variety of ways to connect the traveler with the local people and their land.

Resource Protection will require: planning and research for the development and implementation of a plan to protect the archaeological, cultural, historical, natural, recreational and scenic resources in areas adjacent to the Diné Tah (Among the People) Scenic Road in conjunction with the Corridor Management Plan and the proposed Interpretive Program.

This project benefits the byway traveler by accessing information that will protect and enhance the quality of the byway. This project will provide a better understanding and appreciation of the intrinsic qualities of the road and its relationship to the “Diné” (Navajo people). Visitors who are better informed and feel secure will stay longer and have better quality experiences.

A multi-year work plan has been developed for the proposed Resource Protection Plan as follows:

YEAR ONE

- The planning, development and implementation of the Resource Protection Plan.
- Acquire and improve land for interpretation. Includes proposed scenic or conservation easement activities.

YEAR TWO

- Identify buildings needing restoration; provide concept or floor plans showing anticipated uses and discussions about how the building use will benefit the byway traveler’s experience.

YEAR THREE

- Implement the scenic and land conservation planning, for zoning overlays, transfer of development rights, and other byway protection activities such as community registry, recognition or notification programs as applicable.

The Resource Protection Plan will need to address and plan for the following issues:

- How will byway travelers be informed of the significance of the resource sites being protected or about the specific intrinsic qualities located at a specific site?
- The protection of resources and how it contributes to the experience a byway traveler will have along the route and why the specific site proposed for acquisition is valuable, particularly if other resource sites exist along the route.
- The maintenance of improvements over their useful life, generally considered to be 20 years.
- The identification for any portion of a historic building/property to be used for byway purposes.

INTERPRETIVE PLAN

The goal and intent of the Diné Tah Scenic Byway Interpretive Project is to plan, design, develop and implement a comprehensive multi-media interpretive plan (document) that will guide the Task Force in initiating an interpretive program to inform and educate the traveling public in a manner that is enjoyable, memorable, relevant, organized and thematic. It is a goal to have the traveling public understand and remember the essences of what we are interpreting, not just the facts, but also the stories behind it that make it part of the Diné way of life.

The interpretive program should strive to hold people in the area longer, thereby increasing economic benefits and encouraging return visits or referral visits. This goal will be accomplished by incorporating the project into the Navajo Tourism's Community Based Development process.

This process will identify a wide spectrum of products and services including seminars, demonstrations and related byway amenities. The plan will also incorporate Arizona and New Mexico's network of scenic byways, with an emphasis on Indian Country.

This project benefits the byway traveler by interpreting the sacred and living landscape, history, culture, attractions, archaeological sites, and other resources along the Diné Tah Scenic Byway that will add to the visitor's experience and understanding as they travel along the road. The Interpretive Program will give travelers firsthand experience in understanding the rich cultural, natural heritage and stories of the communities through which the road passes. The program will be enjoyable, relevant, organized, and thematic connecting the byway traveler and the local people. The following summarizes the activities envisioned with the development of an interpretive plan for the corridor.

ACTIVITY ONE

The first priority for the development of an interpretive plan is to hire a certified professional interpretive planner to plan, design, develop, and implement our Interpretive Plan. At this time, the Navajo Nation does not have an interpretive plan for Diné Tah Scenic Road. However, in planning for our byway, there will be a need to address such elements as interpretation, marketing, funding and operations/maintenance. The interpretive plan will include a thorough market and architectural analysis to add better value for corridor planning efforts. The market analysis

will provide the information necessary to begin production of the products and services that will hold people in the area and increase economic benefits for the local residents and businesses and encourage return and referral visits, thus increasing exposure.

The interpretive plan will be used for the promotion of the byway and to seek funding for continued support. The consultant will be required to work with the Navajo Tourism Department, Navajo Nation Scenic Byway Task Force, ADOT Scenic Byway Coordinator and all Navajo Nation Chapters along the route. A grass roots planning approach will be implemented to ensure that the needs and desire of the local people are the key ingredients to the interpretive program. This will be accomplished by hosting committee meetings in all communities along the route.

ACTIVITY TWO

The second phase of the plan involves the design, development, and installation of the products and the type and format of information that will be communicated to the traveling public. When the Interpretive Plan is finished, it will provide guidance for design, fabrication, continued operation and maintenance of interpretive media. At this stage of the project, the planner will need to have expertise in advertising, architecture, engineering, graphic design, and exhibit fabrication. The planner will be required to work with the Navajo Tourism Department, Navajo Nation Scenic Byway Task Force, and all Chapters along the route. A grass roots planning approach will be implemented to ensure that the needs and desires of the local people are the key ingredients of the interpretive program.

ACTIVITY THREE

Traditionally, scenic byways have relied largely on interpretive signs at pullouts as their primary method of interpretation. But interpretation is far more than just signs along the roadway, and research tells us that wayfaring-signs are often not the most effective method of getting a story across to the visiting public. Therefore, the design and development of program components will include informational kiosks, panels, exhibits, welcome signs, demonstrations, step on guides, informational signage, brochures, CDs, and audio cassettes. Product will also be designed to appeal to children and traveling families.

Items such as thematic puzzles and travel games that can generate stops along the byway can be an excellent sales item. The kiosks, panels, exhibits and information signage will be strategically constructed along the route. The design concept and information for the kiosks and exhibits will be developed in the interpretive plan. The interpretive brochures will complement the overall travel information guide to be developed through the Diné Tah Scenic Road's Marketing Plan.

CORRIDOR MARKETING PLAN

Current materials produced by Arizona Office of Tourism and Navajo Tourism Department do not convey the multifaceted opportunities and the intrinsic qualities, the people, and cultural values in relation to the corridor and Four Corner's Region. To address this need, a dynamic marketing plan promoting the corridor will be developed. This corridor marketing plan will leverage funding from various agencies to increase the visitor traffic and length of stay, thus, benefiting regional economic development and enhancing the Byway traveler experience.

The goal for a corridor marketing plan is “To develop a marketing strategy which will take the traveling public off the interstates and main roads to travel our Navajo Nation Byways”. The plan should take advantage of the cultural and historic heritage of the Navajo Nation and its people. It should also emphasize the Intrinsic Qualities found along Diné Tah Scenic Road.

The Tourism Department is coordinating with the four state directors on the Four Corner Heritage Council regarding “Trail of the Ancients.” The Byways Program intends to apply for additional funding to research tourist patterns and identify target audiences for marketing materials, including audiences from other countries. At a minimum, the Tourism Department intends to offer information regarding this corridor in German and Japanese. Additional funding would be sought specifically for multi-lingual information needs. Navajo Tourism plans to develop a web site as a part of the Diné Tah Marketing Plan that will be developed, and the site will include information in multiple languages. A task force will be assembled to work on coordination with tourism departments, the other four corner states and the National Byways Program to get the corridor advertised in other languages and on other websites. There is a potential plan to publish e-newsletters to notify people of destinations and events along the route, which would also be available in multiple languages.

MARKETING PLAN OBJECTIVES

The objectives during the first year for the marketing plan include:

1. Develop the Navajo Nation Task Force capacity to formulate marketing plans and implement these plans and ensure that the essential community leaders and organizations are involved in the development efforts. The strategies for this objective include providing Tourism 101; Community Based Tourism Development; Board Development and Scenic Byway Development and Planning Training. The consultant will work with the Navajo Tourism Department, Arizona Office of Tourism, Arizona County Extension Services and the Arizona Department of Transportation Scenic Byway Department. Another option is to organize and incorporate as a non-profit entity.
2. Develop and conduct exploratory research in the form of secondary and in-depth interviews, which will support the development of the final marketing plan. The research should also determine target markets and capture information about the demand. The strategy for this objective is to work with the Interpretive and Resource consultants in collecting and analyzing the information. Community strategy meetings will also be conducted to insure that the needs and desires of the local people are incorporated into the plan.
3. Plan, design and implement a comprehensive marketing plan. A critical part of the document is the public input and approval by the Navajo Nation Scenic Byways Task Force. The Task Force will begin the process for the FHWA 2009 grant application when our marketing plan (blue print) is developed for the Diné Tah Scenic Road, with its various improvement projects. The road would be promoted via the Internet, printed materials, signage, and media releases to provide information and interpretation of the land, history, culture, heritage, geology, government, resources, and the people. Diné Tah translates to “Among the People” and promotional literature will embrace this as a slogan to encourage visitors to see beyond the blacktop. The end product would be a corridor marketing plan that is a detailed, written account and timetable of our objectives and methods to be used to achieve our marketing goals. The elements of our marketing plan would support our goals, vision, and the mission of our byway would include: research, branding our byway, and/or marketing strategies such as advertising campaigns, trade shows, expos and conferences, public relations, media relations, promotions, electronic marketing, and traveler’s tools.

During the second year, the development of a distribution plan will be aggressively addressed to include distribution points at all entities along the route and all border areas to encourage visitors to experience the Diné Tah Scenic Road. The tourism trade industry and travel writers will be encouraged to experience the product through the use of public relations efforts.

Brochures and maps will be distributed with the Navajo Nation Official Visitor Guide. Thousands of requests for the guide are received annually through the Navajo Nation Tourism Department advertising campaign, which is co-funded through the Arizona Office of Tourism.

Eventually, the information can be incorporated within the guide itself when it is reprinted. The primary strategy in year two is to develop a dynamic marketing package that can take advantage of the new trends in tourism for more meaningful, cultural experiences and an in-depth understanding of the region intertwined via the Diné Tah Scenic Road. The all-important byproducts of this endeavor are expected to be informed, entertained and managed tourists who stay longer and return for future visits, and growing numbers of tour groups who want to experience new and spectacular products. This type of tourism is particularly appealing to international visitors, eco- and agri-tour groups, arts and culture tours, National Park tours, and other niche markets. All will have a direct effect on improving the communities' economics.

The Byway logo, interpretive kiosks, directional signage, Canyon de Chelly National Monument Interpretive Center exhibits, and collateral materials, such as maps, will be used as resources for the marketing plan development. All materials will have potential for application in a variety of media. Targeted direct-mail marketing packages will be developed to reach national and international tour operators, travel advisors, and niche markets. Cooperative promotions and advertising will target travel professionals, individual tourists, families, and study groups.

The coordinated marketing plan and package elements will be distributed through the appropriate medium such as advertisements, direct-mail, internet sites, e-mail promotions and interpretive kiosks. Materials will be distributed through key locations within the region such as Tribal Parks and Monuments, National Park Service sites, state visitor centers, border town visitor centers, tourism trade shows and expos, other tourist attractions and in tandem with the Navajo Nation Official Visitor Guide.

THE BYWAY TRAVELER

The corridor marketing plan will provide detailed interpretive maps and materials that can be accessed through the internet and which will help the traveler make better decisions in planning their itinerary.

Information regarding open range in the corridor should be communicated to the public at the welcome centers, in the tourism brochures and in public service announcements on the radio. Separate radio announcements may also be targeted at locals. Council Delegates and Grazing Officials may be able to help notify livestock and grazing permit holders of major events that would increase traffic through their allotments. The roadway is under the jurisdiction of the BIA, which should also be involved with any signage or other mitigation efforts.

Publications and maps distributed throughout tourism departments, visitor centers, and at key entry points will inform the visitor about what to look for along the way. The route represents much more than a simple road to carry a vehicle from one place to another. There are many, many stories that include the people, the history, culture, geography, geology, and archaeology to name a few. The Intrinsic Qualities along the whole route are outstanding.

Much of the Diné Tah Scenic Road retains its pristine qualities and spectacular beauty. The fact that this beauty lies within the largest Indian reservation in North America, and provides travelers with a unique journey through time makes this road an exceptional experience.

WORK PLAN

The work plan involves identifying factors that influence tourism, describing current and potential visitor markets, and evaluating the Byway's products. The plan will identify the products, services and information to be promoted and what needs to be improved, in preparation for the enjoyment of the traveling public.

For tourism development to take place, there is a need to establish a formal organization and to generate community interest and involvement. There is also a need to determine and identify the time and the integrated collaterals/media to be used to promote the Byway. The plan would include hiring a consultant to plan and develop a Marketing Plan that will provide a "blue print" for developing an integrated marketing program for the Diné Tah Scenic Road.

ACCESS TO RECREATIONAL OPPORTUNITIES

The goal to provide access to recreational opportunities focuses on three existing Navajo Nation lakes that have no facilities. These lakes include: Wheatfields Lake, Red Lake and Tsaile Lake. Wheatfields and Tsaile Lakes are two very popular trout fishing lakes. The Wheatfields Lake dam is currently being renovated. Red Lake is more of a wildlife refuge with fishing opportunities and is designated as a biological preserve. Improvements that could enhance recreational opportunities at these lakes could include: providing boat launching areas, restroom facilities, picnic facilities, parking areas and floating fishing ramps, and even a wildlife or bird watching observation facility. If improvements such as these are made, the use by tourists and locals will increase enormously.

Note: Construction of recreational facilities are not eligible for Byway funds.

Wheatfields Lake dam was constructed in 1963 to supply water for irrigation and recreational purposes. Since 1992, a total of 135 acres has been approved for the Wheatfields Recreational Area. A survey plat has been completed. Archaeological and biological studies have been performed. All the necessary support documents, resolutions and tribal oversight committee resolutions are in order. An environmental assessment was finalized and submitted May 25, 2007.

Proposed improvements and development at Wheatfields Lake include a restroom facility, cooking/picnic area, parking area, a boat launch area and a floating ramp for use by people with disabilities. Currently, an aging campground exists within Wheatfields Lake but it is in need of a complete renovation.

The Tsaile Lake and Red Lake require a more defined comprehensive recreational plan for both locations. The planning efforts will include environmental assessment studies. The recreation planning and environmental assessment development will be more intensive for Tsaile Lake. Funding will be used to contract a consultant to

perform an environmental assessment and recreational plan for Tsaile Lake and Red Lake. A recreational site plan will be developed that identifies parking areas, picnic grounds, camping areas, road improvements and restroom facilities. Further funding will then be solicited to finance and develop these areas as identified in the comprehensive recreation plans for Tsaile Lake and Red Lake. A proposed bike trail will be included in the recreation plan along the N12. Tsaile Lake will be provided with a boat launch area and boat dock if the current funding is

provided. This activity will require an environmental assessment.

Currently, Red Lake is designated as a biological preserve by the Navajo Department of Fish and Wildlife which makes the lake equivalent to a wildlife refuge. It is a stopping place for golden and bald eagles during their migration south for the winter or north for the summer. This is true as well for other migratory birds. A proposed extended observation platform will accommodate many interested bird watchers as well as other wildlife enthusiasts. An environmental assessment will be necessary. Any proposed bike trail or other improvements will require community based planning and environmental assessment studies.

The anticipated result of the recreational improvements at the three lake sites is increased tourism to the Navajo Nation via Diné Tah Scenic Byway. Economic development incentives and opportunities will be promoted and enhanced along the N12 for local interested entrepreneurs.

The lakes are located at the base of the beautiful Chuska Mountains and the Lukachukai Mountains which offer other points of interest and scenic drives for the byway traveler.

As stated throughout, there are no existing improvements at these sites and a lack of access opportunities and facilities for fishing, boating, bike riding and hiking have discouraged tourism and uses of the lakes in past years. The improvements to be provided will have a major impact on the current image in regional terms, not just the immediate localities in and around the existing lakes, but the whole N12 and the Navajo Nation in general. There are few lakes in the Navajo Nation, so these represent a unique opportunity. Substantial improvements will give tremendous exposure to the Navajo Nation, resulting in increased travel, economic benefits and local economic development. The totality in outdoor experiences will greatly increase as the byway traveler will visit other immediate natural and scenic wonders.

The byway traveler will find and utilize the immediate access to the lakes that will provide amenities and conveniences for the tourist. Fishing, camping, boating and parking for vehicles, including RVs, will entice the use of the lakes and the surrounding areas for recreational activities. The enjoyment of nature and wildlife will be enhanced by these recreational improvements and facilities. All three lakes are adjacent to N12 and near the beautiful Chuska and Lukachukai mountains that offer other natural springs, lakes, hiking trails and camping opportunities. A pull-out along N12 for bird watching or wildlife observations will provide that extra nature experience for the traveler.

To improve access to the Navajo Nation Zoo, the zoo's parking lot should be paved. Funding for this project might be available under facility development. Navajo Tourism is exploring funding opportunities to address ADA at certain facilities, and may be able to work with Fish and Wildlife to collaborate on making improvements to the zoo parking lot.

FACILITY DEVELOPMENT

The improvement and addition of new facilities within the corridor is yet another goal. This can include the improvement or addition of safe pull-outs, exits to rest areas, campground areas and interpretive facilities to serve, inform and educate the traveling public about the intrinsic qualities within the corridor all while protecting and preserving these outstanding qualities.

Note: Campgrounds may not be eligible for Byway funds.

When the Interpretive and Resource Protection Plans are developed and implemented, the traveling public will have access to a comprehensive multi-media interpretive program used to inform and educate the byway traveler in a manner that is enjoyable, memorable, relevant, organized and thematic. Facility Development deals with the construction and installation of items such as: pre-designed kiosks, welcome signs and directional signs. Facility development improvements could also include the improvement of other amenities associated with rest areas and campgrounds. Currently, there are plans to hire an engineer to develop preliminary and planning phase designs for safe entrance/exits to rest areas and the locations where interpretive facilities will be installed. The construction of improved entrances and exits are planned for 2008 and include the following:

LUPTON GATEWAY TO THE DINÉ TAH SCENIC ROAD

This project will work with the Fort Defiance Agency Bureau of Indian Affairs (BIA) in the designing of a safe and adequate parking area at the Lupton Welcome Center. The project will be a 2-year project. The BIA works on priority projects that are selected by the communities and the BIA Agency Roads Committee. The Lupton parking improvement project will be placed on the 2008 construction list. Therefore, this project will get the BIA project ready for 2008 by completing the preliminary development and planning phase. The Lupton Trading Post is an historic site that serves as an economic catalyst for local Navajos and provides goods and services for the traveling public. It was significant to the life and trading in earlier times and still exists today. A welcome center in the form of a traditional modern hogan currently exists on the property of the Lupton Trading Post and will be designed to cater to the traveling public. This site will provide information about the scenic road and its 7 interpretive sites along the 104.7 mile roadway.

BOWMAN'S PARK

The park will serve as an interpretive facility that will offer tourist amenities such as a picnic area and interpretive information about the cultural, historical, natural, and scenic intrinsic qualities that are within the scenic byway corridor. This project includes the installation of a kiosk that will present the byway traveler with cultural, historical, natural qualities of the immediate area and other sections of the road. The kiosk will also have a map orienting the visitor to their location. In addition to the kiosk, there will be trash receptacles, new picnic tables, and landscape grading in the picnic area. Phase Two will include the development of self-guided walking trails and a vending area for local citizens to sell their handmade arts and crafts.

In 2003, BIA Roads Department made improvements to the parking area. The maintenance of the park will be a joint effort between the Navajo Parks and Recreation and the Oak Springs Chapter. Arizona's Apache County has expressed interest in providing construction assistance in the development of the walking trails.

HUNTER'S POINT SACRED AREA PULL-OUT

This pull-out will have an interpretive kiosk to be constructed at this site. The kiosk that will provide information on the old "traditional hogan", which is located at the site, and information about the sacred area at the top of Hunter's Point. A fence will be constructed around the hogan for protection and preservation. The Oak Springs and Hunter's Point Chapters will assist in the improvements and developing of the area. Navajo Parks and Recreation will also help with the construction of the improvements.

ST. MICHAELS HISTORICAL MUSEUM

The museum is located a ½ mile off N12 in St. Michaels, Arizona. This small museum provides an overview of the early influence of the Franciscan Friars upon the Navajo People. At this site, it is proposed to add an outdoor kiosk and an indoor panel depicting the intrinsic qualities along the scenic road. A directional sign at the junction of N12 and State highway 240 and junction of 264 and Mission Road will guide byway travelers to the Museum. The project will partner with Friar Ron Walters to coordinate the signage and panels. Parks and Recreation will assist with the construction of the improvements.

HISTORIC WINDOW ROCK TRIBAL AND VETERAN'S MEMORIAL PARK

The site is located next to the scenic road and features the graceful red-stone arch for which the Navajo Nation capitol is named. The park receives over 100,000 visitors annually. Some trails and picnic tables are currently available. Improvements will include the installation of two kiosks, 10 grill pits and five trash receptacles. The byway traveler can take a walking tour of the area which includes the Navajo Nation Council Chambers (registered as a historic building in 2002) and have access to information about the government and other attractions, history, and culture of the Diné (The People). This project will also include improved parking, interpretive panels depicting a map of the park and other intrinsic qualities within the site. Partners will include the Navajo Veterans Office, Parks and Recreation and the BIA Roads Department.

TRANSPORTATION RELATED RECOMMENDATIONS

INFRASTRUCTURE IMPROVEMENTS

Consider installing right-of-way fencing along segments of road in the corridor that have high occurrences of traffic accidents with animals.

Cattle guards and wildlife crossings should be considered in areas that have high-occurrences of vehicular/animal traffic accidents.

Roadway improvements, such as the addition of right-turn deceleration lanes, should be considered for safety reasons in the urbanized areas within the corridor.

Allowing locals to help monitor the roadway and facilities for trash, vandalism, etc., will help increase community involvement. Currently, no volunteers are allowed in the roadway right-of-way due to federal law and liability. It is highly recommended that a volunteer statute is passed by the Navajo Nation to allow volunteers in the roadway right-of-way. To do so may require the participation and involvement of multiple agencies.

ACCOMMODATING PEDESTRIANS AND BICYCLE USERS

The addition of pedestrian crossings should be considered in areas of high accident rates, especially those that involved fatalities. It would be better if these crossings could be located at signalized intersections.

Consideration should be given to additional sidewalks and bicycle paths in the small urbanized areas in the corridor. This would not only increase safety, but would help meet the needs of community growth and recreation. Appropriate studies will need to be conducted to identify issues and solutions. The BIA regulates the roadway

right-of-way, and should be involved in identifying issues and solutions.

When possible, the addition of sidewalks that are set back from the back of curb would create a buffer and add distance between the pedestrian user and the road.

If in the attempt to accommodate the bicycle user, lanes cannot be provided in the roadway, the addition of multi-use paths should be considered in place of standard sidewalks.

LIGHTING

Consideration should be given to additional street lights where accident rates are high, primarily in urbanized areas along the corridor. This would increase visibility and safety. Appropriate studies will need to be conducted, including a review of professional standards, to identify issues and solutions. The BIA is responsible for lighting in the roadway right-of-way and should be involved in identifying issues and solution.

SIGNAGE

Consider developing design guidelines and either enacting or strengthening local requirements for commercial signage in the corridor. These guidelines could be integrated into the approval process for any proposed development, and could consider such things as: color, material, and size. Since this is a scenic corridor to drive, anything that can reduce “visual clutter” and maintain some minimal standards should be considered.

Signage guidelines must be developed in accordance with any applicable NDOT and BIA regulations, which relate to consistency in signage along the roadway and follow the Uniform Manual of Traffic Control Devices.

Consider adopting a theme or visual identifier for signage throughout the corridor.

Minimize the number of commercial and/or regulatory signs in a given area by placing multiple panels per post if possible.

Per FHWA guidelines regarding Scenic Byways, no new billboards should be added along the route, including areas outside of the right-of-way, with the exception of commercial signs located on the premise of the business being advertised. An inventory of existing commercial signs and billboards should be documented before national designation of the Scenic Byway. New billboards in violation of FHWA guidelines built after national designation may be cause for revocation of national designation.

LANDSCAPE IMPROVEMENTS

It is recommended that any re-vegetation work within the corridor should consist of low water use plants and/or seed mixes that reflect the local native plant palette of the region. It would be recommended that seed mixes only be used in undeveloped areas, and that containerized plants only be utilized in the small urbanized communities such as Window Rock or Fort Defiance.

Landscape plantings, especially in the urbanized areas along the route can be utilized for visual buffering, especially for some of the industrial land uses found along the corridor, when in many cases the background views behind these uses are very scenic.

Landscape plantings should be encouraged in the urbanized areas in order to enhance the experience for pedestrian or bicycle users in the corridor, but ultimately to help contribute to more livable spaces. This can be further enhanced by encouraging urban and community forestry programs.

IMPROVED ACCESS TO PLANNED INTERPRETIVE KIOSKS LOCATIONS

Kiosks are planned at the entrances to Canyon de Chelly National Park, the Cottonwood Campground within the Park, and at the Lupton Interpretive Center adjacent to I-40. This will provide improved access to interpretive information at the National Park Service Visitor Center, campground facilities, and elsewhere along the corridor.

This will benefit the byway traveler by providing interpretive information, directional signage and safe entrances and exits to rest areas and campgrounds. Improvements to these facilities will entice our visitors to extend their stay, participate in interpretive programs, or shop at road side vending areas.



CREDITS

CREDITS

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APPENDICES

APPENDICES

A. Funding Sources

B. Arizona Transportation Enhancement Program

C. National Scenic Byways Program Information

D. Biological Resource Land Use Clearance Policies and Procedures

E. Additional Maps

F. Public Involvement Information

FUNDING SOURCES

The pursuit of funding opportunities will be a responsibility of the Diné Tah (Among the People) Scenic Road Task Force. Potential funding sources can include public or privately funded grants.

The following table lists potential public and privately funding sources.

Funding Source	Program	Description	Eligibility
Federal	National Scenic Byways	www.bywaysonline.org/grants/ www.fhwa.dot.gov/tea21/factsheets/scenic.htm www.adotscenicroads.com	States, Councils of Governments (COG's) local governments.
Federal	Transportation Enhancements	www.enhancements.org www.fhwa.dot.gov/tea21/factsheets/te.htm	States, COG's, local governments.
Federal	Transportation Infrastructure	www.tifia.fhwa.dot.gov/	Open to all parties that represent a significant transportation corridor.
Federal	Finance and Innovation Act	www.fhwa.dot.gov/environment/rectrails/index.htm	Local, state or federal agencies and private organizations.
Federal	Recreational Trails Program	Grants.gov allows organizations to electronically find and apply for more than \$400 billion in Federal grants. Grants.gov is THE single access point for over 1000 grant programs offered by all Federal grant-making agencies. www.grants.gov/	
Federal	We the People Challenge Grants for United States History, Institutions and Culture	Provided by the National Endowment of the Humanities, the grants are designed to be used to support long-term improvements in and support for humanities activities that explore significant themes and events in American history, thereby advancing knowledge of the founding principles of the United States in their full historical and institutional context. www.neh.gov	State, County, Municipal Special District governments, Tribal governments.
State	Arizona Transportation Enhancement Program	www.adotscenicroads.com www.adotenhancement.com	Anyone may apply, only sponsorship by a governmental body is required.
State	State Parks Grant Program (Arizona)	www.pr.state.az.us/partnerships/grants/grants.html	Municipal, county, state, federal or tribal government.
Foundation	Arizona Community Foundation	www.azfoundation.org/	Non-profit organizations.
State	Arizona Office of Tourism	Rural Tourism Development Grant Program Teamwork for Effective Arizona Marketing Grant www.azot.gov/	County, municipal, tribal.

ARIZONA TRANSPORTATION ENHANCEMENT PROGRAM

The Transportation Enhancement (TE) program was developed to enhance surface transportation activities by developing projects that go above and beyond what transportation departments typically do.

The estimated annual TE funds available to Arizona are currently about \$16 million per year. The ADOT Transportation Enhancement and Scenic Roads Section administers this federally funded program through the FHWA.

The TE program was made possible by Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), reauthorized in 1998 under the Transportation Equity Act for the 21st Century (TEA-21), and was reauthorized in 2005, under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Any federal, state, tribal or local government, group, or individual may apply for enhancement funding. However, a governmental body must sponsor the project.

This restriction is necessitated by project development and financial administration requirements. Private non-profit and civic organizations are encouraged to work with governmental agencies to develop project applications. Project applications are required and are available through Metropolitan Planning Organizations (MPOs), Councils of Governments (COGs), the ADOT website (<http://www.adotenhancement.com>) or ADOT staff.

NATIONAL SCENIC BYWAYS PROGRAM INFORMATION

The National Scenic Byways Discretionary Grants program provides merit-based funding for byway-related projects each year.

When developing proposed projects, setting priorities, and summarizing the scope and purpose of each project, it is suggested to use the following questions to help in the decision making. The significance of these or other questions that come to your mind may well vary with individual projects.

How will your byway travelers benefit from the proposed project?

National Scenic Byways Program funds help support projects to improve the quality and continuity of the traveler's experience, essential to attracting more visitors or enticing them to stay longer.

What part of your byway's story will the proposed project help tell or enhance?

Managing the intrinsic qualities that shape your byway's story and interpreting your story for visitors are equally important in improving the quality of the traveler's experience.

How will the proposed project help strengthen your byway organization?

The vitality of a byway is only as strong as your leadership. FHWA is encouraging the use of National Scenic Byways Program funds to strengthen your byway organization's capacity to help implement the corridor management plan for roads designated as one of America's Byways. Seed grants are meant to implement specific elements of a byway's corridor management plan (CMP) for a road designated as one of America's Byways.

However, seed grants are no longer eligible for National Scenic Byways funds.

NATIONAL SCENIC BYWAY DESIGNATION NOMINATION

The following information was derived from the Nomination Guide at the federal website on scenic roads and the National Scenic Road designation process.

Nomination requires a large amount of work and a resulting designation would involve ongoing responsibilities, involvement and effort. Once designated, byways have a responsibility to the region, America's Byways collection and to travelers. The nomination process has been separated into steps that will simultaneously help you determine if this is a good time for you to proceed and, if it is, to begin gathering information to submit to FHWA.

Nomination is submitted via the internet and consists of a preliminary description of your byway as a whole, followed by three main sections:

PART 1

Captures the traveler experience and requires you to describe what the byway is like today and what travelers will find if they visit. You will be asked to paint a realistic and authentic picture of the road, features, events, and amenities of the corridor in specific relation to the major intrinsic quality for which the road would be designated.

PART 2

Captures information specifically related to the FHWA's Interim Policy for National Scenic Byways published in the Federal Register on May 18, 1995. Visit <http://www.bywaysonline.org/library/display/29607/FedReg.pdf>. Much of this information will come directly from your completed Corridor Management Plan.

PART 3

Includes additional technical and factual information about the byway. Data collected on each byway help determine how the nominated corridor will contribute to and support the entire collection of America's Byways.

BIOLOGICAL RESOURCE LAND USE CLEARANCE POLICIES AND PROCEDURES (BRLUC)

INTRODUCTION

The Resources Committee of the Navajo Nation Council is the legislative oversight of the Division of Natural Resources that includes the Navajo Nation Department of Fish & Wildlife (NNDFW). It has the responsibility and authority to adopt policies, procedures, and regulations that protect the biological resources of the Navajo Nation. The Resources Committee, by Resolution No. RCMA-34-03, dated March 13, 2003, approved the Biological Resource Land Use Clearance Policies and Procedures (BRLUC). The purpose of the BRLUC is to assist the Navajo Nation government and chapters ensure compliance with federal and Navajo laws, which protect wildlife resources, including, plants, and their habitat resulting in an expedited land use clearance process.

The NNDFW is established, “to conserve, protect, enhance, and restore the Navajo Nation’s fish, wildlife, plants, and their habitat, through aggressive management programs for the spiritual, cultural, and material benefit of present and future generations of the Navajo Nation.” After years of research and study, the NNDFW has identified and mapped wildlife habitat and sensitive areas that cover the entire Navajo Nation. The maps are attached, hereto, as attachment “A,” and are incorporated herein by reference.

The BRLUC Policies and Procedures will help direct development to areas where impacts to wildlife and/or their habitat will be less significant. Development includes but is not limited to human activities that result in permanent structures, temporary, long term, or repetitive disturbance to wildlife or habitat as defined by Navajo Nation Code 17 NNC § 500 et. seq. This should increase certainty in planning and implementation of projects, while ensuring the perpetuation of wildlife resources for present and future generations. The entire Navajo Nation has been divided into six types of wildlife areas. These areas provide the framework for planning specific development projects, but site-specific planning to address wildlife resources will still be necessary, in most cases. This BRLUC Policies and Procedures explain what restrictions apply in each area and describe the process for the planning and approval of projects with respect to wildlife resources.

The following is a brief summary of six (6) wildlife areas identified in attachment “A”:

1. **Highly Sensitive Area** – recommended no development with few exceptions
2. **Moderately Sensitive Area** – moderate restrictions on development to avoid sensitive species/habitats
3. **Less Sensitive Area** – fewest restrictions on development
4. **Community Development Area** – areas in and around towns with few or no restrictions on development
5. **Biological Preserve** – no development unless compatible with the purpose of this area
6. **Recreation Area** – no development unless compatible with the purpose of this area
Preparation of a Biological Evaluation (BE) is required for development in any area, except in Area 4, and for certain exceptions (see below)

A Biological Evaluation (BE):

- Is documentation of impacts that a proposed project may have on biological resources;
- Must consider direct, indirect, short-term, long-term and cumulative impacts and impacts from actions that are dependent on, or are clearly related to the proposed development;
- Contains accurate information about the location of the development, including but not limited to a legal description, distance to landmark, and a map (7.5' USGS topographic quadrangle)
- Must contain a copy of the Data Response received from Navajo Natural Heritage Program specific to the project

For information about the contents of a BE, contact NNDFW. Additionally, the Department possesses additional information on wildlife, including biology, distribution, occurrence records, avoidance measures, management recommendations, and wildlife law. Project sponsors, including chapter officials, or those working on behalf of a chapter on land-use planning, are encouraged to contact the Department for this information.

EXCEPTIONS

1. CHAPTER TRACTS (project completely within existing tract)
2. RENEWAL OF EXISTING BUSINESS SITE LEASES and NPDES Permits (not including expansion of lease area)
3. NHA RENOVATIONS/RECONSTRUCTIONS (project within previously withdrawn areas)
4. Installation of new equipment on existing communications towers
5. Transfer of federal lands
6. Installation of highway signs, pavement markings, traffic signals, railroad warning devices, small passenger shelters, where there will be minimal ground disturbance within an existing right-of-way
7. Maintenance of an existing utility pump house and substation (not including expansion of right-of-way or lease area)
8. Alterations to facilities to make them accessible to elderly and handicapped persons
9. Maintenance and improvements to track and rail beds when carried out within the existing right-of-way

10. Modernization of existing paved roads & highways including resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes, except in the areas below:

- US 89 & US 89A
- US 491 (from Naschitti to Colorado state line),
- US 160 (from HWY 89 to Tuba City and from Red Mesa to 4 Corners Monument)
- US 64 (from Teec Nos Pos to Hogback)
- NM SR 134 (from Sheepsprings to 10 miles west of jct US 491)
- AZ SR 64 (from US 89 to NN boundary)
- Navajo Rte 5 (from US 491 to Chaco River bridge)
- Navajo Rte 12 (from Window Rock to Tsaile)
- Navajo Rte 13 (from Red Valley to 491)
- Navajo Rte 19 (from US 491 to Toadlena)
- Navajo Rte 36 (from HWY 491 east to Hogback)

11. Any other agreements with NNDFW and outside entities for expediting project approval.

Federal laws for environmental planning and protection apply to all areas when the Federal government is involved in funding, carrying out, or authorizing, in whole or in part, proposed development. These laws include the National Environmental Policy Act, Endangered Species Act, Bald and Golden Eagle Protection Act and Migratory Bird Treaty Act. The wildlife areas identified herein do not supersede or replace Federal law, but can be an important tool in addressing the requirements of these laws. Federal actions that may affect federally listed species will require consultation with the U.S. Fish and Wildlife Service.

PROCESS FOR PLANNING AND APPROVAL OF DEVELOPMENT:

- A. Project Sponsor requests information on biological resources, specific to the proposed development, from the Navajo Natural Heritage Program
- B. Project Sponsor, or their consultant, prepares a BE for the proposed development
- C. Department reviews the BE to determine if impacts to biological resources are accurately assessed, impacts that can not be avoided are reasonably mitigated, and that no other reasonable alternatives exist
- D. Department issues a biological resource compliance form to the Project Sponsor, either concurring or not concurring with the BE based on the review
- E. The Biological Resource Compliance form must be part of any project approval application package

The following is a more detailed description of the six (6) wildlife areas, identified in attachment “A,” which provides an explanation of the applicable restrictions on development, and describes the process for the planning and approval of projects with respect to wildlife resources.

1. AREA 1: HIGHLY SENSITIVE AREA

This area contains the best habitat for endangered and rare plant, animal and game species, and the highest concentration of these species on the Navajo Nation. The purpose of this area is to protect these valuable and sensitive biological resources to the maximum extent practical.

The general rule for this area is no activity or development that is going to result in significant impact to wildlife resources. Restricted development is allowable only if the following criteria are met. All development requires the preparation of a BE. An acceptable BE must fully consider alternatives to the proposed development, and provide a compelling reason to develop in this area.

Criteria for Allowable Development:

A. Residential/business development is allowed within Area 1 if it is:

1. Not within or close enough to the habitat to cause significant impacts
2. Located on the perimeter of the area; if not on the perimeter, there must be no reasonable alternatives
3. Located within 1/8 mile of similar development

B. Other types of development are allowed in Area 1 if:

1. It is not within or close enough to habitat to cause significant impacts
2. There are no reasonable alternatives outside the area

2. AREA 2: MODERATELY SENSITIVE AREA

This area has a high concentration of rare, endangered, sensitive, and game species occurrences or has a high potential for these species to occur throughout the landscape. The purpose of this area is to minimize impacts on these species and their habitats, and to ensure the habitats in Area 1 do not become fragmented.

The rule for this area is that all development be placed to avoid species and their habitat. Avoidance needs to include an adequate buffer to address long-term and cumulative impacts. The buffer distance will depend on the species and the situation, and may be up to one mile. All development requires the preparation of a BE.

3. AREA 3: LESS SENSITIVE AREA

This area has a low, fragmented concentration of species of concern. Species in this area may be locally abundant on 'islands' of habitat, but islands are relatively small, limited in number and well spaced across the landscape.

However, the Department recognizes that lands within Area 3 may be not be completely surveyed for the potential occurrence of sensitive species or habitat.

All developments requires preparation of a BE. Generally, the need to avoid sensitive habitats should be less fre

quent in this area; therefore, development in these areas is more likely to proceed as planned with proper antimealy planning.

4. AREA 4: COMMUNITY DEVELOPMENT

The Department has determined that areas around certain communities do not support the habitat for species of concern and therefore development can proceed without further biological evaluation. Whenever possible the NNDFW recommends that project sponsors attempt to locate their projects within Community Development Areas.

For project approval of all developments that are completely contained within Area 4, submit documentation to Department Director, including (but note exceptions below):

- a. Location plotted on a 7.5' USGS topographic quadrangle map or reasonable facsimile;
- b. Brief description of project, including acreage

EXCEPTIONS:

1. This applies to all development except that which may have significant impacts outside the community. An example of this is large-scale industrial development that may affect air or water quality. For projects of this type, follow the standard "Process for planning and approval of development"
2. For certain communities, there are exceptions where one or two species have the potential to occur. For these exceptions, the biological evaluation need only address that one or two species, and be submitted to the Department for approval.

These communities are:

- Pinon (Mountain Plover) (G4)
- Tuba City (*Puccinellia parishii*) (G4)

5. AREA 5: BIOLOGICAL PRESERVE

These areas contain excellent, or potentially excellent, wildlife habitat and are recommended by the Department for protection from most human-related activities, and in some cases are recommended for enhancement. Only a few of these areas have been identified or designated to date. Future areas will be identified on a case-by-case basis. A variety of protection and enhancement techniques are available, and the Department is interested in working with the chapter and land-user to protect/enhance these habitats by providing technical assistance, and possibly materials and labor. The Department is interested in receiving proposals from chapters and land-users for these types of areas. Ultimately, the Department maintains the authority for designating and managing biological preserves. However, the Department may delegate certain management responsibilities to the local level, under Department oversight.

No new development is allowed within these Preserves, unless it is consistent with the management goals for the area. For projects to develop Biological Preserves, the standard "Process for planning and approval of development" needs to be implemented. This does not include approved pre-existing activities.

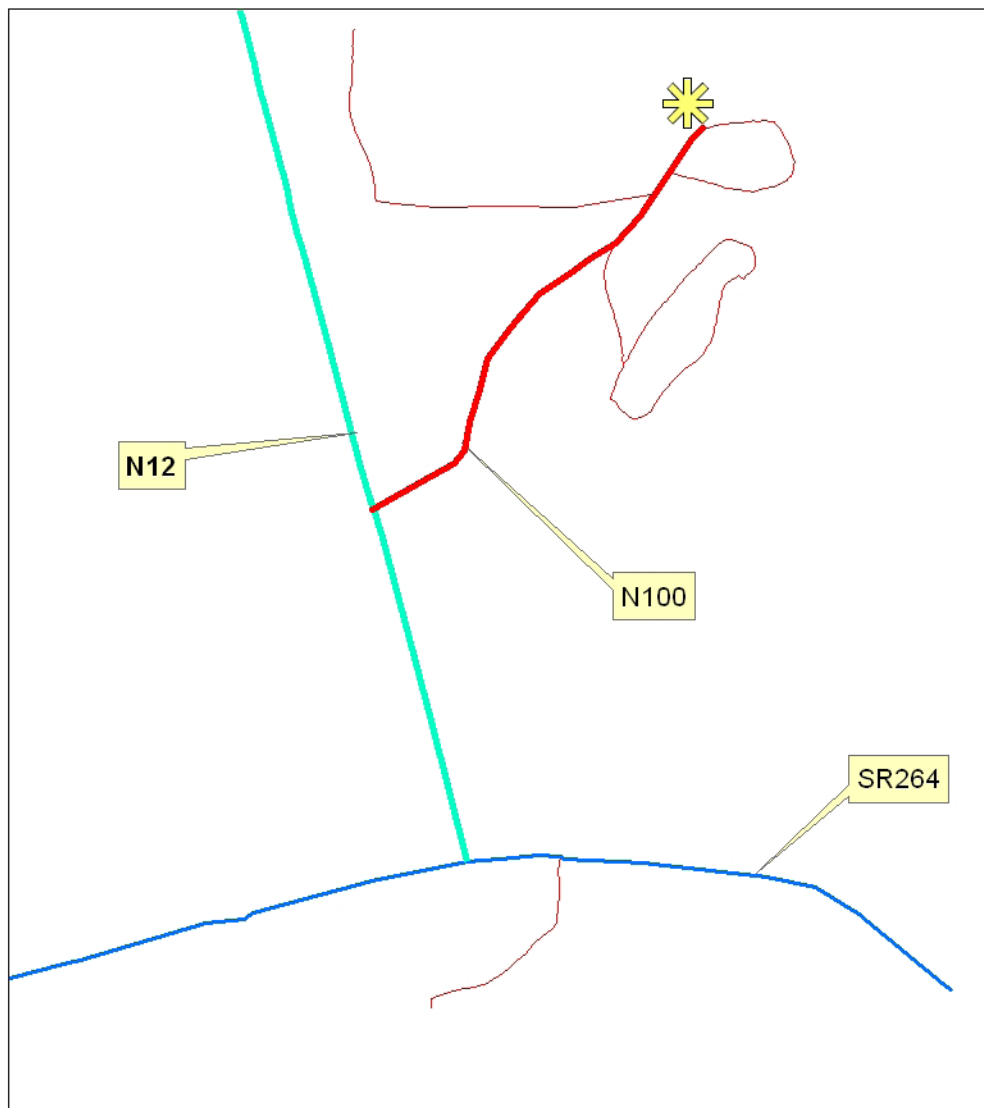
6. AREA 6: RECREATION AREA

These areas are used for recreation that involves wildlife, or have potential for development for this purpose. Recreation can involve consumptive and/or non-consumptive uses of wildlife resources, and is often a part of a broader outdoor experience. Examples include fishing lakes, camping, picnic areas, and hiking trails. Several areas have been identified as Recreation Areas. Future areas will be identified on a case-by-case basis. Varieties of management techniques are available, and the Department is interested in working with the chapter and land-user to develop and/or manage these areas. The Department is also interested in receiving proposals from chapters and land-users for these types of areas. Ultimately, the Department maintains the authority for designating and managing recreational areas that involve wildlife. However, the Department may delegate certain management responsibilities to the local level, under Department oversight. The Department encourages chapters to plan development in this area compatible with the purpose, for example nature trails, interpretive displays and picnic areas.

No new development is allowed within Recreation Areas, unless it is compatible with management goals for the area. For projects to develop Recreation Areas, the standard “Process for planning and approval of development” needs to be implemented.

N12 MAP

N100 and N12 are considered part of the Scenic Route. N100 is a short road from N12 to the Navajo Nation administrative complex, including the Council Chambers. N12 leads to historical churches in Fort Defiance.



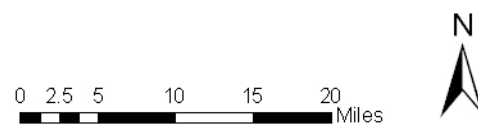
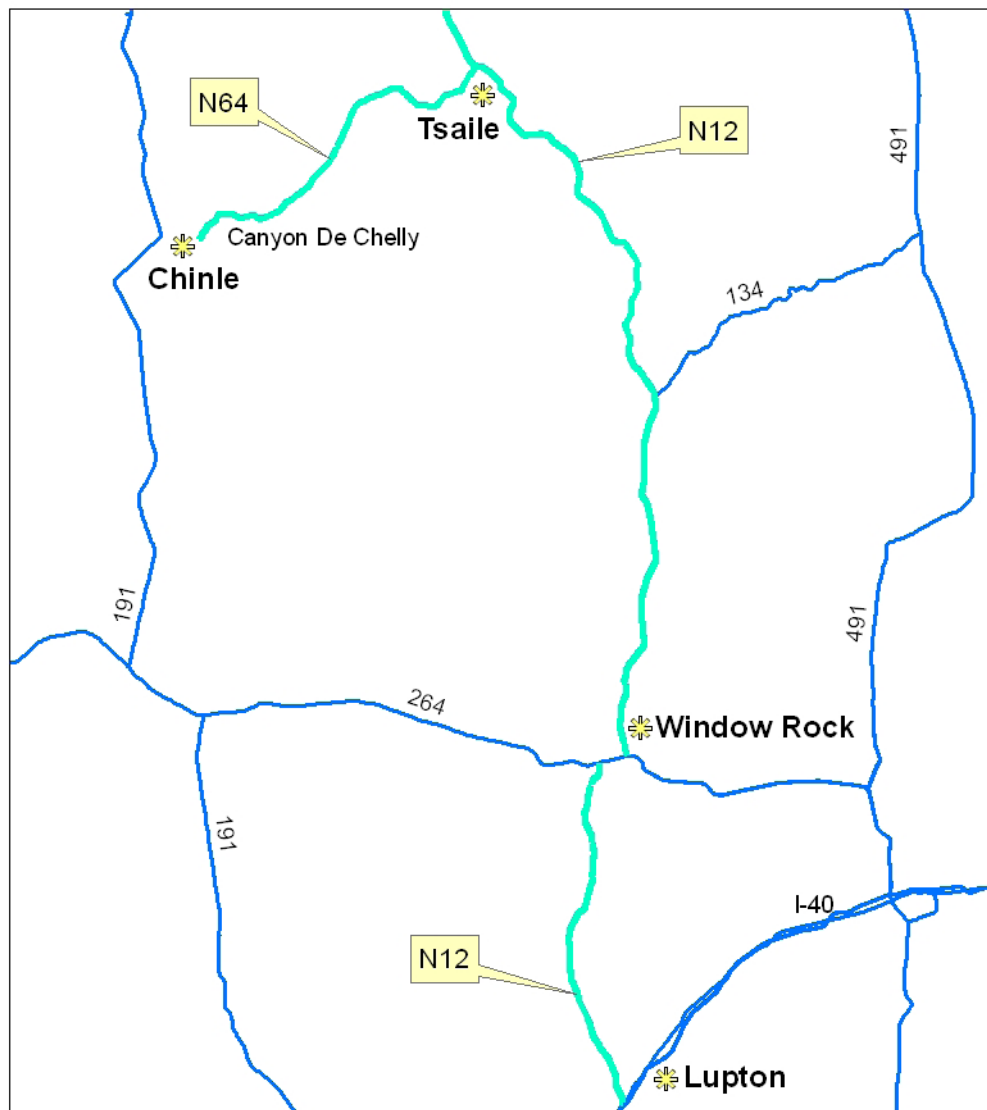
 Navajo Nation Veteran's Memorial Park
Navajo Nation Council Chamber
Navajo Nation President's Office
Navajo Nation Tribal Gov't Offices

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Miles



N12 MAP

N100 and N12 are considered part of the Scenic Route. N100 is a short road from N12 to the Navajo Nation administrative complex, including the Council Chambers. N12 leads to historical churches in Fort Defiance.



CMP OPEN HOUSE FLYER (FRONT)

The icons are graphic interpretations of sand paintings from Arizona Navajo artists.



Among the People

Dine-Tah Scenic Road Corridor Management Plan

September 2004

Working Together, Envisioning the Future

In June of 2001, The Navajo Nation Tourism Development Department and the Arizona Department of Transportation formalized a partnership to apply for money from the Federal Government to prepare a "Corridor Management Plan" or "CMP" for the Navajo Nation Scenic Road known as the Dine-Tah (Among the People) Scenic Road, and also known as Navajo Routes 12 and 64 from I-40 north to Navajo Route 64, then Navajo Route 64 west to Canyon de Chelly.

The Dine Tah (Among the People) Scenic Road

This beautiful route traverses a breathtaking diversity of scenery and points of historical and cultural interest for visitors, and according to the Navajo Tourism Department, "promise(s) to generate additional revenues for communities along the road." **The CMP is a "grass roots" planning effort by which communities develop a joint vision and blueprint for the byway and the surrounding area.** In the CMP, local desires and issues are documented to serve as a real working guide for development of the designated route. **The CMP, with your input, will summarize goals and strategies to enhance natural views, scenery, and the traveling experience, opening up new possible funding sources for a variety of improvements along the route.** States with a scenic roads program get financial support from Federal Highway Administration (FHWA), which distributes money for the development of state scenic roads programs and the National Scenic Byways program.



Community Open Houses: We want to hear from you! Please get involved!

The CMP process does not work without hearing a voice from the community, so help us out and tell us what you think! Come give your input about how this corridor will be managed!

Monday, September 27 10 a.m. to noon Red Lake Recreation Center	Tuesday, September 28 10 a.m. to noon Oak Springs Chapter House	Wednesday, September 29 1 p.m. to 3 p.m. Wheatfields Chapter House
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Team members will provide a presentation about the CMP Process and ask for your input.



CMP OPEN HOUSE FLYER (BACK)

Working Together Makes Us All Stronger

In addition to the long standing partnership between the Navajo Department of Tourism, ADOT, and FHWA, this project is supported by Resolutions of the Transportation and Community Development Committee of the Navajo Nation Council, the Lupton Chapter, the Oak Springs/Pine Springs Chapter, the St. Michael's Chapter, Fort Defiance Agency, Red Lake Chapter, Tsaiile/Wheatfield Chapter and Chinle Chapter.

Benefits of a CMP

1. Promotion

Economic Diversity

- Facilitate movement of people and goods
- Create more diverse business and commerce opportunities
- Promote increased tourism

2. Preservation

Resource Stewardship

- Identify valued public resources
- Develop a community-based plan for conservation and interpretation
- Preserve the defining features of the region

3. Partnerships

- Jurisdictions can work together with ADOT to identify and prioritize improvements
- Establish local goals and priorities for the highway right-of-way
- Establish long-term investment strategies

4. Pride



Arizona Department of Transportation Contact:

Kristin Darr,
Public Involvement
Phone: (602) 368-9644
FAX: (602) 368-9645
kristin@kdacreative.com

Also visit
www.byways.org and
www.discovernavajo.org
for more information.

The CMP is NOT:

- A top-down land use regulation plan
- A mandated document that supersedes local authority
- A plan that restricts private property rights
- A list of mandated new taxes



Dine' Tah Scenic Road Corridor Management Plan

CMP PUBLIC INPUT QUESTIONNAIRE

Questionnaire September 2004

We need your input as part of the CMP...

List three points of interest you would like to share with visitors traveling this route:

1. _____
2. _____
3. _____

Which man-made enhancements should/should not be added to the route?

	Should	Should Not
Bus Stops/Shelters	_____	_____
Scenic Pullouts with parking	_____	_____
Recreational Trailheads	_____	_____
Interpretive Signage	_____	_____
Campground/Picnic Areas	_____	_____
Rest Stop/Public Restrooms	_____	_____
Other _____	_____	_____

List three ways the traveling experience on the road could be improved for local users and visitors:

1. _____
2. _____
3. _____

Please add me to your community mailing list:

(Please Print)

Name: _____

Address: _____

Phone: _____ E-mail: _____

The icons are graphic interpretations of sand paintings from Arizona Navajo artists.



Dine' Tah Scenic Road Corridor Management Plan

MASTER OPEN HOUSE REPORT

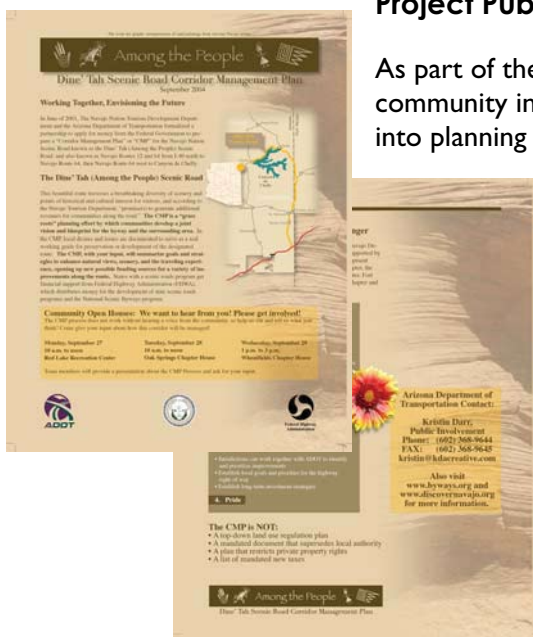
Dine' Tah (Among the People) Corridor Management Plan Community Open Houses Summary Report

Introduction

In June of 2001, the Navajo Nation Tourism Development Department (NTD) and Arizona Department of Transportation (ADOT) formalized a partnership to apply for money from the federal government to prepare a Corridor Management Plan (CMP) for the Navajo Nation Scenic Road known as the Dine' Tah (Among the People) Scenic Road, and also known as Navajo Routes 12 and 64 from Interstate 40 north to Navajo Route 64, then Navajo Route 64 west to Canyon de Chelly.

Project Publicity

As part of the CMP process, NTD and ADOT solicited input from the community in order to document local desires and issues to incorporate into planning for the route. To publicize this effort, NTD and ADOT distributed a project flier detailing the CMP process and announcing a series of three community open houses that would be held to allow interested parties to provide input on the project. The same information from the flier was also presented on a poster, which was hung by NTD staff at Chapter houses along the route. Finally, a questionnaire card was developed to solicit specific information about community sentiment regarding the route.



Project fliers were distributed to Chapter Houses along the route explain the CMP process and announce three community open houses

Community Open Houses

Three community open houses were held in Chapter houses along the route to solicit local input about how the route should be planned for and managed. The open houses were scheduled at the following times and locations:

- Monday, September 27, 2004 – 10:00 a.m. to noon
Red Lake Recreation Center, Fort Defiance
- Tuesday, September 28, 2004 – 10:00 a.m. to noon
Oak Springs Chapter House
- Wednesday, September 29, 2004, 1:00 p.m. to 3:00 pm*
- Wheatfields Chapter House

* The third open house was postponed due to inclement weather and was held on November 1, 2004.



A poster was hung at Chapter houses along the route to explain the project and announce three community open houses

Dine' Tah (Among the People) Corridor Management Plan Community Open Houses Summary Report

Presentation

Each open house began with a presentation provided by Kathie Knapp of ADOT, who gave an overview with handouts to summarize what a CMP is and the requirements associated with a CMP. She explained that this planning effort was requested by and guided by the local community as a vision and blueprint for corridor improvements to balance economic development, mobility, and environmental stewardship. The CMP is a plan that offers a variety of ideas for incentive-based participation by willing property owners.

The presentation also included what a CMP is not. Specifically, a CMP is not a vehicle for new taxes to burden the local taxpayer, nor is it a plan to allow ADOT or the federal government to regulate land outside of the ADOT right-of-way.

A project questionnaire was distributed to solicit specific input about the route.

Ms. Knapp described the six intrinsic qualities that are considered as part of a CMP. These include scenic, natural, historic, cultural, archaeological, and recreational resources.



Kathie Knapp explains the CMP process at the Red Lake community open house

The discussion also addressed the common question on what to do in order to designate a road as an All-American Road or National Scenic Byway, and then what the benefits of national designation could bring.

Ms. Knapp introduced the team members in attendance, and there was open discussion among participants on Wishes, Worries, Ideas/Visions, and Goals/Strategies for the route. Team members recorded the information on flipcharts and each of the open houses is summarized below, including participants and information gathered that will help serve as a working guide for preservation or development of the designated route.

Team members present at each of the community open houses are listed below.

Name	Agency/Firm	Phone	Fax	Email
Dan Woelzlein	EEC, CMP Author	602-248-7702	602-248-7851	dwoelzlein@eecphx.com
Kathie Knapp	ADOT,	602-712-8628	602-712-3347	kknapp@dot.state.az.us
Kristin Darr	ADOT/KDA	602-368-9644	602-368-9645	kristin@kdacreative.com
John Barker	EEC, PM			jbarker@eecphx.com
Wilbur J. Nez	NTD, Interpreter	928-871-7378	928-810-8500	

Dine' Tah (Among the People) Corridor Management Plan Community Open Houses Summary Report

Monday, September 27, 2004 – 10:00 a.m. to noon
Red Lake Recreation Center, Fort Defiance

Community Participants

Brenda Wero
Rodger Dahozy
Richard Bitzie
Alfred Barney

Myrtle J. Begay
Emma Bitzie
P.J. Garnenez
Lusbuten Redhouse

Wishes

- Close coordination between the Navajo Nation and local chapters – need follow through
- Boost economy
- Existing land use goals (e.g., golf course and boat ramp)
- Provide a long-term vision
- Better road with acceleration/deceleration lanes
- Provide a way for tourists (slow) to exit mainline
- Assist enforcement
- Better litter control and maintenance
- Revenue should stay local
- Listen to local input

Worries

- Vandalism
- Damage
- Trash
- Fencing and size of potential rest areas
- Trespassing
- Livestock getting shot
- Cattle rustling
- Trespasser dogs attacking sheep
- Increased crime caused by increased development
- Local desires not honored by tribal government
- Tourist traffic congestion
- Some chapters not included
- Disturbed archaeology
- Funding for improvements
- Chapter liability
- Maintenance cost
- Rest area fees, who would control and manage, want to ensure that land users and permittees would benefit
- Law Enforcement
- Healthcare for visitors

Goals/Strategies

- Opportunity for restoration, publicity, and signage for historic buildings in Ft. Defiance



Participants sign in at the open house



Project team members were available to discuss issues with the community

Dine' Tah (Among the People) Corridor Management Plan Community Open Houses Summary Report

- Attract visitors to old hospital and mission
- Opportunities for RV parks and motels in town
- Protect grazing rights and routes along corridor – respect existing land use planning

Ideas/Visions

- Red Lake Boat Dock
- Cross-deputization for enforcement
- Provide compact disc to play in vehicles while tourists drive route available at interstate exits
- Utilize pamphlets to increase awareness
- Permits issued for hunting and fishing around lakes
- Scenic pullouts fore scenic views, not for long-term use or access to special features

A questionnaire was distributed to participants and included the following responses:

List three points of interest you would like to share with visitors traveling this route:

- Business sites
- RV and hotel locations
- Right-of-way on roads
- Historic buildings
- History of “Fort Defiance”
- Nice scenic road for people to enjoy, good choice
- Dil De Doii Mountain
- Frog Rock

Which man-made enhancements should/should not be added to the route?

	Should	Should Not
Bus Stops/Shelters		
Scenic Pullouts with Parking		
Recreational Trailheads		
Interpretive Signals		
Campground/Picnic Areas		
Rest Stop/Public Restrooms		

List three ways the traveling experience on the road could be improved for local users and visitors:

- Turn out for safety purpose
- Identify point of interest signage
- Better road
- Control

The Open House concluded at 12:00.

Dine' Tah (Among the People) Corridor Management Plan Community Open Houses Summary Report

Tuesday, September 28, 2004 – 10:00 a.m. to noon
Oak Springs Chapter House

Community Participants

Dorothy Keedoh
Roxie June
Michael Begay
Carol Arviso
Shirley Baloo



Kathie Knapp explains the CMP process at the Oak Springs community open house

Wishes

- Litter control
- Attract tourism, with control
- Law enforcement, police substation
- Promote local knowledge of stories and traditions in addition to visitor knowledge
- Scenic road signage – ADOT to provide, Navajo Department of Transportation to install
- Signs and literature to tell local stories and promote sensitivity to culture and community
- Oak Springs major visitor (in Chapter's long-range plan) with vending providing food and jewelry – not to detract from Lupton, but in addition
- Literature at and promotion of airstrip – connection to train in Holbrook (idea for a stop in Lupton)
- Public meeting in St. Michaels (Chapter by Chapter)
- Funding to develop local history and "Gateway Center"
- Access to Pine Springs – numerous artisans, weavers, moccasin makers, etc.

Worries

- Trash and litter
- Control of tourism
- Cattle
- Rock Climbing
- Potential for too much emphasis on visitors – will lose focus on people of community
- Local knowledge lacking about leaders, backgrounds, accomplishments, etc. (Chapter level leaders)
- Vandalism
- Trespassing
- Dust and air pollution
- Noise pollution
- Safety and healthcare
- Non-native vending
- Roadway may need to be improved with increased traffic; possibly separate opposing travel lanes; also look at mainline treatments (e.g., acceleration and deceleration lanes and turn lanes to enhance safety)
- Need to study traffic statistics
- Local participation, control and benefit
- Substance abuse may increase with additional outside influence

Dine' Tah (Among the People) Corridor Management Plan Community Open Houses Summary Report

Goals/Strategies

- Pine-Oak Springs Chapter working on oral history and renovation of Old Chapter House, need to look for source of funding
- Local artists need place to vend
- Identify rodeo and other community events
- Protect grazing rights and routes along corridor – respect existing land use planning
- Oak Springs to open larger visitor center, if Lupton lacks space
- Identify grant opportunities to take advantage of federal government desire to fund Navajo projects
- Identify health care facilities for visitors' use
- Pine Springs airstrip
- Visitor center to provide brochures, maps, and other information
- Utilize both Navajo and Anglo names on map; employ translator
- Identify Fuzzy Mountain on map



Open house participants discuss their ideas for the route

- Correct Butterfly Hill to Butterfly Butte
- Identify side attractions (e.g., numerous artisans, Toddy's, Pine Springs, old Catholic Church, trading post, school and Chapter House)
- Navajo Nation should consider increased funding for park rangers and law enforcement
- Antelope Lake (fishing) could be potential side attraction near Pine Springs – dirt road from Pines Springs up to 264 and up to the summit
- Butterfly Butte used to be Butterfly Lake surrounded by water

Ideas/Visions

- Protect natural resources, including wildlife
- Attract positive economic development, be respectful of tourists
- Use oral/community history to promote positive image and tell stories using language and native names
- Should be a local community asset for the people; not for Arizona, New Mexico, or the United States
- Provide good information with literature and signage
- Provide educational and respectful setting for economic development so local artists don't have to sell in Gallup and other places
- Include Crystal Chapter
- Identify canyon near Oak Springs/Pine Springs and Hunters Points as location where Navajos hid from U.S. soldiers
- Car rental location at Shirley's in Lupton
- Durable bus shelters and scenic pullouts
- Work with Dine' College, Navajo Historic Preservation and Window Rock Museum to consider traveling exhibits.
- Consider safety of bus routes
- Consider cattle and livestock

Dine' Tah (Among the People) Corridor Management Plan Community Open Houses Summary Report

- Bowman Park is an existing designated scenic pullout
- Horseback tours with bed and breakfast
- Consider hiking/bicycle and sheep herding trails along route
- Provide hot air balloon rides
- Oak Springs Ideas
 - Oak Springs post similar to Hubbels
 - Bed and breakfast
 - Rest area, RV and picnic area and vendor village that accepts credit cards at visitors to be identified by Chapter, near Chapter house
 - Bowman Park expansion
 - Hotel in long-range plans for Oak Springs

A questionnaire was distributed to participants and no responses were received.

The Open House concluded at 12:00.

***Monday, November 1, 2004 – 1:00 p.m. to 3:00 p.m.
Wheatfields Chapter House***

Community Participants

Margie Begay
Eilene Joe

Wishes

- Fencing to keep insurance rates lower

Worries

- Rumors of hazardous waste being transported on Navajo routes
- Bootlegging

Goals/Strategies

- None identified

Ideas/Visions

- Recreation, lodging, shopping suggested at Tsaille Lake
- Wheatfields Lake improvements (e.g., coffee shop, snack/vending area, boat accommodation and fishing)
- Annual fishing conference already exists

A questionnaire was distributed to participants and no responses were received.

The Open House concluded at 3:00 p.m.