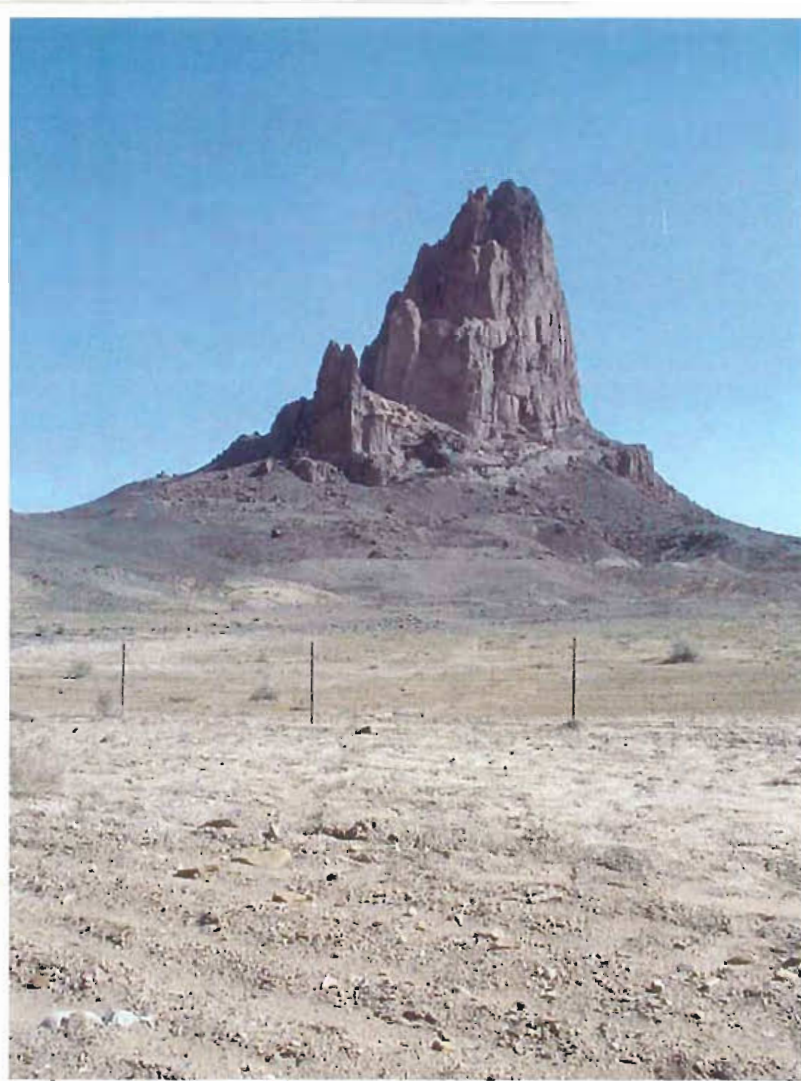




US 163, Kayenta-Monument Valley Scenic Road Corridor Management Plan

December 2006

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**SPONSORED BY:
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INTRODUCTION

BYWAY DESCRIPTION

Kayenta-Monument Valley Scenic Road (US 163) is in the far northeast corner of Arizona in Navajo County, and extends into Utah (see Figure 1). The road is described as beginning just north of Kayenta at Milepost 398.0 and continuing north to the state border at Milepost 416.7. For purposes of the scenic road study, however, the study area extends north into Utah, to Monument Valley Road, the entrance road to Monument Valley and Goulding's, and south into Kayenta, to Milepost 393.5, where there are tourist services (see Figure 2).

This Scenic Road is sometimes called the “gateway to Monument Valley”, the area’s most distinctive and internationally known feature. Monument Valley has been made famous through numerous films and commercials and attracts tourists from around the world. The entire road section is within the Navajo Nation, one of Arizona’s many Indian tribes.

US 163 is a two-lane asphalt paved road for almost its entire length with no left turn lane. The remaining portion, within Kayenta, is five-lanes (four travel lanes and one center turning lane). The scenery along the corridor can best be described as spectacular. The geologic formations are dramatic, rising abruptly from the flat, stark desert floor. At several locations there are facilities to serve the jewelry industry that is prevalent in the area. Most are temporary vendor stalls, but at Milepost 402.6 is a large trellis of woven wood and stone tables.

Kayenta-Monument Valley Scenic Road was established as an Arizona Scenic Road in 1996. The area has a long, rich history from the appearance of Native Americans to the coming of the Spanish and Europeans to the movie industry that has made the area famous.

PURPOSE

The purpose of a byway corridor management plan is not to create more regulations or taxes. Rather, a corridor management plan documents the goals, strategies, and responsibilities for preserving and enhancing the byway’s most valuable qualities. Promoting tourism can be one target, but so are issues of safety or preserving historic or cultural structures. The Corridor Management Plan can:

- ◆ document community interest
- ◆ document existing conditions and history
- ◆ guide enhancement and safety improvement projects
- ◆ promote partnerships for conservation and enhancement activities
- ◆ suggest resources for project development and programs
- ◆ promote coordination between residents, communities, and agencies
- ◆ support application for National Scenic Byway designation

The Arizona Department of Transportation (ADOT) is sponsoring the preparation of the Kayenta-Monument Valley Scenic Road Corridor Management Plan.

US163 Kayenta-Monument Valley Corridor



Figure 1: Arizona State Map

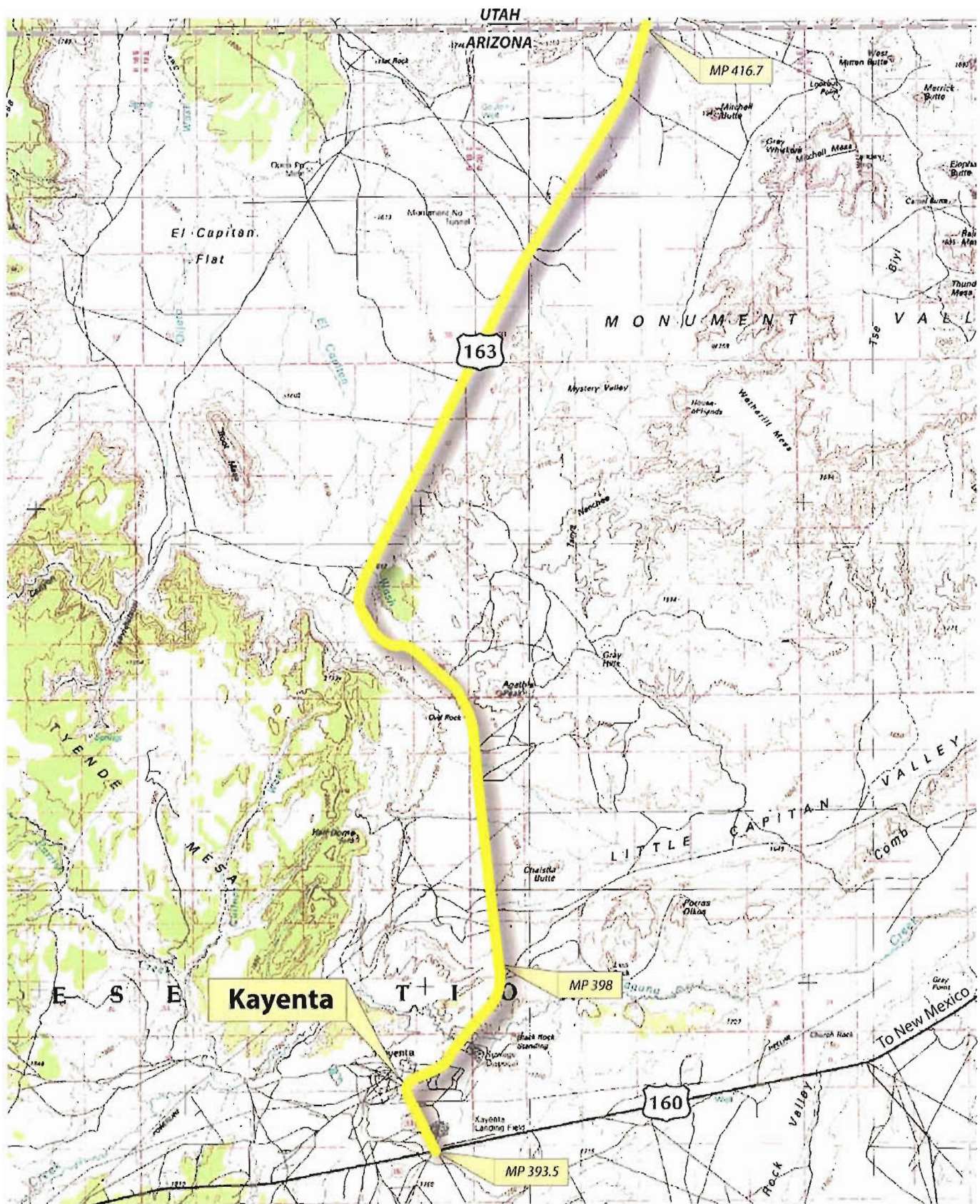


Figure 2: Corridor Region Map

SCENIC ROADS AND THE CORRIDOR MANAGEMENT PROCESS

Scenic roads may be many things - they don't have to be pristine, naturally beautiful roads that stretch for miles. A road may have historic or cultural significance or be a major recreation destination or a short, urban section with a rich history. What scenic roads share is being a special resource that a community wants to preserve. Arizona has 24 scenic byways - 18 roads, 3 parkways, and 3 historic (see Figure 3).

Local, state or federal agencies or the private sector can request scenic designation for their special road. However, to apply for national designation, a road must have state designation. A road must also have a corridor management plan. The corridor management plan is a written document. It should be a plan for balancing development, tourism, conservation, and economic development. The plan will not solve every problem or issue but it will suggest methods of doing so.

The corridor management planning process is a grass roots effort that comes from the community. There should be a public participation process that reaches as many interested citizens as possible. Long time residents are a valuable source of information for the planning process. A stakeholder or steering committee made up of local residents should be set up as part of the plan. It is this committee that will see that action items in the plan are carried out.

OBTAINING NATIONAL SCENIC BYWAY DESIGNATION

The National Scenic Byway program was established in 1991 and reauthorized in 1998. Since 1991, 126 byways in 44 states have been designated as a Scenic Byway or All-American Road. As of early 2005, Arizona had one national scenic byway - the Kaibab Plateau-North Rim Parkway. In 2005, Arizona received four more nationally designated roads - three byways and one All-American Road.

To obtain National Scenic Byway designation, a route must 1) be a state designated byway, 2) have one or more of six intrinsic qualities (as defined by the National Scenic Byways Program), 3) show that there is community support for designation, and 4) have a corridor management plan. To be considered for All-American designation, a byway must have multiple intrinsic qualities that are nationally significant. They must also have one-of-a-kind features that do not exist elsewhere. Additionally, the road must be considered a "destination unto itself" - travelers will make the experience of driving along the road a primary reason for a trip.

The national application process occurs every two years in the spring. Applications are sent to the National Scenic Byway committee for review. Those byways selected are announced in the fall. The best of the best scenic roads are selected to be All-American Roads, which is a rare designation.

The benefits of national designation can include:

- ◆ increased tourism dollars
- ◆ federal and state funding for projects in the Corridor Management Plan
- ◆ protection for threatened resources

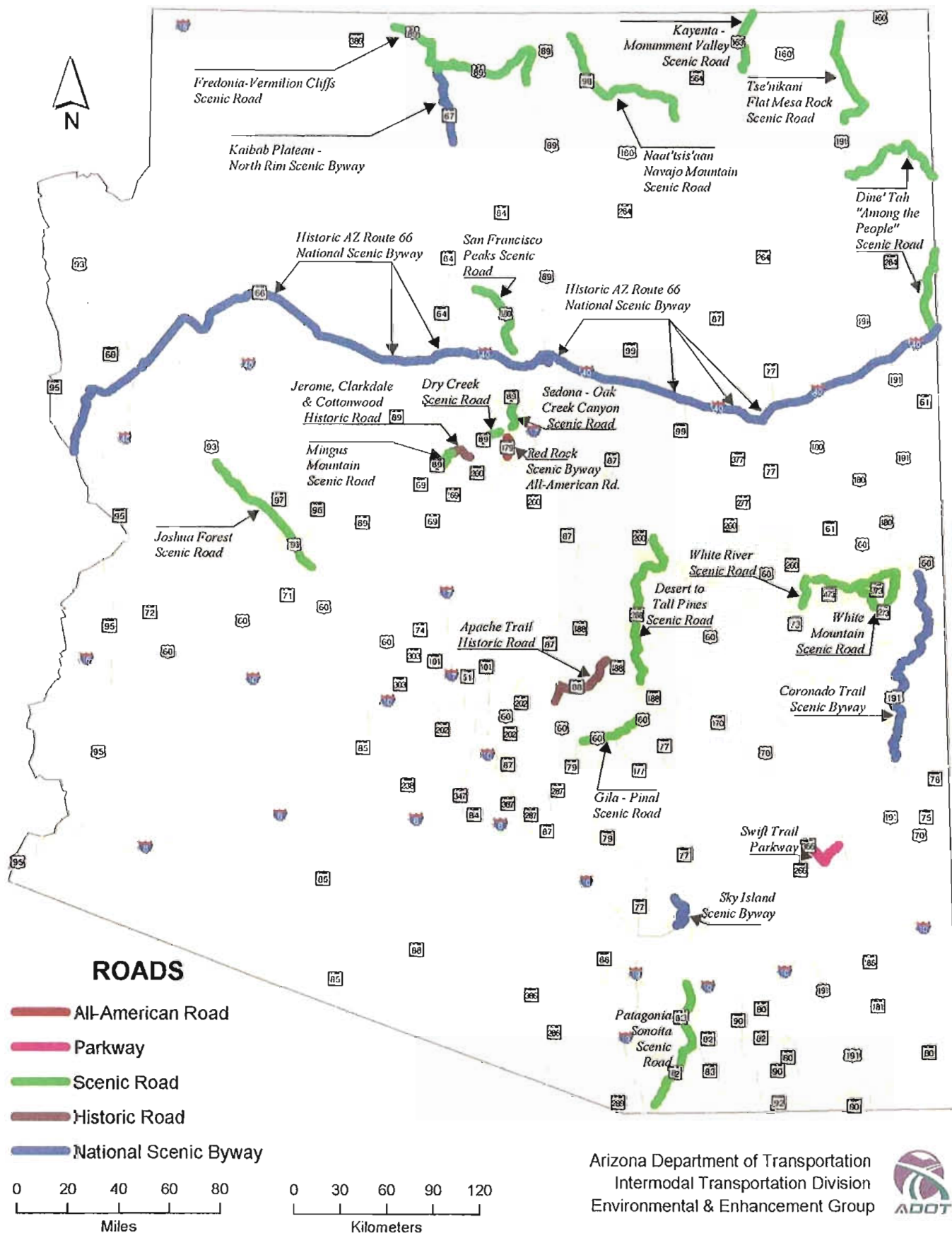


Figure 3: Arizona Scenic Byways Map

- ◆ increased highway maintenance budget
- ◆ resources to help assist in managing the corridor

Some communities go through the corridor management planning process and decide that they don't want to go for national designation. It may be that they are not interested in promoting more tourism or there is not enough local support to continue the corridor planning process. This is also a viable outcome of preparing a corridor management plan and the community still has a guiding plan for what they would like to have happen along the corridor.

EXISTING CONDITIONS

FACILITIES AND SERVICES

VISITOR ATTRACTIONS AND SERVICES

Kayenta-Monument Valley Scenic Road has some visitor attractions and services. These are concentrated at Monument Valley and Kayenta.

LODGING

Goulding's Lodge, Monument Valley. Goulding's offers a lodge with 62 rooms, restaurant, museum and trading post, and tours of Monument Valley.

Best Western Wetherill Inn, Kayenta. Wetherill Inn has 54 rooms.

Holiday Inn Kayenta. The Holiday Inn Kayenta has 160 rooms.

Hampton Inn Kayenta. Hampton Inn has 73 rooms.

Goulding's Monument Valley Campground. The campground has tent sites and full RV hook-ups.

Mitten View Campground at Monument Valley Park. Mitten View campground has 50 RV trailer sites and 50 tent sites.

RESTAURANTS

Stagecoach Dining Room at Goulding's.

Haskenneini Restaurant at Monument Valley Park Visitor Center (summer only).

Cafeteria at Monument Valley Park Visitor Center.

Several in Kayenta.

PUBLIC RESTROOMS

There are no state highway rest areas along US 163. Travelers must go to one of the museums or visitor centers.

MUSEUMS AND ATTRACTIONS

Goulding's Museum and Trading Post. Goulding's Museum is housed in the original 1920's Trading Post. The museum features natural and Native American history and also tells the story of Harry and his wife "Mike" Goulding (Photo 1). Harry and Mike were responsible for bringing director John Ford out to see the Monument Valley landscape. Monument Valley has been, and continues to be, featured in dozens of films and commercials.



Photo 1: Goulding Memorial Plaque

Monument Valley Park Visitor Center. Monument Valley is a Navajo Nation tribal park. There is a 17-mile self-guided tour that starts at the visitor center and loops back. Also at the visitor center, travelers can sign up for guided tours that will take them to places that are not accessible otherwise.

Hiking opportunities are similar. There is a 3.2 mile self-guided loop around West Mitten called the Wildcat Trail. All other hiking requires a guide. Horseback rides are available from a stable near the visitor center and range from a few hours to overnight trips.

Photography Opportunities. Numerous photography tours are offered, geared toward all types of photography and experience levels.

Navajo Cultural Center, Kayenta. The cultural center has exhibits on the tribe's history, traditions, and religious beliefs. There are replicas of traditional forked-stick and octagonal hogans, a sweathouse, a shade house, and native arts and crafts. Ceremonial dancers perform occasionally.

Navajo Code Talker Exhibit. An exhibit is available in the Kayenta Burger King located on US 160.

SHOPPING

There is shopping at Goulding's Lodge and the Monument Valley Park visitor center. There are also numerous seasonal stands along US 163 where people sell Native American crafts, generally in the summer months. At the entrance to Monument Valley Park is a fairly large vendor village. There are plans in the works to create this area as an established arts center.

TRAFFIC AND SAFETY

ROAD CLASSIFICATION

US 163 is classified as a Rural Major Collector Road. These collectors 'serve the principal business area or a concentration of community facilities in rural communities with a population of between 500 and 5,000. US 163 intersects with US 160, which is a Rural Principal Arterial. To the west on US 160 are Tuba City and Flagstaff, Arizona. To the east are Cortez, Colorado and Farmington, New Mexico.

US 163 WITHIN KAYENTA

US 163 in Kayenta is a five-lane roadway with two lanes per direction plus a center two-way left turn channelization lane. This section has curb and gutter, a 5-foot detached sidewalk, and roadway lighting. The five-lane section extends from MP 393.5 to MP 395.7.

The speed limit is 40 miles per hour (mph) from MP 393.5 to MP 395.1, and 35 mph from MP 395.1 to MP 395.7. The Average Annual Daily Traffic (AADT) volume in 2004 was 13,500 vehicles per day (vpd). These AADT volumes were 14,000 vpd in 2002 and 13,900 vpd in

2003. The percentage of trucks (T) is 6 percent, while the peak hour volume (K) is 13 percent. The directional distribution (D) is 50 percent.

A major intersection is located at MP 394.8 at the junction with BIA Route 6485.

US 163 NORTH OF KAYENTA

North of Kayenta, US 163 is a 26- to 28-foot, two-lane roadway with one 12-foot lane and a 1- to 2-foot shoulder per each direction. The two-lane section extends from MP 395.8 to MP 416.7 at the Utah state line. The transition from five lanes to two lanes occurs from MP 395.7 to MP 395.9.

This segment consists of straight sections interspersed with sections containing horizontal and vertical curves. Approximately 81 percent of this section is available for passing opportunities.

The posted speed limit is primarily 65 mph from MP 396.4 to MP 416.7, with 55 and 40 mph transition speed limits posted in the southbound transition area into Kayenta. The AADT volume in 2004 was 2,900 vpd. These AADT volumes were 2,200 vpd in 2002 and 1,800 vpd in 2003. The T, K, and D factors are 6 percent, 13 percent, and 50 percent, respectively.

Side roads intersect with US 163 at approximately 35 locations in the 18.7-mile section. Several turnouts are paved to the right-of-way line, but several consist of roads that are infrequently used.

Shoulder turnouts are also located at frequent locations along this segment. These shoulder pullouts have developed over the years due to use by motorists to photograph nearby rock formations or visit the occasional jewelry stand. Most of these pullouts are located on the east side of the roadway.

Approximately 22 unpaved pullouts and 10 paved pullouts are located along this segment. The paved pullouts are generally 8 to 9 feet wide and 150 to 200 feet in length.

The roadway right-of-way limits are fenced, but animal grazing within the roadway has been an issue in the past on reservation lands. It is not known if occasional flocks of sheep, in addition to occasional horses or cattle, still graze within the right-of-way limits.

EXISTING PROGRAMS AND PROJECTS FOR TRANSPORTATION AND TRAFFIC SAFETY

Currently there are many programs in place that address transportation and traffic safety for the Kayenta-Monument Valley Scenic Road. These existing programs, in addition to the programs proposed in this Corridor Management Plan, will form the core of an overall strategy to ensure a balance between transportation issues and traffic safety along the roadway and preservation of the Scenic Road's intrinsic qualities.

CURRENT ADOT PROJECTS

There are no known current active ADOT projects along the corridor.

ADOT constructed the portion of US 163 within the community limits of Kayenta in 2000. The roadway was widened to five lanes, with curb, gutter, sidewalk, new pavement, drainage, and lighting features.

Although minimal in amount on this route, ADOT is currently updating guardrails Statewide that do not meet current standards and are not being covered by other programmed projects. Guardrail end treatments are being replaced with models that are National Cooperative Highway Research Program 350 crashworthy and more impact resistant. As part of this project, ADOT evaluates the feasibility of flattening slopes within the clear zone enough to eliminate the need for guardrail. The exact year that this would be programmed for US 163 is not known.

ADOT PROGRAM & PROJECT MANAGEMENT SECTION ACTIVE PROJECT STATUS REPORT

ADOT's Program and Project Management Section puts together an Active Project Status Report that reflects all of the active projects for the entire state highway system. No active projects for the Kayenta-Monument Valley Scenic Road are currently included in this report, which is located on the ADOT website:

<http://www.dot.state.az.us/Highways/PPMS/psl/apsrwhole.pdf>

VISION 21 TASK FORCE

Vision 21 Task Force was established by Governor Jane Dee Hull in 2000 to address such issues as statewide long-range planning and programming decisions, land use planning, and financial management. The Vision 21 Task Force Final Report is located on the ADOT website:

http://www.azdot.gov/ADOT_and/Vision21/Reports/Final.asp

ADOT ADOPT-A-HIGHWAY PROGRAM

ADOT encourages volunteer groups and organization to participate in their Adopt-a-Highway program. Groups who adopt a designated portion of the highway remove garbage and other debris within ADOT's right-of-way on a seasonal basis. The Kayenta-Monument Valley Scenic Road has several volunteer groups participating in the Adopt-a-Highway program. The segments being actively maintained are in one or two mile increments, and can be identified by the sponsoring organization's name posted on the "Adopt-A-Highway" signs, generally located at full milepost locations. More information is located at:

<http://www.azdot.gov/highways/adoptahwy/index.asp>

ADOT BICYCLE AND PEDESTRIAN PROGRAM

ADOT has developed a Bicycle and Pedestrian Program to provide a wide variety of resources and information about biking and walking in Arizona, including places to bike and walk, how to integrate biking and walking into commutes, important laws and policies, safety issues, maps, and organizations. The Arizona Statewide Bicycle and Pedestrian Plan provides a long-term plan for a statewide system of interconnected bicycle facilities that provides a guide for ADOT transportation decisions relating to bicycle and pedestrian travel, planning and facility development. Additional information is located at:

<http://www.azbikeped.org>

ADA ACCESSIBILITY

Many of the current amenities are not accessible per the Americans with Disabilities Act. The goal of any future facilities will be to make them accessible per the Americans with Disabilities Act Accessibility Guidelines (ADAAG).

UTILITIES AND SIGNS

UTILITIES

The most apparent utility feature along the Kayenta-Monument Valley Scenic Road is an electric substation located near Milepost 400 on the west side of the road (Photo 2). From the substation and going south to Kayenta are power poles on both the east and west sides of the road. Going north from the substation, power poles occur mostly on the west side of the road.



Photo 2: Power Substation

SIGNS

Signs along Kayenta-Monument Valley Scenic Road are fairly limited. There are, of course, milepost signs and Arizona Scenic Road signs at the beginning, end, and midway. There are billboards, predominantly near Utah, advertising Monument Valley Park and Goulding's (Photo 3). There are a few more scattered along the road that advertise horseback riding and bed and breakfasts (Photo 4).



Photo 3: Typical Billboard



Photo 4: Handmade Billboard

TOPOGRAPHY AND FEATURES

The valley is vast. When you look out over it, it does not occur to you that there is an end to it. You see the monoliths that stand away in space, and you imagine that you have come upon eternity. They do not appear to exist in time. You think; I see that time comes to an end on this side of the rock, and on the other side there is nothing forever. I believe that only in diné bizaad, the Navajo language, which is endless, can this place be described, or even indicated in its true character. Just there is the center of an intricate geology, a whole and unique landscape which includes Utah, Colorado, Arizona, and New Mexico. The most brilliant colors in the earth are there, I believe, and the most beautiful and extraordinary land forms - and surely the coldest, clearest air, which is run through with pure light. From The Names by N. Scott Momaday

US 163 is located in northeastern Arizona and Utah in the heart of the Navajo Nation, the largest Indian reservation in the United States covering some 27,635 square miles (NAU, 2005). The area is part of the Colorado Plateau, a physiographic "province" or region geologically and topographically distinct from other parts of the West. The Colorado Plateau is a huge basin ringed by highlands and filled with plateaus. Unlike the Basin and Range Region to the west or the Rocky Mountains to the east, this area has remained relatively stable. The land mass of the Colorado Plateau is likely more than 500 million years old (Barnes, 1978).

The natural forces of wind and rain have spent the last 50 million years cutting and peeling away the surface of this plateau. The differentiated yielding to these forces of the corridor's colored sandstones have created the dramatic landscape that is so reveled by visitors from around the world. While Monument Valley is internationally recognized for its stunning scenery, the entire corridor stands out for the breathtaking vistas and natural rock formations seen in every direction from almost every vantage point (Photo 5).



Photo 5: Monument Valley

Kayenta sits at the southern end of the corridor. The bluffs from which this community takes its name are composed of Bluff Sandstone at the top, supported by the banded Summerville Formation. At the east end of town sits Navajo Twins, joined rock spires. The Twin's "heads" are Bluff Sandstone, resting atop columns of Summerville, with Entrada Sandstone at the base.

This route takes you across the stunning geology of the Monument Upwarp, the southeastern boundary of which is Comb Ridge. The ridge emerges from the

foothills of the Abajo Mountains on the north, travels south to roughly the Arizona state line, where it swings southwest, ending at Kayenta, Arizona.

The impressive sandstone formations: buttes, spires, and towers - the geological monuments that gave Monument Valley its name - are the result of millennia of erosion and uplift. The reddish hues in the sand and rock of this twenty-five-mile valley come from iron oxide, while the black streaks, or desert varnish, that course down the cliffs are manganese oxide. In addition to sandstone formations, there are also remains of volcanic activity, El Capitan, or Agathla Peak, being the most famous which rises 1,500 feet above the desert floor (Photo 6).



Photo 6: Agathla Peak (El Capitan)

As you travel north towards the Utah border Monument Valley comes into view. The simple wearing down of alternate layers of hard and soft rock slowly created the natural wonders of Monument Valley that today stand between 400 and 1,200 feet tall. Monument Valley straddles the Arizona/Utah border to the east of US 163.

The corridor region is part of the Great Basin Grassland, a landscape dominated by perennial grasses and shrubs. Great Basin grasslands are dominated by *Galleta*

Grass and Indian Rice Grass and reach down to the Colorado Plateau from the northwest. Both types intergrade downslope with semi-arid scrub communities and upslope with pinyon-juniper woodlands (Grahame, 2002).

The corridor is approximately 5,500 feet above sea level and accessible year-round. Temperatures range from an average low of 25° F in winter to an average high of 90° F in summer. Rainfall averages eight inches per year.

ENVIRONMENTAL BIOLOGY

Travel along US 163 provides the opportunity to experience three distinct biotic communities: Plains and Great Basin Grassland, Great Basin Conifer Woodland, and Great Basin Desertscrub and the transition zones between these communities (Photos 7 and 8) (Kamilli & Richard, 1998). Although the corridor has a diversity of vegetative communities, the area sits on a high and dry portion of the Colorado Plateau resulting in a limited amount of vegetation, and therefore, limited habitat for wildlife.



Photo 7: Grassland Community

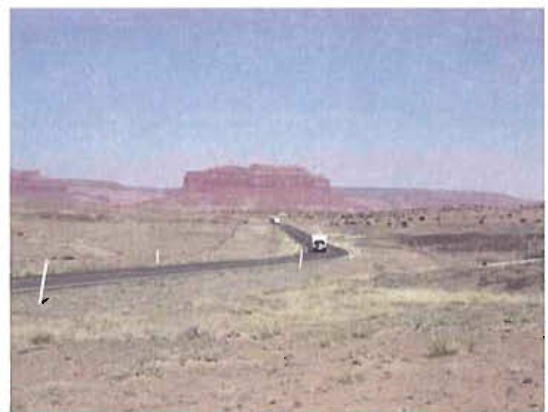


Photo 8: Transition Zone Between Grassland and Pinyon-Juniper Woodland

Great Basin Conifer Woodland is found north of Owl Rock and is characterized by pinyon-juniper woodlands. The open nature of this “pygmy” woodland allows many kinds of shrubs, grasses, and wildflowers to grow among the small trees (Photo 9).

The Great Basin Desertscrub community dominates the US 163 corridor and is unlike any other desert community found in Arizona in that most of the species are well-adapted to cold temperatures and there are few cacti (Photo 10). An interesting fact about the desert surrounding the corridor is that while it is included in the Great Basin Desert, it is sometimes considered a separate desert - the Navajoan - because of its location within the Navajo Nation, and sometimes not considered a true desert at all



Photo 9: “Pygmy” Woodland



Photo 10: Desertscrub Vegetation Dominated by Sagebrush

The desert landscape in the Great Basin Desertscrub community is usually low and homogeneous; often with a single dominate species of shrub for miles. Typical shrubs are big sagebrush, blackbrush, shadscale, mormon-tea, rabbitbrush, and greasewood. Cliffrose, scarlet penstemmon, indian paintbrush, smoke tree, larkspur, and other spring wildflowers of the Great Basin Desert bloom seasonally.

Although there are no federally listed threatened and endangered species in the US 163 corridor, there are a number of Navajo Nation Endangered Species, and some more commonly occurring animals. This is a big landscape and the animals that make there home here are highly adapted to their surroundings; therefore, it takes patience, keen powers of observation, and a little luck to catch a glimpse of these creatures.

The Navajo Nation maintains a list of Endangered Species occurring within the entire Navajo Nation. Included on this list and in the US 163 corridor are the Ferruginous Hawk, the Peregrine Falcon, and the American Pronghorn.

The Ferruginous Hawk is the largest hawk in North America with a wingspan of up to 54 inches (Photo 11). The hawk gets it name, Ferruginous (fer-OO-jin-us) from the red coloration, like rusty iron (ferrous) (*United States Geological Survey, 2004*). The hawk can be seen in the corridor hunting rodents such as rabbits and mice.

The Peregrine Falcon (Photo 12) is a resident of the US 163 corridor and often nests in the high sandstone buttes, spires, and towers of the area. The Peregrine is the fastest bird on record, reaching horizontal cruising speeds of up to 68 mph .When swooping for prey, the Peregrine flies at much greater speeds, varying from 99 to 273 mph (*Smithsonian, No Date*).



Photo 11: Ferruginous Hawk



Photo 12: Peregrine Falcon

In addition to the world's fastest bird, the US 163 corridor is also home to the second fastest land animal in the world and the fastest in the Western Hemisphere, the Pronghorn (*Desert USA*, 2005). Pronghorn (Photo 13) inhabit the sagebrush communities of the Great Basin (as well as grasslands in other parts of the state) feeding on these small shrubs. The pronghorn have developed keen eyesight and tremendous speed to evade predators in this typically wide-open habitat. The agile pronghorn can run from 30 to 40 mph for over 7 miles a time, and can leap 20 feet in one jump. Animals have been clocked at speeds of 60 mph for short bursts.



Photo 13: Pronghorn



Photo 14: Coyote

A variety of more common wildlife makes its home along the US 163 corridor, including the usual rodents, rabbits, mule deer, coyote (Photo 14), snakes and insects associated with this region of the desert.

NATIONAL NATURAL LANDMARKS

National Natural Landmarks (NNL) are the best examples of biological and geological features in the country and representative of the nation's natural history. NNLs are designated by the Secretary of the Interior and administered by the National Parks Service (NPS). To date, less than 600 NNLs have been designated in the United States and less than ten in Arizona (NPS, 2004). Comb Ridge, a NNL found along US 163, is a large structure of Navajo Sandstone paralleling the highway from just north of Kayenta and into Utah (Photo 15). This 90 mile long geological formation received its designation because it is the only known location of tritylodont fossils in North America. Tritylodonts are extinct, advanced mammal-like reptiles whose fossils are found only in southern Africa and in Comb Ridge. The occurrence of these fossils on two continents separated by thousands of miles of ocean supports the theory of continental drift; the idea that the continents were once one giant super-continent that separated into several continents over millions of years.



Photo 15: Comb Ridge

LAND USE

The majority of the US 163 corridor can be characterized as vacant desert with occasional scattered residences (Photo 16) and grazing land (Photo 17). Although the majority of the corridor is vacant desert, Kayenta, a thriving town at the intersection of US 163 and US 160, provides a number of visitor and community amenities.

Kayenta is a community of approximately 5,000 and is the only Township government located on an Indian Reservation. Kayenta is a perfect base for exploring Arizona's National and Navajo Nation parks. The town has a visitor's center, a Cultural Center—providing an introduction to the Navajo way of life—and a number of hotels and restaurants serving visitors and the community.

Commercial land uses are concentrated in Kayenta (Photo 18); however, sporadic commercial uses do occur elsewhere along the corridor. This development ranges from single isolated business such as the one seen in Photo 19 to seasonal businesses (Photo 20) to year-round businesses such as a bed and breakfast and a trading post which includes a restaurant, gift shop, RV park, lodge, and tour operations.



Photo 16: Scattered Housing Near Agathla Peak



Photo 17: Grazing Sheep



Photo 18: Kayenta



Photo 19: Isolated Business



Photo 20: Seasonal Businesses

PUBLIC PARTICIPATION

SCOPING (PHASE 1)

During Phase I, the project consultant worked closely with ADOT to identify key stakeholders for the Kayenta-Monument Valley Scenic Road. The result of this work was a preliminary stakeholder list that has been maintained and developed throughout the course of the project.

Two public meetings were held in Phase I of the development of the Corridor Management Plan. These meetings were used to determine what it was that local residents desired for the future of the Scenic Road and how to best preserve those intrinsic features that make the corridor so unique. The two meetings were held in different locations for the convenience of the participants and to provide outreach to a larger segment of the community. For this phase and the Plan Development Phase, meetings were publicized via newspaper and radio advertisements, flyers, and mailings.

MEETING 1

The objective of the first meeting (held June 23, 2004 at the Kayenta Chapter House) was to introduce the project to the public and stakeholders, solicit information about the corridor, and gain support for the development of the plan.

At this meeting, attended by 16 people, participants discussed their wishes and worries for the Scenic Road. A review of this list demonstrates the commitment of the group to making visitors' experience more enjoyable; safe and convenient pull-outs and rest stops with interpretative signs; increased amenities that reflect the local culture, such as bed and breakfast hogans, and increased cultural events. Numerous attractions and amenities were identified that make the Kayenta-Monument Valley Scenic Road a unique destination. At the conclusion of the meeting, participants were asked to indicate whether they would be interested in continuing their involvement by joining the Kayenta-Monument Valley Scenic Road Steering Committee.

MEETING 2

The second meeting was held at the Monument Valley High School in Utah on July 21, 2004. At this meeting, attended by 9 people, the Byway wishes and worries were revisited and built-upon. The Vision Statement, written with input from the first meeting, was further refined. The meeting also helped to build the number of local residents interested in participating on the Kayenta-Monument Valley Scenic Road Steering Committee.

PLAN DEVELOPMENT (PHASE 2)

The purpose of the Public Involvement Program for the plan development phase (Phase 2) of the Kayenta-Monument Valley Scenic Road Corridor Management Plan was to involve the community members, agencies, and the District with the objective that the public 'take ownership' of the Plan.

During Phase 2, community objectives were developed; community interests, concerns and values were defined; the Vision was finalized; goals to fulfill the vision were established; scenic resources that could be threatened defined; scenic road marketing discussed; and maintenance recommendations and future facility improvements were identified.

MEETING 3

The objective of the third meeting (held August 4, 2005 at the Kayenta Chapter House) was to review the Vision established in Phase 1, the goals drafted by the project team based on comments from the Scoping Phase, and further discuss wishes and worries.

At this meeting, participants reiterated and built upon the wishes and worries for the Scenic Road identified during earlier meetings. A review of this list demonstrates the commitment of the group to making the visitor experience more enjoyable; safe and convenient pull-outs and rest stops with interpretative signs; increased amenities that reflect the local culture, such as bed and breakfast hogans, and increased cultural events. Numerous attractions and amenities were identified that make the Kayenta-Monument Valley Scenic Road a unique destination. Participants were asked to indicate whether they would be interested in continuing their involvement by joining the Kayenta-Monument Valley Scenic Road Steering Committee.

MEETING 4

The objective of the fourth meeting, October 30, 2006, was to review and finalize the Corridor Management Plan document including Intrinsic Quality Inventory, Existing Conditions Analysis, Vision and Goals, Management Strategies, Signs, Marketing and Promotion, Implementation Plan, Funding, and Financing. A second objective of the meeting was to pass ownership of the Corridor Management Plan to an Advisory Committee.

STEERING COMMITTEE

A Steering Committee was not formally established during the Plan process. A list of participants that expressed interest in the Steering Committee and/or the Corridor Management Plan is on file with the ADOT Scenic Roads coordinator. Contact information may be found in the reference Section of this document. Appendix X, attached to this report, is a suggested agenda for the first meeting of the Steering Committee should one be formed through some other avenue.

INTRINSIC QUALITIES INVENTORY

The Kayenta-Monument Valley Scenic Road area is unlike any other place on earth. The unique environment on display here transports the visitor to an otherworldly place that is at once timeless and ancient in its magnificence. It is no wonder that the Navajo hold this region as sacred. The unique and celebrated setting is an environment that even those who have not visited before can claim an eerie familiarity with; the rocky spires, buttes and mesas have come to symbolize the American West through film and photographs.

The Kayenta-Monument Valley Scenic Road is located in the heart of the Navajo Nation. Thanks to the Navajo people, this vast landscape looks much the same as it did to the Anasazi (Ancient Ones). The beautiful petroglyphs and pictographs left behind by these prehistoric peoples are well preserved, and the cliff dwellings that can be seen nearby only intensify the wonder of this spectacular landscape.

While the cliff dwellings and rock art left behind by these ancient ones over a thousand years ago fascinates and mystifies visitors, the human history of the last century has proven no less interesting. Today, the captivating and rich culture of the Navajo people continues to make this a destination for travelers the world over. And as common as it is to hear the Navajo language spoken today by local people, a visitor to the area is as likely to hear German or Japanese, evidence of the far reaching appeal of the region.

While the Navajo have so respectfully preserved this environment, they have also made it available to the visitor, and there is a vast array of activities here for those visitors. Opportunities to better understand this rich culture are available throughout the corridor. The Kayenta Visitors Center at the southern terminus of the corridor, and the Monument Valley Visitors Center at the entrance to Monument Valley Navajo Tribal Park (MVNTP) in the north provide some insight into the lives of the local people. In addition to the vivid scenery visible from the corridor, there are numerous cultural, historic, and archaeological attractions both along the corridor and in proximity to the corridor; as well as many recreational amenities that make the Kayenta-Monument Valley Scenic Road a destination for approximately one million visitors a year.

It is because of the number of people that visit the corridor, the strong desire of the local residents to preserve the scenic beauty of the area, coupled with a desire for sensitive economic development that the Corridor Management Plan is being developed. By recognizing the intrinsic qualities of the corridor, actions can be taken to address issues raised by the local community and develop a proactive plan to ensure that these resources will be available for the enjoyment of residents and visitors today and for many years to come.

In order to preserve and enhance these resources, the Corridor Management Plan sets out to document and help define strategies for the preservation and enhancement of the intrinsic qualities. This is done not only with the visitor in mind, but the Native people who call this region home and have been such good stewards of this national treasure for so long.

INVENTORY

The Scenic Byways Program recognizes and promotes six intrinsic quality values. Each of these values influences our experience, but together they create a synergistic experience that

is greater than the sum of the parts. A comprehensive inventory and assessment of a corridor's intrinsic qualities includes the following six categories:

Natural Features - features of the visual environment in a relatively undisturbed state;

Cultural - experiences of traditions, beliefs, folklore, and art;

Historic - legacies of the past distinctly associated with physical elements of the landscape which educate and inspire appreciation for the history;

Scenic - a dramatic and memorable landscape of strikingly distinct character;

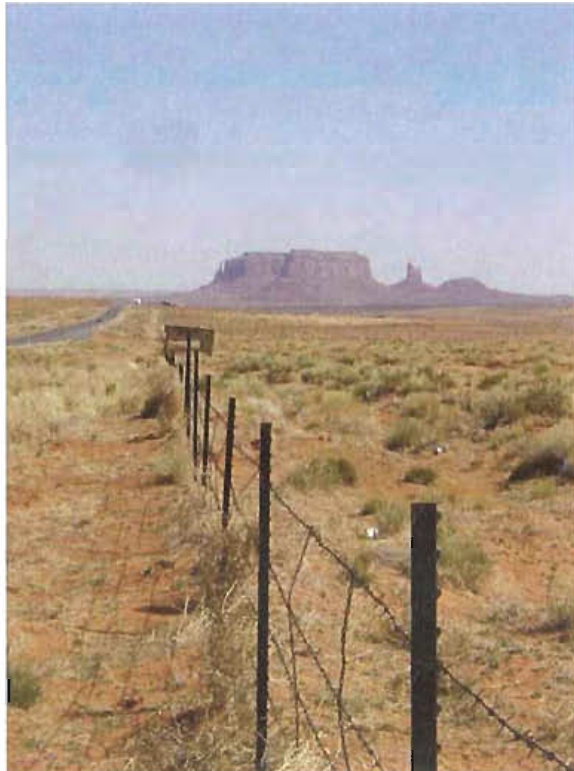
Recreational - outdoor recreation activities directly dependent upon the landscape's natural and cultural elements; and,

Archaeological - physical, visual evidence of prehistoric life or activity that can be inventoried and interpreted.

These qualities define the byway's character, interest, and appeal to area residents and visitors. Many of the qualities found along the corridor are identified in Figure 4

Intrinsic qualities are considered regionally significant when the characteristics are representative of a geographic area encompassing two or more states, as US 163 through Arizona and Utah does. In order to be designated as a National Scenic Byway, at least one quality must be regionally significant. Two nationally significant qualities are required for designation as an All-American Road.

The basis for the Kayenta-Monument Valley Scenic Road's designation rests primarily in its natural, scenic, cultural, and recreation intrinsic qualities. The historic and archeological qualities, although not as significant or visible, add to the richness and diversity of the corridor.



Natural Quality applies to those features in the visual environment that are in a relatively undisturbed state. These features predate the arrival of human populations and include geological formations, landforms, vegetation, and wildlife. There may be evidence of human activity, but the natural features reveal minimal disturbances.

NATURAL

It is difficult to describe the wonder that envelopes visitors as they travel US 163. Traveling the corridor, the buttes, spires, and towers that rise up from the desert floor seem to surround you. This corridor is one of the most majestic, and photographed places on earth – no view is without the towering sandstone formations that are iconically representative of the desert Southwest. While photographs and film images of the region abound, the scale of this region is best experienced in person, where one can truly experience the openness and beauty of the countryside.

The sandstone masterpieces tower over 1,000 feet above the desert floor. The landscape overwhelms – not just by its beauty but also by its sheer size and scale. The fragile pinnacles of rock are surrounded by miles of mesas and buttes, shrubs, trees and windblown sand, all comprising the magnificent colors of the valley.

US 163 is the gateway to the MVNTP. The only route into the Park is accessed off US 163, approximately 1/4 mile north of the Arizona/Utah border.

All of the land along the corridor is within the Navajo Nation boundaries. Heading north on US 163, upon leaving the township of Kayenta, the manmade environment immediately fades from view. Less than two miles north of Kayenta the motorist is greeted with the wide open landscape that allows one to truly experience the openness of the region; save the buttes and spires that appear on the horizon there is little but the sweeping expanse of the open grasslands. From there until one approaches the Utah border with Arizona there is little evidence of human activity along the corridor to detract from the natural beauty of the surroundings. The first butte to appear on the horizon after leaving Kayenta is the immense monolith known as Agathla Peak, or El Capitan (Photo 21). To the west of Agathla Peak is aptly named Owl Rock (Photo 22).



Photo 21: First View of Agathla Peak (El Capitan)

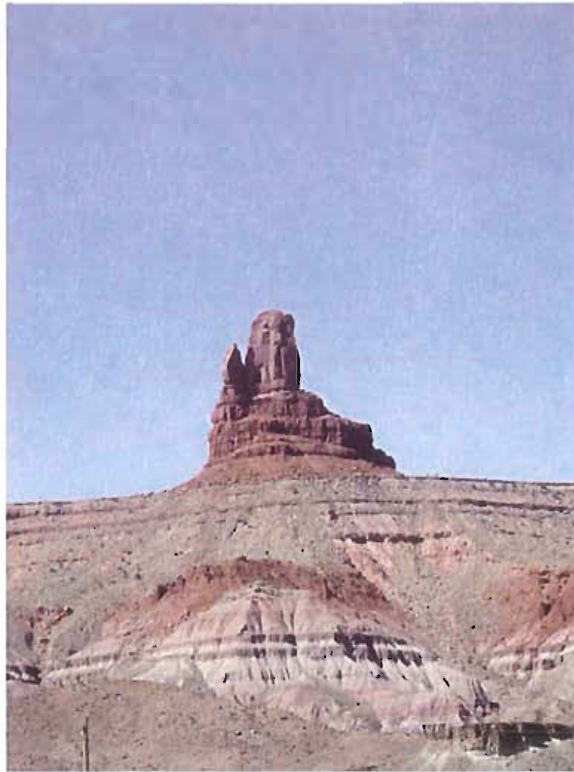


Photo 22: Owl Rock

Almost immediately after passing the rocky spire of Agathla Peak, Boot Mesa comes into view. The openness and natural state of the landscape is interrupted only by the strip of asphalt ahead of you that stretches to the horizon. As the roadway curves to the east of Boot Mesa, the fantastic spires and towers of Monument Valley begin to take form on the horizon.

In addition to the majestic landscape of the corridor, US 163 is the doorway to numerous other natural features in the area. These landmarks are briefly described here:

Goosenecks of the San Juan. The Goosenecks of the San Juan River are located west of Mexican Hat, Utah, and are accessed from Arizona by the Kayenta-Monument Valley Scenic Road. The ancestral San Juan River meandered its way across a flat plain, an erosion pattern indicative of a very flat river gradient. Eight to 10 million years ago the San Juan River began

carving into the gray limestone. The original meandering pattern of the river was preserved in this area as it carved deeper without breaching the sides of its banks. The river valley is now over 1,000 feet deep. The river meanders back and forth, flowing for more than five miles while progressing only one linear mile toward the Colorado River.

Navajo National Monument. Navajo National Monument preserves three of the most intact cliff dwellings of the ancestral Puebloan People, whom the Navajo people who live here today call the Ancient Ones or "Anasazi." The monument is high on the Shonto Plateau, overlooking the Tsegi Canyon system in the Navajo Nation in Northern Arizona. Navajo National Monument is on US 160, west of Kayenta.

Tsegi Canyon. Tsegi Canyon is located approximately 10 miles west of Kayenta. The Tsegi Canyon system is the location of Navajo National Monument. Tsegi Canyon's deep gorges expose layers of bedrock spanning hundreds of millions of years of the Colorado Plateau's geologic history. Alcoves in the Navajo sandstone at the top of this canyon system are where the Anasazi created the cliff dwellings of Betatakin (Ledge House) and Keet Seel (Shattered House).

Paiute Farms and Copper Canyon. Copper Canyon starts near Paiute Farms, Utah, not far from Oljato Trading Post, and goes to the Colorado River at Lake Powell. Oljato, Utah is part of the Navajo Nation located near the Arizona/Utah border, northwest of Monument Valley, Utah. Oljato means "water by the moonlight."

Monument Valley. Monument Valley provides perhaps the most enduring and definitive images of the American West. Monument Valley was created as material eroded from the Rocky Mountains, and was deposited and cemented into sandstone. The formations in the valley

remained after the forces of erosion sculpted the sandstone. A geologic uplift caused the surface to bulge and crack; wind and water then eroded the land; and the cracks deepened and widened into gullies and canyons, resulting in the scenery found today.

The MVNTP maintains a visitor center, campground, and restaurant (Photo 23). Tours deep into the valley with Navajo guides are recommended and operate from the visitor center or nearby Goulding's Lodge. A 14-mile graded dirt loop road within MVNTP allows easy viewing of the most well-known monuments. The entrance to MVNTP is on US 163 at the junction of Navajo Route 42 in Utah. However, the majority of the park lies within Arizona.



Photo 23: Monument Valley Navajo Tribal Park Entrance

Comb Ridge. This geologic formation, which stretches from Kayenta to the northeast, provides fossilized evidence of continental shift. It is one of the larger monoclines in the world, stretching for 90 miles. Some Navajo think of Comb Ridge as the backbone of the earth.

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

CULTURAL

The Navajo are a people steeped in tradition. Many of these traditions live on today, and traveling along US 163 between Kayenta and Monument Valley provides a glimpse into this world. Hogans, the traditional Navajo home, can be viewed from the road. Many families, even if they live most of the time in a newer home, have the traditional hogan for ceremonies. Most hogans have eight sides with a door on the east to meet the rising sun. The eight-sided hogan, which is most frequently seen, is the female hogan. There is also a male hogan, which are conical in shape and

may have a long entry way that faces eastward. Today, they are mainly used for ceremonial purposes, but families were known to have lived in them in the early part of the 20th century.

In Kayenta one can visit the hogan-shaped Kayenta Visitors Center, which houses an array of travel and cultural information and also features a museum with exhibits about Navajo history and cultural artifacts. Occasionally Native American arts and crafts demonstrations are conducted at the center.

Grazing, primarily of sheep, is also quite prevalent in the area. It is not uncommon for motorists along US 163 to have to stop to allow a flock of sheep to pass. In fact, an issue brought up through the public process is the need to provide safe crossing of US 163 for livestock in the area. Raising livestock is a major source of income for many Navajo. Sheep wool is spun and woven into beautiful Navajo rugs, which are available for purchase in the valley and throughout the surrounding area. Many traditional weavers raise the sheep and shear, wash, card, and spin the wool themselves. They dye the wool using methods which

have been passed down through generations - with native plants such as wild walnut, lichen, and rabbitbrush.



Local Flora

Navajo rugs, silversmithing, and distinctive baskets are recognized throughout the world. Beyond the aesthetic appeal of these crafts it is important to understand that these crafts and activities have historic and cultural significance to the Navajo people. A sampling of the types of Navajo crafts that can be seen at vendors locations along US 163 include:

Navajo Weaving. Navajo weavings are some of the most revered for both aesthetic qualities and unique stylistic changes. Some rug designs prevalent in this specific area are described as: Storm Pattern and Teec Nos Pos.

Silversmithing. Beginning in the middle of the 19th Century, Navajos learned metalworking. Initially they obtained metal by melting down American silver dollars or Mexican pesos and have progressed to become very accomplished silversmiths. It is believed that Navajos incorporated turquoise in their silversmithing after returning from Fort Sumner, New Mexico in 1863. Aside from its ornamental value, turquoise is especially important to the Navajo people because of its ceremonial significance.

Basket Making. Baskets have great symbolic significance to the Navajo because they represent the well-being of an individual, particularly the mind. Each part of a Navajo wedding basket has a special significance. The core of the wedding basket represents the emergence of the Holy People into the present world, and the area surrounding the core represents the earth. A 'stronghold' of traditional wedding basket makers is Navajo Mountain.

Sandpaintings. Another popular native craft with visitors, sandpaintings are another unique and symbolic art form.

Other events and cultural attractions found along or near the Kayenta-Monument Valley Scenic Road corridor include:

Kayenta Visitor Center. The Kayenta Visitor Center, a hogan-shaped building, houses an array of information about Navajo culture. The center offers travel information and houses a museum with exhibits about Navajo history and cultural artifacts. Native American arts and crafts demonstrations are done on the premises, and videotapes of the surrounding areas are available for viewing. The outdoor amphitheatre often features native dancing and performances.

Code Talker Display. There is a local code talker display at the Burger King in Kayenta. Navajo code talkers were Navajo language speakers in special units in the Pacific Theater of World War II. They transmitted secret messages over radio or telephone using codes based on their native languages. The code was never broken by the Japanese. The display, created by the

restaurant owner, a Navajo code talker, includes artifacts and interpretative information on the code talkers.

Hogan Bed and Breakfasts. Along the corridor, visitors have an opportunity to stay in a traditional Hogan over night and share in the culture and traditions of a Navajo family. A Hogan is made out of natural resources such as desert juniper trees, bark and red desert earth. It is cool in the summer and warm in the winter. Guests can enjoy a traditional Navajo meal, hear stories, and see dances around a camp fire at night (Photo 24).



Photo 24: Hogan Bed and Breakfast

Vendor Village. At the entrance to MVNTP, just off US 163, there is a designated vending area for Native arts and crafts. There are plans for this area to be renovated into a permanent establishment, including a visitors center.

Kayenta Pow Wows and Rodeos. On the Fourth of July each year the community hosts an all-Indian rodeo.

World War II Memorial (future). There is a war memorial planned, with amphitheater and shops, including a code talker display.

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

RECREATIONAL

The Kayenta-Monument Valley Scenic Road Corridor provides access to numerous recreational pursuits and amenities in the Four Corners region. The high-desert environment with its scenic vistas, moderate climate, and open country afford ample opportunities for a host of activities including hiking, bicycling, and camping.

Of course, the Corridor alone with its magnificent landscape is an experience in and of itself. The twenty-three miles of Scenic Road travel through one of the most photographed regions of the world. An urgent need of the road are pull-offs allowing motorists to stop and take in some of the scenic vistas that the Kayenta-Monument Valley affords.

Many of the natural amenities and destinations discussed above become staging points for visitors to the area. In addition to driving the Scenic Road, visitors to the area can enjoy the following activities:

- ◆ Rafting along the San Juan River, including visiting the "Goosenecks of the San Juan"
- ◆ Hiking, fishing, boating, and camping at Paiute Farms and Copper Canyon
- ◆ Hiking in Monument Valley Navajo Tribal Park
- ◆ Goulding's (shopping area)
- ◆ Roadside vendor locations (Photo 25)



Photo 25: One of Several Vendor Locations Where Visitors Can Purchase Navajo Arts From Local Craftsmen

- ◆ Vendor village
- ◆ A new visitor center at the vendor village
- ◆ Navajo National Monument
- ◆ Tsegi Canyon
- ◆ Train ride from Page to Black Mesa
- ◆ Peabody Western Coal Company tours
- ◆ Oljato Trading Post
- ◆ Fishing
- ◆ Camping
- ◆ Biking
- ◆ Rock climbing
- ◆ Plane rides from Goulding's (scenic flights to Page, Grand Canyon, Chinle, 'Grand Circle')
- ◆ Hot air balloon rides from Monument Valley
- ◆ Monument Valley Bike Rally (July)
- ◆ Kayenta to Monument Valley Marathon
- ◆ RV Park – past El Capitan, MP 414, near the windmill
- ◆ Jeep tours

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

SCENIC

The scenic qualities of the Kayenta-Monument Valley Scenic Road are addressed in the Natural Features section of this report, as they are synonymous in this region.

HISTORIC

The history of the Kayenta-Monument Valley Scenic Road is that of the American West. The Navajo's presence in this region extends back hundreds of years. Today their history, intertwined with the early Spanish and Mexican incursions into the area, as well as the frontier period, provide many rich stories for visitors to explore.

Much of this history is told through the excellent interpretative materials on display at the Kayenta and Monument Valley Visitor Centers. This history lives on with the Navajo people, for while many residents work and live "modern lives," the traditions passed down for generations are very much alive. Along the Kayenta-Monument Valley Scenic Road the traveler will still see local residents herding sheep, and the trading posts and vendor stands continue to offer the local arts and crafts that have been handed down for generations.

Even the names of the places here evoke the rich past of the Navajo and others here. Agathla Peak is a great black igneous needle at the edge of Monument Valley. Kit Carson called it El Capitan because it commands the entrance to the valley. According to Navajo legend, a herd of antelope were killed here and the Indians set about cleaning the hides to make clothing. According to the story, so many hides were scraped against the rock that it became known as "The Place of Wool and Hair." Agathla, a Navajo word, translates to "much wool."

As early as the 1300s, San Juan Band Paiutes frequented the area as temporary hunters and gatherers. They named it "Valley or Treeless Area Amid the Rocks" and vested the landscape with supernatural qualities and mythological stories. For example, Totem Pole Rock is said to be a god held up by lightning, El Capitan a sky-supporter, and all of Monument Valley near Goulding's Trading Post a hogan that faces east. Like Agathla Peak, all of the landforms that make the Kayenta-Monument Valley Scenic Road so fascinating have a deeper history and meaning to the Navajo people. Exploring this historic and cultural aspect of the landscape makes the experience that much richer for the traveler.

The region has never been strife free for the Navajo or other inhabitants, but in the historic past there has been no darker period than the forced exile in the 1860s referred to as the "Long Walk" to Bosque Redondo. During the Civil War, Colonel Kit Carson pursued and rounded up 8,000 Navajos, and forced them to walk more than 300 miles to Bosque Redondo, a desolate tract on the Pecos River in eastern New Mexico. Many died along the way, and many more died during the four years they were held there. When the Government relented the Navajo returned to this area. Today the Kayenta-Monument Valley Scenic Road is part of the Navajo Nation which includes about 27,000 square miles of land, and is the largest Native American Reservation in the United States.



Portrait of Chief Manuelito, 1908 by Elbridge Ayer Burbank. (Source: www.cr.nps.gov)

During this period, Chief Manuelito established himself as a courageous defender of his people. Manuelito was the last of the Navajo leaders to surrender to reservation life. Manuelito was an influential leader and spokesperson for the Navajo. He signed numerous treaties on behalf of his people.

There are many opportunities along the Corridor to discover the more recent past. Following the repatriation of the Navajo to their land there was still great interest in the area by "white men". In the early part of the twentieth century settlers set up trading posts to provide goods to the local people. Several of these posts are located in the Corridor and provide an interesting and colorful look at this period in the Corridor's history.

Oljato Trading Post. The Oljato Trading Post was built in 1921 by Navajo leader, Hashkenijni. Today the Trading Post is considered the neighborhood store and hasn't changed much in the past 77 years. Oljato Trading Post is located 14 miles west of Monument Valley. The Trading Post contains a museum where visitors can view vintage photographs, rug weaving supplies, and traditional clothing. Many customers and employees of the Trading Post still speak in the Navajo language, and still use their bartering skills.

(Source: <http://www.qualityinnwindowrock.com/attractions.htm#3>)

Goulding's Trading Post. Harry Goulding and his wife Leone ("Mike") established a trading post at this location in 1925 (Photo 26). The post, still in existence today, is located at the

northern end of the Corridor. At that time when it was established, Goulding's provided a link to the outside world, providing goods otherwise unavailable locally. It was the Gouldings who promoted the idea of Monument Valley as a setting for a "western film" after having heard a radio announcement that United Artists was looking for a location. The Gouldings traveled to Hollywood, and shortly thereafter John Ford's "Stagecoach" was filmed in the area, for which John Wayne won an Academy Award. The Gouldings expanded their operation, and today the post operates as a center for tourist activities, providing a lodge, dining, museum and trading post, and tours of nearby Monument Valley.



Photo 26: Goulding's Trading Post

Hollywood continued to make use of the dramatic backdrop of Monument Valley and the surrounding landscape turning out scores of films. A partial listing of some of the more famous titles are shown here:

YEAR	MOVIE	YEAR	MOVIE
1939	Stagecoach	1973	Il Mio Nome E Nessuno (My Name is Nobody)
1940	Kit Carson	1973	Electra Glide in Blue
1941	Billy The Kid	1974	The Trial Of Billy Jack
1946	My Darling Clementine	1975	The Eiger Sanction
1948	Fort Apache	1979	The Villain
1949	She Wore A Yellow Ribbon	1981	The Legend of The Lone Ranger
1956	The Searchers	1983	Airwolf
1962	How The West Was Won	1983	National Lampoon's Vacation
1964	Cheyenne Autumn	1983	Thunder Warrior II
1968	2001: A Space Odyssey	1990	Back To The Future II & III
1969	Again A Love Story	1992	Sognando La California (California Dreaming)
1969	Easy Rider	1993	Tall Tales
1969	Once Upon A Time in the West	1993	Pontiac Moon
1969	Mackenna's Gold	1993	The Ride
1970	Joshua	1993	Forrest Gump
1971	Wild Rovers	1994	Too Wong Foo

Source: Goulding's Museum

Additional historic aspects of the region which are found along the Corridor, or in close proximity to it, are:

- ◆ Peabody Coal Tours.
- ◆ Kit Carson.
- ◆ Kayenta Trading Post.
- ◆ Gold and Silver Prospectors

Archaeological Quality involves those characteristics of the scenic byways corridor that are physical evidence of historic or prehistoric human life or activity that are visible and capable of being inventoried and interpreted. The scenic byway corridor's archeological interest, as identified through ruins, artifacts, structural remains, and other physical evidence have scientific significance that educate the viewer and stir an appreciation for the past.

ARCHAEOLOGICAL

The archaeological significance of the Kayenta-Monument Valley Scenic Road Corridor stretches back thousands of years before the time of the Anasazi or "ancient ones" who resided in this area some 500 to 2,100 years ago.

The valley's earliest inhabitants include Paleo-Indian hunters (9,500-5,500 B.C.) and Archaic hunter-gatherers (5,500-100 B.C.). Following the Archaic period, the Anasazi tradition predominates for several hundred years. Their pottery styles reflect a regional variation known as Kayenta Anasazi.

The area's archaeological past is well guarded to protect it from intrusion. Still, throughout the Corridor and within the MVNTP are numerous examples of petroglyphs, or rock art.

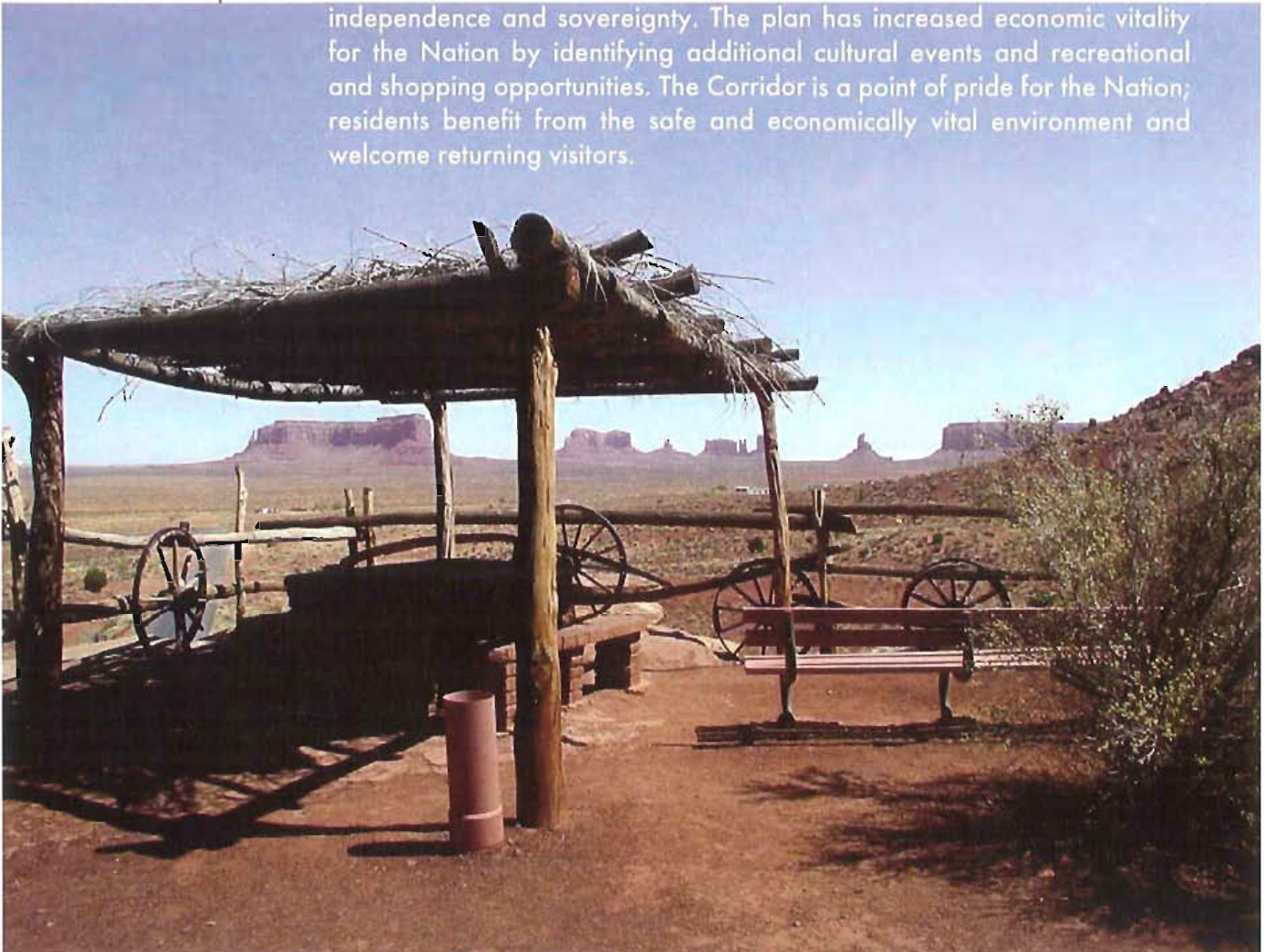
Known archaeological sites in the region are:

- ◆ Navajo National Monument
- ◆ Canyon de Chelly
- ◆ Mesa Verde National Park
- ◆ Ute Mountain Tribal Park
- ◆ Hovenweep National Monument

VISION

VISION

The Kayenta-Monument Valley Scenic Corridor is a gateway to Monument Valley and the local history of the Navajo People. The Corridor has clean well designed scenic pullouts, picnic and rest areas, and low profile directional signage. Interpretive signage educates the visitor about the Monument Valley formations (one of the most scenic wonders of the world), past and current lifestyle of the Navajos, and the Nation's independence and sovereignty. The plan has increased economic vitality for the Nation by identifying additional cultural events and recreational and shopping opportunities. The Corridor is a point of pride for the Nation; residents benefit from the safe and economically vital environment and welcome returning visitors.



GOALS AND STRATEGIES

GOALS

The goals and strategies help frame the vision of the Corridor Management Plan. Goals highlight what the plan hopes to achieve, while the strategies specify measures to achieve the stated goal. Actions, listed in the Implementation portion of the Plan, are some recommended specific actions that can be completed in order to achieve the goals.

The goals were developed from input at the public meetings and from further revision during the draft plan preparation. Listed below are the goals, followed by the goals along with specific strategies.

- 1. Protect and Enhance Scenic, Cultural, Historic, and Natural Resources**
- 2. Enhance the Visitor experience**
- 3. Insure Health and Safety for Travel Along the Byway**
- 4. Promote Community Support and Participation in the Scenic Byway**
- 5. Promote Education on the Need for Resource Protection and Cultural Preservation**
- 6. Promote Sustainable Economic Development and Tourism Management**

STRATEGIES

Goal 1: Protect and Enhance Scenic, Cultural, Historic, and Natural Resources

- Minimize visual distractions to the scenic vistas of the corridor.
 - Discourage the installation of additional billboards.
 - Calculate how to amortize existing billboards so they can be removed but not at the financial expense of the owners.
 - Encourage communities to adopt policies and measures to minimize or eliminate outdoor advertising and other miscellaneous signs along the Scenic Road. Ordinances or guidelines can be developed that limit sign proliferation, size and type, particularly of view sheds.
 - Develop a sign package that guides the appearance of all types of roadway signs, including: byway signs, directional signs, and interpretive signs. Include parameters for maximum sign size or minimum distance they should be located from the road.
 - Establish a scenic view easement to prevent future development from encroaching on the highway. The recommended minimum easement width is 200 feet, 100 feet on either side of the centerline.
- Development in the corridor should not disrupt views or aesthetics of the area.
 - Where possible, cluster vendors into small groupings or villages.

- *Work with the Navajo Nation on developments that are proposed in the area to ensure the projects are compatible with the natural environment.*
- Keep the right-of-way clean.
 - *Encourage the continuation of the Adopt-a-Highway program along the corridor.*
 - *Provide trash receptacles at pull-offs, rest stops, and parking areas and setup an entity to maintain these facilities.*
- Discourage tourists from going places they don't belong.
 - *Post 'No Entrance' signs as needed to deter visitors from going where they shouldn't. The signs can be designed as part of the overall Scenic Road sign package.*
 - *Promote etiquette and understanding of cultural sensitivity through interpretative signs and educational materials.*
 - *Include information on flyers and brochures*
- Infrastructure improvements.
 - *Identify opportunities to re-route or bury power lines and other above ground utilities.*
 - *Work with the substation to minimize the visual disruption of the power lines.*
 - *All new landscape along the corridor should be of species indigenous to the area and planted at similar densities to existing plants.*

Goal 2: Enhance the visitor experience

- Promote the existing recreation opportunities and encourage more to develop.
 - *Create brochures that list recreational opportunities, including contact information and place at businesses and visitor centers.*
 - *Encourage more outfitters to offer tours (vehicular and non-vehicular) of the area.*
 - *Encourage opportunities or events where visitors can learn more about the Navajo culture, history, and lifestyle.*
 - *Post directional signs to the Scenic Road in nearby communities.*
 - *Coordinate with Utah to post directional signs to the Scenic Road in Utah.*
 - *Design and install gateway signs for the project.*
 - *When scenic pull-offs are designed, include interpretive signage that explains the story of what is seen from that location, and kiosks or other type of signage that directs the visitor to other amenities along the road and setup an entity to maintain signs, kiosks, etc..*
 - *Amenities at these stops such as picnic tables and trash receptacles will improve the visitor experience and may reduce litter. Scenic pullouts also provide opportunities for interpretative materials to be displayed.*

Goal 3: Insure Health and Safety for Travel Along the Byway

- Provide better safety conditions for bicyclists, pedestrians, and equestrians along the Scenic Road.
 - *Coordinate with the bicycle community and ADOT to widen shoulders and avoid delineators, rumble strips, and chip seal treatments in shoulders.*
 - *Coordinate with the bicycle community and ADOT to develop an alternative path within the right-of-way for bicyclists, pedestrians, and equestrians.*
 - *Widen Laguna Creek Bridge or provide an alternate route for bicyclists, pedestrians, and equestrians at this location.*
 - *Develop better pedestrian crossings and/or sidewalks at necessary locations along the roadway*

- Work with the Navajo Nation and ADOT to construct vendor locations outside the right-of-way.
 - Improve identification of known or developed pedestrian crossings on roadway.
 - Keep lane width to the minimum 12 feet. Widening or re-stripping beyond 12 feet may encourage faster driving.
 - Provide "Share The Road" signs.
 - Distribute information to increase safety awareness among drivers and encourage sharing of the Scenic Road with non-motorized vehicles.
- Provide better safety conditions for drivers along the Scenic Road.
 - Provide scenic pullouts for the traveling public to improve safety along the Corridor by reducing the number of cars that are stopping along the roadside, often creating hazardous situations exiting or re-entering the roadway or actually stopping on the roadway.
 - Provide warning signs (Livestock on Road) in locations known to be frequent crossings for livestock where grade-separated crossings cannot be provided.
 - Provide signs along the Scenic Road that remind the driver not to leave the roadway. Use curbs, fences, and/or sidewalks along pullouts to keep vehicles and people from leaving designated areas.
 - Determine how the Navajo Highway Safety Program can be further implemented along the byway.
 - Reduce the number of through semi-trucks and vehicles with wide loads traveling the Scenic Road.
 - Work with ADOT to discourage through semi-truck traffic on the Scenic Road by placing "Road Narrows" warning signs at each end of the Scenic Road.
 - Work with ADOT and the Navajo Nation to eliminate wide loads on Scenic Road.
 - Work to open communications with truckers to encourage the use of US 89, US 160, US 191, and I-40 as preferred routes. Accomplish this by the use of flyers and brochures, and posting notifications on bulletin boards and website.
 - Work with Highway Patrol, Navajo Nation, and Navajo County law enforcement in enforcing speed limits on US 163. The more speed limits are enforced, the more truck operators will use alternate routes.
 - Balance roadway safety with roadway aesthetics and community values.
 - Increase number of signs in potentially hazardous areas.
 - Work with ADOT on the appropriate use, not overuse, of delineators, rumble strips, and guardrail in shoulders.
 - Work with ADOT to ensure that the Scenic Road remains a maximum of two lanes, except where right- or left-turn lanes are needed.
 - Take advantage of the opportunity to combine vendor locations with scenic pull-offs to limit visual distractions, reduce safety considerations, and provide locations for interpretative materials. The number and location of vendors along the Scenic Road impacts the safety of the roadway (pullouts, pedestrian traffic, etc.) and visual appeal of the corridor.
 - Work with the Navajo Nation to construct vendor locations outside the right-of-way where such locations may be desired.
 - Monitor speed limits on the Scenic Road.
 - Encourage Highway Patrol, Navajo Nation, and Navajo County law enforcement to enforce speed limits on US 163. Slower traffic can be more comfortable and welcoming for locals and visitors alike.
 - Place "Speed Limit" signs at more frequent intervals to confirm the posted speed limit.

- Maintain the road in good condition.
 - Work with ADOT to keep the pavement and roadway striping in good condition.

Goal 4: Promote Community Support and Participation in the Scenic Byway.

- The Steering Committee actively promotes the project.
 - Implement the action items in the Implementation portion of the Plan and continue to add items to the list.
 - The Steering Committee should meet regularly and solicit community input through meetings and surveys.
 - Solicit the participation of individual vendors.
 - Encourage vendors to communicate among themselves to foster greater coordination.
 - Explore opportunities with vendors to consolidate their locations so they benefit economy of scale.
 - Work with Kayenta Township and the two local chapters (Kayenta and Oljata) to coordinate goals.
 - Involve the Navajo Nation Scenic Byway Task Force on this project.

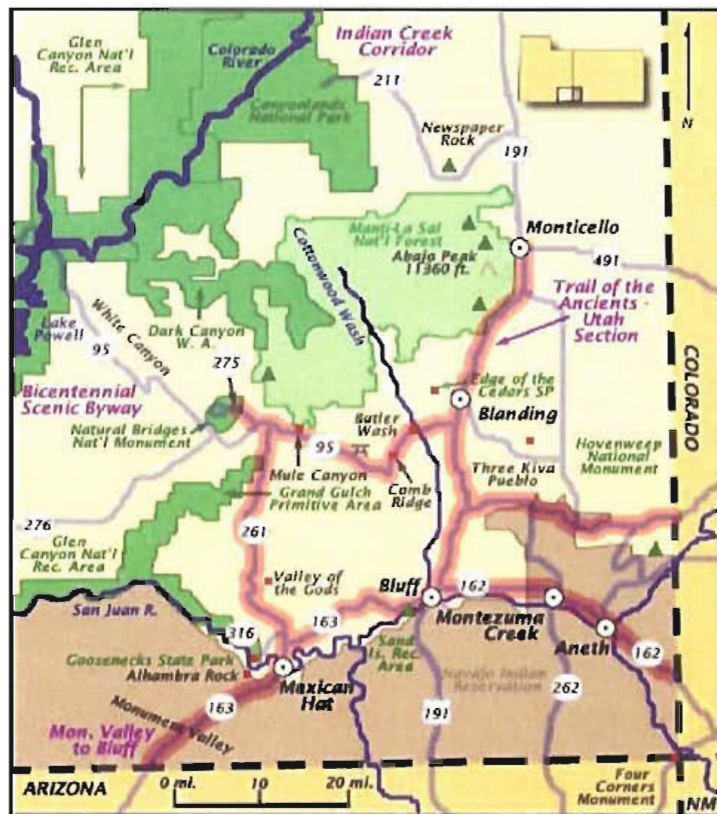
Goal 5: Promote Education on the Need for Resource Protection and Preservation

- Increase awareness of tourists of the Native Culture.
 - Determine locations for interpretive signs along the Scenic Road at pull-outs, visitor centers, vendor centers, and other places where visitors are likely to stop.
 - Consider more prominent signs at the beginning and end of the Scenic Road that incorporate the Arizona Byway logo and a Kayenta-Monument Valley Scenic Road logo.
 - Participate in and promote a visitor's center.

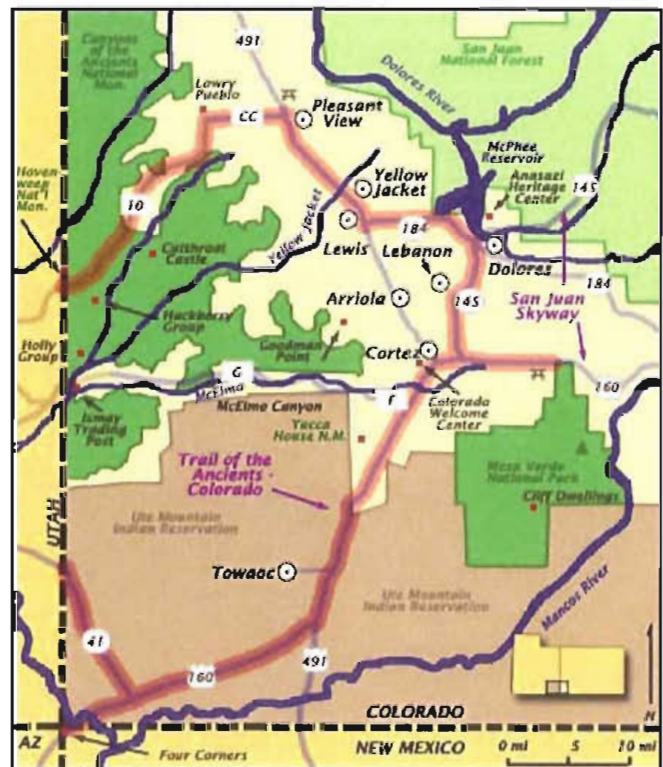
Goal 6: Promote Sustainable Economic Development and Tourism Management

- Encourage economic development.
 - Develop a marketing plan and update it annually.
 - Promote the Scenic Road through multiple marketing outlets.
 - Market internationally.
 - Research where the majority of international visitors are coming from and consider providing marketing materials in other languages (German, Spanish, Japanese).
 - Market to groups such as eco-tourists.
 - Highlight the corridor's unique story through an interpretive program, including Native American history, Native American lifestyle, Spanish history, and movie set history.
 - Provide a mix of attractions that will appeal to a broad range of visitor.
 - Through marketing, make corridor attractions and shopping easy to find.
 - Marketing products can include interactive items such as: a compact disc (CD) that visitors listen to in their car as they travel the corridor; a website where visitors can build their own itinerary; or kiosks at strategic locations where visitors can pick up CDs, maps, or brochures.
 - Develop a Kayenta-Monument Valley Scenic Road logo that can be used on signs, brochures, flyers, etc. Encourage businesses to use the logo in their advertising to further promote the corridor.
 - Team with Utah, New Mexico, and Colorado to develop a Four Corners approach to Scenic Byways, including tying US 163 into the Trail of the Ancients Scenic Road (see Figure 5).
 - Coordinate with the Grand Circle organization (www.grandcircle.org). The Grand Circle organization is a membership destination marketing organization with the mission of providing

quality tourism services and educational opportunities for its visitors to the Grand Circle area. Its membership is comprised of private and public organizations to provide information and accommodations including 11 National Parks, 16 National Monuments, and over 20 Scenic Byways.



Utah Section
Source : www.byways.org



Colorado Section
Source : www.byways.org

Figure 5: Trail of the Ancients

IMPLEMENTATION

STEERING COMMITTEE

PURPOSE

The purpose of the Steering Committee will be written by Committee, when and if it is established.

ACTION ITEMS

The following table outlines some possible specific action items to be guided and/or accomplished by the Steering Committee. As items are completed, the Steering Committee can continue to add to the list.

Action Item	Responsible Party	Potential Funding Source/ Partnering Entities	Goals Met
Continue to coordinate with Navajo Nation and Oljato Chapter House to monitor the number and location of vendors along the Corridor.	Steering Committee	Navajo Nation Oljato Chapter House	Goal 3
The number and location of vendors along the Scenic Road impacts the safety of the roadway (pullouts, pedestrian traffic, etc.) and visual appeal of the Corridor. Opportunities to combine vendor locations with scenic pull-offs may limit visual distractions, reduce safety considerations, and provide locations for interpretative materials.			
“Vendor villages” have been discussed; however there is at this time no consensus on the number and size of these. Currently, there are two such groupings of vendors along the Corridor.			
Promote the development of additional scenic pullouts along the Corridor.	Steering Committee, in coordination with ADOT	ADOT, UDOT, Navajo Nation	Goals 2 and 3
Providing scenic pullouts for the traveling public will improve safety along the Corridor by reducing the number of cars that are stopping along the roadside, often creating hazardous situations exiting or re-entering the roadway or actually stopping on the roadway. Amenities at these stops such as picnic tables and trash receptacles will improve the visitor experience and may reduce litter. Scenic pullouts also provide opportunities for interpretative materials to be displayed.			
Conduct a design competition to develop a Kayenta-Monument Valley Scenic Road logo for a consistent look to the promotional and interpretive materials of the Corridor.	Steering Committee	Work with Navajo Nation, local schools, and others	Goals 2, 4, and 5
There was a strong interest expressed at the public meetings in promoting economic development of the area. Creating an iconic symbol for the Corridor may provide an exciting and unifying image that can be used for signs, and interpretative and promotional materials such as websites.			

Action Item	Responsible Party	Potential Funding Source/ Partnering Entities	Goals Met
Assign a liaison to maintain communications with ADOT and UDOT on issues pertaining to the Scenic Road.	Steering Committee (representative)	ADOT, UDOT, Navajo Nation	Goals 1 and 2
Develop interpretative materials for display at scenic pullouts, vendor locations, and other opportunities in the Corridor. Interpretative materials should be geared towards both the visitor and the local community. There was interest expressed at the public meetings that interpretative materials focus not only on educating the public on the culture of the indigenous populations, but to promote educational opportunities for the Navajo population as well.		Navajo Department of Tourism ¹ , Monument Valley Economic Development Association	Goals 1, 2, 5, and 6
Hold a Blessingway [Hózhóí] for the Corridor Management Plan. Navajos possess a very complex system of ceremonials. The Blessingway [Hózhóí] is used frequently by the Navajo [Diné] to ensure good luck and prosperity.	Steering Committee and appropriate persons	Navajo Nation	Success of the overall Vision and Goals of the Plan
Develop itineraries for visitors. Many visitors travel the Kayenta-Monument Valley Scenic Road. A simple informative guide to the Corridor would be useful in telling the story of the Corridor. It could include a simple map, explanation of the Native American vendors and purchasing etiquette (is bargaining acceptable, where are the vendors and goods from, etc.). The itinerary would be helpful in the interim before interpretative materials and signs are put in place. They can be produced cheaply and distributed through the NMVNP and local businesses. The itinerary could even receive sponsorship by local businesses to offset production costs.	Steering Committee.	Navajo Department of Tourism ² , Monument Valley Economic Development Association, ADOT Scenic Byways Coordinator	All goals

¹ The Navajo Department of Tourism submitted the *Interpretative Plan – Kayenta – Monument Valley Scenic Byway and Monument Valley Interpretive Center*, a grant application to the FHWA National Scenic Byways Program in 2005. The grant contact at the Navajo Department of Tourism is Virginia Yazzie at phone number (928) 871-7370.

² *Ibid.*

Action Item	Responsible Party	Potential Funding Source/ Partnering Entities	Goals Met
Submit Byway for National designation when the next application process begins, potentially spring 2008.	Steering Committee with assistance from ADOT Scenic Byways Coordinator	Navajo Department of Tourism, Monument Valley Economic Development Association, ADOT Scenic Byways Coordinator, UDOT	Goals 1, 2, 4, 5, and 6
Prepare press release for the annual "See America's Byways" day, scheduled each year for the second Saturday in May.	Steering Committee	Navajo Nation Chapters and businesses	Goal 4
Promoting this event will allow the Scenic Road to stay in the public eye and provide an opportunity to identify and recruit additional stakeholders to get involved in the program.			
The Kayenta-Monument Valley Steering Committee should meet on a regular basis to review the Plan objectives, discuss action items, and modify as necessary.	Steering Committee	ADOT Scenic Byways Coordinator	All goals
The Kayenta-Monument Valley Corridor Management Plan should be used as a tool to realize the vision of the plan. Regular periodic reviews of the Plan are necessary to achieve the goals and to assess and determine if adjustments in the objectives of the Plan need to be made.			
Monitor www.byways.org to keep abreast of how other programs are promoting themselves.	Steering Committee appointee	Navajo Nation Chapters and businesses	All goals
The website of the National Scenic Byways Program provides valuable information on the program and resources. Links to other National Scenic Byway websites, and other information are regularly updated.			
Work with ADOT to widen, provide striping, and signs, as well as developing a solution to pedestrian/bicycle pinch-point at the Laguna Creek Wash.	Steering Committee	ADOT Scenic Byways Coordinator	
While pedestrians and bicyclists use US 163, there are areas where the shoulder is currently too narrow for these users. Laguna Creek Bridge is an example where the shoulder along this span is 0 – 2			

Action Item	Responsible Party	Potential Funding Source/ Partnering Entities	Goals Met
feet wide. An alternate route for bicyclists, pedestrians, and equestrians is needed at this location. <i>Note: ADOT is in the process of constructing a pedestrian bridge across Laguna Creek.</i>			
Identify a liaison to work with the Navajo Ojibato and Kayenta Chapter Houses to keep them informed and up-to-date on the Corridor Plan.	Steering Committee appointee	Navajo Nation Ojibato Chapter Kayenta Chapter	

FUNDING AND FINANCING

FUNDING SOURCES

TRANSPORTATION ENHANCEMENT PROGRAM

ELIGIBILITY PRINCIPLES

The following are some of the guiding principles for what qualifies as an enhancement project. Additional information is available at the Federal Highways Administration (FHWA) website:

http://www.fhwa.dot.gov/environment/te/principles_ptl.htm.

Transportation Enhancement (TE) activities benefit the traveling public and help communities to increase transportation choices and access, enhance the built and natural environment, and provide a sense of place. To be eligible for funding, a TE project must fit into one of the eligible categories and relate to surface transportation.

A snapshot of the selection process includes the following:

- ◆ Anyone may submit project applications through the Northern Arizona Council of Governments. Applications must be sponsored by a local government or State DOT if on DOT right of way. Local projects off of ADOT right-of-way, and State projects on ADOT right-of-way compete for 90 percent of TE funds through an annual application process.
- ◆ Calls for projects occur annually.
- ◆ ADOT sets aside 10 percent of TE funds for ADOT roadway projects under development, and awards the remaining 90 percent on a competitive basis.

NATIONAL SCENIC BYWAYS GRANT

Under this program, the Secretary of Transportation may make grants to States or Indian tribes to implement projects on roads designated as National Scenic Byways or All-American Roads, State scenic byways, or Indian tribe scenic byways. The Secretary may also make grants to States or Indian Tribes to plan, design, and develop a scenic byway program. Eligible projects must be from one of the eight eligible activities: State Programs, Corridor Management Plans, Safety Improvements, Byway Facilities, Access to Recreation, Resource Protection, Interpretive Information, or Marketing. Priority is given to projects that demonstrate the relationship of the project to the byway, benefit the byway traveler, and leverage funds from multiple funding sources. The Federal share of the byway project grant is generally 80 percent (source: FHWA-National Scenic Byways). For additional information, refer to:

<http://www.bywaysonline.org/program>

Grant applications for Federal scenic byway funds are developed via an online application. The web link for grant guidance is:

<http://www.bywaysonline.org/grants/application/>.

This is the webpage where FHWA places important grant documents, including this Grant Guidance and Information document.

ARIZONA SCENIC BYWAYS

The Arizona Scenic Byways program is administered by ADOT with federal enhancement funding.

PARTNERSHIPS

UTAH AND COLORADO SCENIC BYWAYS PROGRAMS

The three states (Arizona, Utah, and Colorado) could look to stronger marketing connections and pooling of resources to promote the Byways that occur within the Four Corners region. It would give visitors an even greater reason to make the region a destination if they have multiple opportunities. To date, the Grand Circle Association has applied for five state marketing grants. The Grand Circle encompasses 11 national parks, 16 national monuments, 20 scenic byways, and 4 All-American roads in the Four Corners area. The association is a membership of business, state tourism offices, and state byways organizations.

KAYENTA TOWNSHIP

Kayenta is the major community in the area and the location of many of the visitor services and facilities that are available. The Scenic Road and Kayenta could both benefit from increased tourism in the area.

NAVAJO NATION

The Navajo Nation has been very active in the Scenic Byways program and is a good source of assistance.

OTHER

Adopt-A-Highway. Trash removal and pick-up could be supplemented by the Adopt-a-Highway program.

www.azdot.gov/highways/adoptahwy/index.asp

Grants. Gov. Grants.gov allows organizations to electronically find and apply for more than \$400 billion in Federal grants.

www.grants.gov

Heritage Fund Program. The Heritage Initiative sets aside \$20 million in Arizona Lottery revenues each year for parks, trails, and natural areas, historic preservation, and a full range of wildlife conservation activities.

www.gf.state.az.us/w c/heritage program.shtml

Foundation Center. The Foundation Center is the nation's leading authority on philanthropy and is dedicated to serving grantsseekers, grantmakers, researchers, policy makers, the media, and the general public.

www.fdncenter.org

Just Grants! Arizona. Just Grants! Arizona is a one-stop source for news, tools, and resources for and about Arizona's grants community.
www.azgrants.com

Trust for Public Lands. The Trust for Public Lands (TPL) is a national, non-profit, land conservation organization that conserves the land for the people to enjoy as parks, community gardens, historic sites, rural lands, and other natural places, ensuring livable communities for generations to come.
www.tpl.org

Highway Expansion and Extension Loan Program. HB 2488 established a comprehensive loan and financial assistance program for eligible highway projects in Arizona. The Highway Expansion and Extension Loan Program or HELP provides the state and communities in Arizona with a financing mechanism to accelerate transportation construction projects.
[www.dot.state.az.us/Inside ADOT/HELP/index.asp](http://www.dot.state.az.us/Inside%20ADOT/HELP/index.asp)

Highways Users Revenue Fund. Highways Users Revenue Fund (HURF) funds are collected from taxes on motor fuels and other fees and charges related to the registration and operation of motor vehicles on the public highways of the state. These revenues are then distributed to the cities, towns, and counties and to the State Highway Fund. They are the primary source of revenues available to the state for highway construction and improvements and other related expenses.
[www.dot.state.az.us/inside adot/fms/hurflink.asp](http://www.dot.state.az.us/inside%20adot/fms/hurflink.asp)

Trails Heritage Fund Grant. The Trails Heritage Fund Grant Program provides funding assistance for non-motorized trail projects. Each year the Arizona Lottery contributes up to \$475,000 in new revenue to be available through a competitive grant process. The Arizona State Parks Board administers the program through the State Parks Grants Section. A trail must be included in the State Trails System to be eligible.
[www.azstateparks.com/partnerships/grants/trails hf.html](http://www.azstateparks.com/partnerships/grants/trails_hf.html)

Navajo Nation Department of Transportation (NNDOT). The Navajo Nation Road Funds can be used for design, road construction and improvements, and road maintenance projects. The road funds are collected from fuel excise taxes for each given year. NNDOT provides administrative and technical services to the Navajo Nation and BIA in the areas of Environmental Planning, Engineering Design, Archeological Clearance, Field Surveys, Transportation Planning, Road Maintenance/Construction and Road Fund Program.
www.navajodot.org

Bureau of Indian Affairs (BIA). The BIA is responsible for road maintenance and construction of all system-roads in the Navajo Nation. Sharing of funds under an IGA is available where system roads are involved in improvements, such as intersections.

REFERENCES

CONTACTS:

ADOT SCENIC ROADS

Kathie Knapp
Scenic Roads Coordinator
1801 South Milton Road
MD F500
Flagstaff, AZ 86001
Phone: 928-779-7595
Fax: 928-774-0784
E-mail kknapp@azdot.gov

KAYENTA CHAPTER HOUSE

Frank Donald Jr. (or Pearl)
Community Services Coordinator
PO Box 1088
Kayenta, AZ 86033
Phone: 928-697-5520
Fax: 928-697-5524
E-mail kayenta@navajochapters.org

KAYENTA TOWNSHIP COMMISSION

Daniel Peaches, Town Manager (or Matthew Austin)
PO Box 1490
Kayenta, AZ 86033
Phone: 928-697-8451
Fax: 928-697-8461

KAYENTA UNIFIED SCHOOL DISTRICT #27

PO Box 337
Kayenta, AZ 86033-0337
928-697-2499
Virginia Young, Administrative Clerk
928-697-2007

MEETING LOCATIONS:

KAYENTA UNIFIED SCHOOL DISTRICT #27

Capacity: Governing Board Room 60-70 people (set up with rows of chairs, which can be moved)

MONUMENT VALLEY, UT HIGH SCHOOL

Pat Seltzer, Principal
PO Box 360008
Monument Valley, Utah 84536
Phone 435-727-3204
Home 435-727-3480

NOTICE OF MEETINGS:

NAVAJO – HOPI OBSERVER

Lynda Duffy, Editor
2224 E. Cedar Ave., Ste. 2
Flagstaff, AZ 86001
928-226-9696
graphics@flagstaffaznews.com

This is a free newspaper, widely distributed every Wednesday. They have a meeting notice section where a sentence or two can be included.

NAVAJO TIMES

Duane Beyer, Editor
Highway 264 & Route 12
Window Rock, AZ 86515-0310
Phone 928-871-6641

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United States Geological Survey. 2004. Ferruginous hawk *Buteo regalis*. Available online at <http://www.mbr-pwrc.usgs.gov/Infocenter/i3480id.html>. Accessed July 5, 2005.

ADDITIONAL RESOURCES

Scenic Byways: a Design Guide for Roadside Improvements. 2003. America's Byways Resource Center.

Community Culture and the Environment: A Guide to Understanding Sense of Place. 2002. EPA 842-B-01-0003. National Center for Environmental Publications.

Grants.gov. A clearinghouse for information on federal grant programs.

Society of American Travel Writers (www.satw.org); North American Travel Journalists Association (www.natja.com); Public Relations Society of America, Travel and Tourism Section (www.travel.prsa.org); Travel Industry Association of America (www.tia.org); travel editors of major newspapers in neighboring states

Partner with Take Pride in America (www.takepride.gov) – source of volunteers for clean-up drives, planting or clearing vegetation, trail building, facility facelifts

State tourism office; State Chamber of Commerce

APPENDIX A

Kayenta-Monument Valley Corridor Management Plan Steering Committee Meeting Agenda

MEETING LOCATION:

[Location]

MEETING DATE & TIME

[Day], [Date]

[Time] P.M.

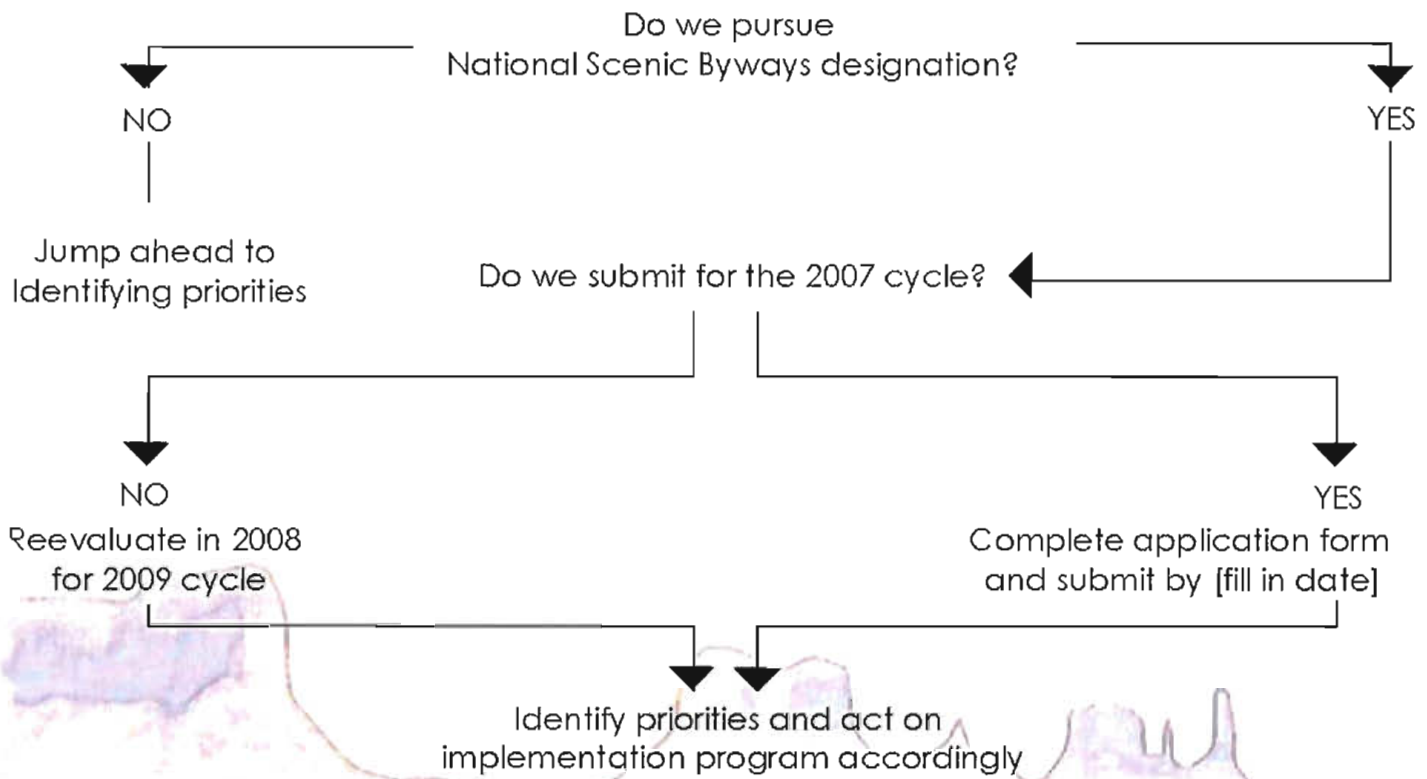
[Address]

(THIS IS A SAMPLE AGENDA FOR THE STEERING COMMITTEE TO USE IN ORGANIZING THE FIRST CORRIDOR MEETING. THE IDEAS SUGGESTED HERE ARE AN EXAMPLE OF THE FORMAT AND TYPES OF ACTIONS THE COMMITTEE COULD FOLLOW MOVING FORWARD)

<i>Duration</i>	<i>AGENDA ITEMS</i>	<i>ACTION</i>
minutes	Greetings and Introductions <i>Opportunity to recognize committee members and their association with the Corridor Plan, guests and speakers and members of the public.</i>	Discussion
minutes	Background Information <i>Project history, where we are and how we got here (could use the orientation presentation that ADOT Scenic Byways Coordinator uses here)</i> Where do we go from here? <i>Run through the flow chart on next page to determine next steps...</i>	Information
minutes	Comments and Questions <i>Identify any follow-up actions and whom is responsible.</i> Next meeting date and time <i>If appropriate</i>	

Please contact (Steering Committee contact person) with any questions or comments at (Area) 555-1212.

Kayenta-Monument Valley Corridor Management Plan
Decision Flow Chart



Education of visitors
Interpretative materials
Scenic byway preservation
Economic development
Byway safety