

Corridor Management Plan

for the

Patagonia-Sonoita Scenic Road



january 2003

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for the

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The Patagonia-Sonoita Scenic Road is...

...working ranches, Mexican-American traditions, small town warmth and character.



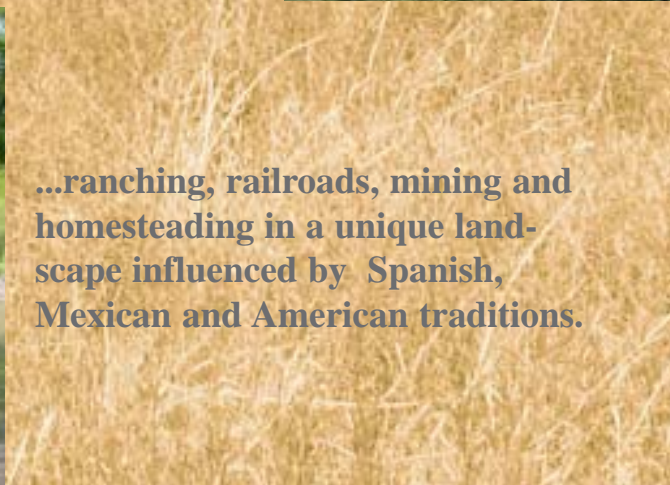
...Sonoran Desert scrub, oak-juniper woodlands, semi-desert grassland, riparian woodlands, mountain sky islands and all the associated flora and fauna.



...sweeping grasslands framed by mountain vistas, historic ranch houses nestled in oak-filled valleys, towering cottonwoods lining perennial streams.



...ranching, railroads, mining and homesteading in a unique landscape influenced by Spanish, Mexican and American traditions.



Defining the Patagonia-Sonoita Scenic Road

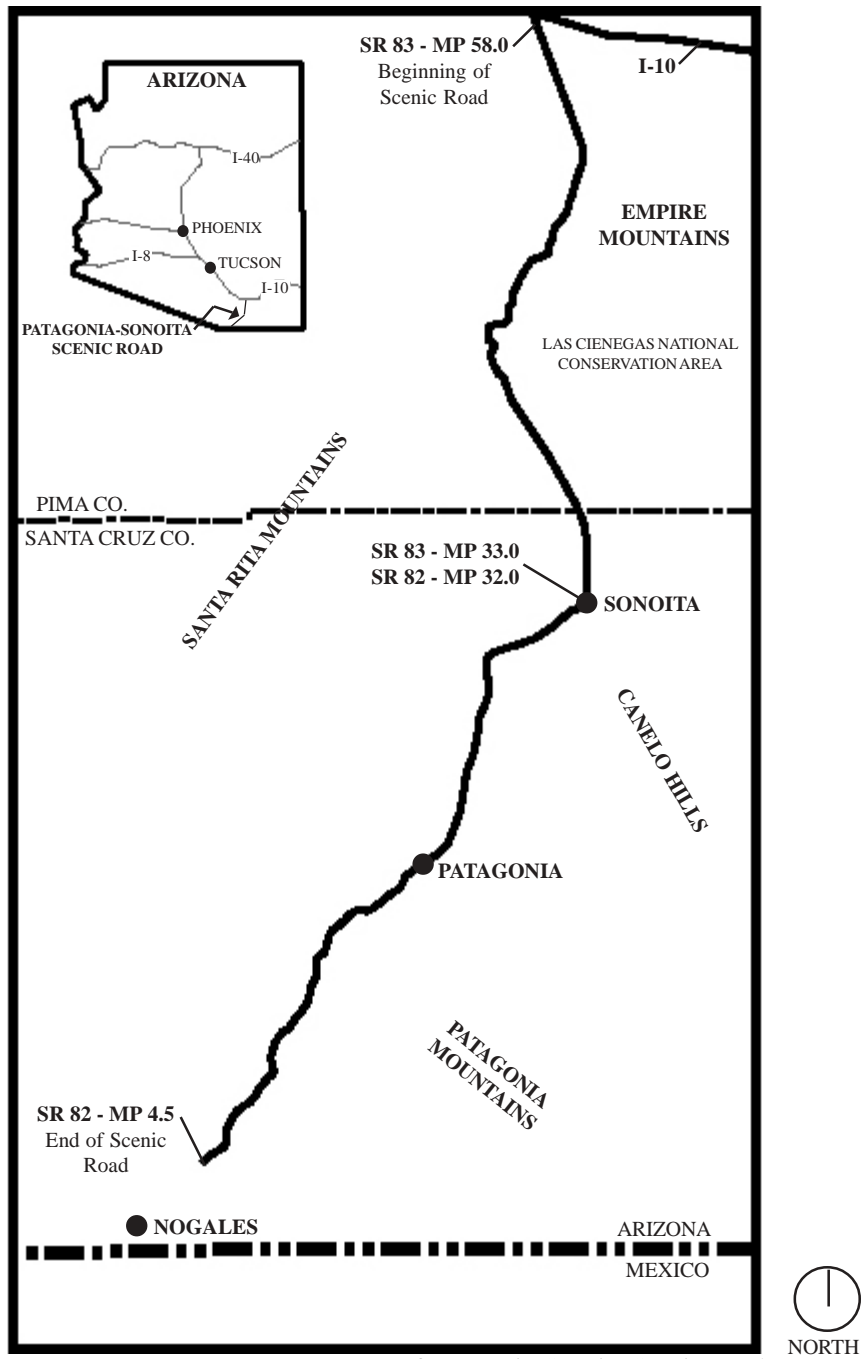
The Patagonia-Sonoita Scenic Road travels through landscape that is typical of much of southern Arizona. Mountain ranges are separated by open valleys. Drainage patterns are highly visible as ribbons of green cutting through the low foothills, winding through the valleys. As the road runs through several of these valleys the terrain varies, providing an ever-changing experience for the traveler. Located in the northeastern corner of the Sonoran Desert, the corridor changes in elevation and passes through several distinct plant communities, including excellent examples of semidesert grassland and desert riparian woodland. The surrounding mountain ranges offer many beautiful vistas. The road reaches its highest elevation, approximately 5,085 feet, in the Coronado National Forest, where State Route 83 crosses a pass between the Empire Mountains to the east and the Santa Rita Mountains to the west. Traversing parts of Pima and Santa Cruz counties, the Scenic Road follows State Route 83 (milepost 58 to 33) and State Route 82 (milepost 32 to 4.5). The road is rural in character and, as the name indicates, it passes through the communities of Sonoita, located at the junction of routes 82 and 83, and Patagonia, on State Route 82.

“America’s Byways are a distinctive collection of American roads, their stories and treasured places. They are roads to the heart and soul of America.”
Byways website



Traveling northeast toward Patagonia





Map of Patagonia-Sonoita Scenic Road

Purpose of Corridor Management Planning

Initiated by the Federal Scenic Byways Program, corridor management planning is a process by which a community gains a thorough understanding of a designated scenic byway. The Corridor Management Plan (CMP) itself is the resulting document. It records the route's existing conditions and the intrinsic qualities that draw residents and visitors to the corridor. It describes strategies to preserve and enhance those qualities. Intrinsic qualities for scenic roads are fully discussed in Chapter III.

The CMP for the Patagonia-Sonoita Scenic Road will be a tool that can help communities along the route meet serious challenges. The qualities that make their road and corridor unique are at risk in several ways. In Santa Cruz County, the need for economic development may override current efforts to preserve open space. Large working ranches are threatened by their own rising development potential, fueled by their proximity to rapidly growing urban centers. Finally, if copper prices rise, there will be increasing pressure to exploit mineral deposits within the corridor. With a comprehensive CMP, an organized management committee with clear goals will be better equipped to find ways to allow economic development in a manner that protects the intrinsic qualities of their corridor.

Historic Background of State and Federal Scenic Road Programs

The varied scenery and dramatic vistas of Arizona's roads inspired the development of one of the first scenic road programs in the United States. In the mid-1960s, the State Highway Commission, by resolution, established Pinal Pioneer Parkway and Joshua Forest Parkway as scenic roads. The first legislation concerning scenic roads was passed in 1976, inspired by Ben Avery, a reporter for the Arizona Republic and advocate for Arizona's scenic and natural resources. It gave the State Parks Board administrative authority and responsibility for designating scenic highways. In 1982, after review by a task force appointed by Governor Bruce Babbitt, the Arizona legislature passed Arizona Revised Statutes 41-512 through 41-518 (See Chapter VI). The law provides for the establishment of a Parkways, Historic and Scenic Roads Advisory Committee to develop criteria and provide recommendations for designation of highways and roads to the Arizona Transportation Board. Roads may be designated on city, county, Indian, state and federal routes.



The Patagonia-Sonoita Scenic Road, designated on September 20, 1985, was the second highway to be selected under the new law. It was the goal of the Parkways, Historic and Scenic Roads Advisory Committee to designate, as soon as possible, the Arizona roads whose unique scenic or historic resources were most at risk, and it quickly recognized the vulnerability of the Patagonia Sonoita Scenic Road with its sweeping open vistas of semidesert grasslands and its proximity to rapidly developing urban areas. While researching Arizona's scenic road program, staff representing Senator Jay Rockefeller (West Virginia) toured the Patagonia-Sonoita Scenic Road. Senator Rockefeller used information and criteria from the Arizona law when he developed the National Scenic Byway's legislation included in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).

The National Scenic Byways Program was established with ISTEA in 1991 and continued with the Transportation Equity Act for the 21st Century. The purpose of the program is to recognize and protect roads that have outstanding scenic, historic, cultural, natural, recreational and archaeological qualities, and to support state scenic byway initiatives. As of June 2002 there were 20 All-American Roads and 75 National Scenic Byways. The vision of the National Scenic Byways Program is to create a distinctive collection of American roads, their stories and treasured places.

The Federal Highway Administration announces a call for nominations every two years. The next round of nominations will be due in January 2004. Nominations are prepared by communities and submitted by the state scenic byways coordinator. The community members of the Patagonia-Sonoita Scenic Road voted not to submit a nomination in 2002, but they are considering the possibility of applying for national designation in the next round of nominations.



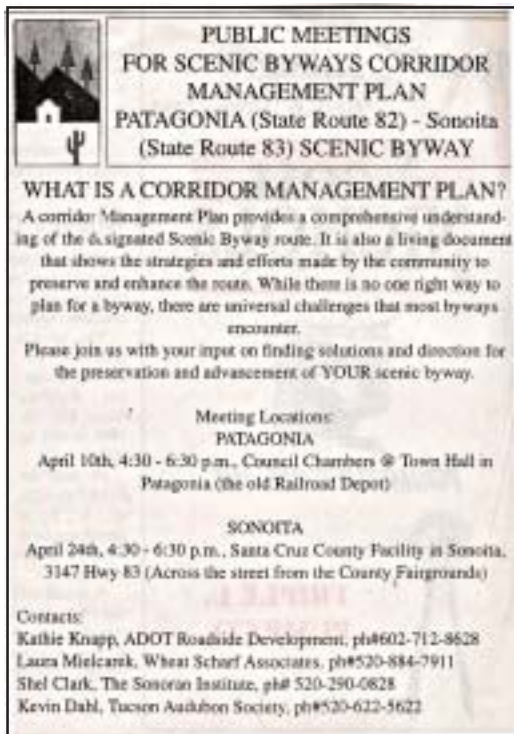
Chapter II

Community Participation Program

Purpose of Community Participation

The development of the Corridor Management Plan (CMP) for the Patagonia-Sonoita Scenic Road was a two-year grassroots effort that involved many individuals, groups, organizations and agencies. In order to make the CMP an effective management tool, it was important to understand what local residents and business owners thought about the road and what qualities they wanted to protect and enhance. It was also important to let those who live and work in the area express opinions and affect decisions about the goals, objectives and strategies outlined in the CMP. Grassroots development of management strategies ensures the continued interest of local individuals, groups, organizations and agencies in their

implementation. The different methods for including community stakeholders in the development and implementation of the CMP are outlined in this chapter.



**PUBLIC MEETINGS
FOR SCENIC BYWAYS CORRIDOR
MANAGEMENT PLAN
PATAGONIA (State Route 82) - Sonoita
(State Route 83) SCENIC BYWAY**

WHAT IS A CORRIDOR MANAGEMENT PLAN?
A corridor Management Plan provides a comprehensive understanding of the designated Scenic Byway route. It is also a living document that shows the strategies and efforts made by the community to preserve and enhance the route. While there is no one right way to plan for a byway, there are universal challenges that most byways encounter.

Please join us with your input on finding solutions and direction for the preservation and advancement of YOUR scenic byway.

Meeting Locations:
PATAGONIA
April 10th, 4:30 - 6:30 p.m., Council Chambers @ Town Hall in Patagonia (the old Railroad Depot)

SONOITA
April 24th, 4:30 - 6:30 p.m., Santa Cruz County Facility in Sonoita, 3147 Hwy 83 (Across the street from the County Fairgrounds)

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Notice of the public meeting for Scenic Byways Corridor Management Plan published in The Bulletin (April 2001).

Community Involvement Strategies

- Organizing public meetings.
- Arranging site visit with stakeholders.
- Placing explanatory newspaper advertisements.
- Networking via phone calls.
- Inviting participation through mailings.
- Updating information with press releases.
- Facilitating meetings with corridor stakeholders, organizations and agencies.



“Unlike most roads, scenic byways are about the pleasures along the way and the qualities we treasure most in our country, in our history, and in our lives.”

Secretary of Transportation
Federico Pena (1996)

Corridor Management Plan Schedule

Preparation of the Corridor Management Plan (CMP) was divided into two phases. Phase I of the process identified key issues, individuals, groups and agencies and gathered preliminary corridor information in order to develop a realistic plan for completing the research and public involvement program required to develop a meaningful CMP document (See Appendix 2). Phase I occurred from October 2000 to July 2001. The strategies outlined in Phase I were implemented during Phase II of the planning process, which involved the systematic collection, organization and review of information concerning the Patagonia-Sonoita Scenic Road. Accumulated information was reviewed by the public in a series of meetings, coordinated with groups and agencies, and documented for final review. Phase II occurred from August 2001 to July 2002.

Public Involvement Strategies

The use of public meetings to gather information, generate ideas and define direction is the hallmark of a grassroots effort. There were two public meetings in



Participants at the Patagonia public meeting.

Phase I and four public meetings in Phase II of the process. Attendees included landowners, government officials, civic group members, business owners, political leaders, tourism officials and interested citizens. Specific activities to stimulate group participation were planned for all public meetings. At the initial meetings in Sonoita and Patagonia, community

members were asked to share favorite features and discuss major issues associated with the road, and each community developed a vision statement for the corridor. Phase II meetings involved the development and ranking of goals, objectives and strategies for the CMP.



During Phase II, a scenic road site visit was organized to select specific locations for scenic easements along the Corridor. Interested community members and corridor stakeholders were invited to attend. Local residents were able to point out preferred locations for scenic easements and provide valuable details about the history and current issues associated with the property that will be helpful in the acquisition of scenic easements. More information on scenic easements is located in Appendix 1.



Participants in the scenic road site visit.

Questionnaires were used throughout the CMP process to document opinions on issues relating to the road. Information gathered from questionnaires was used to prioritize goals and identify key areas of focus. Surveys were distributed at two of the public meetings, and a survey was mailed to more than 200 people in the Sonoita and Patagonia area, including 35 residents who live along the scenic route. Sixty-nine people responded to the mail survey. Questionnaires and response summaries are located in Appendix 2.

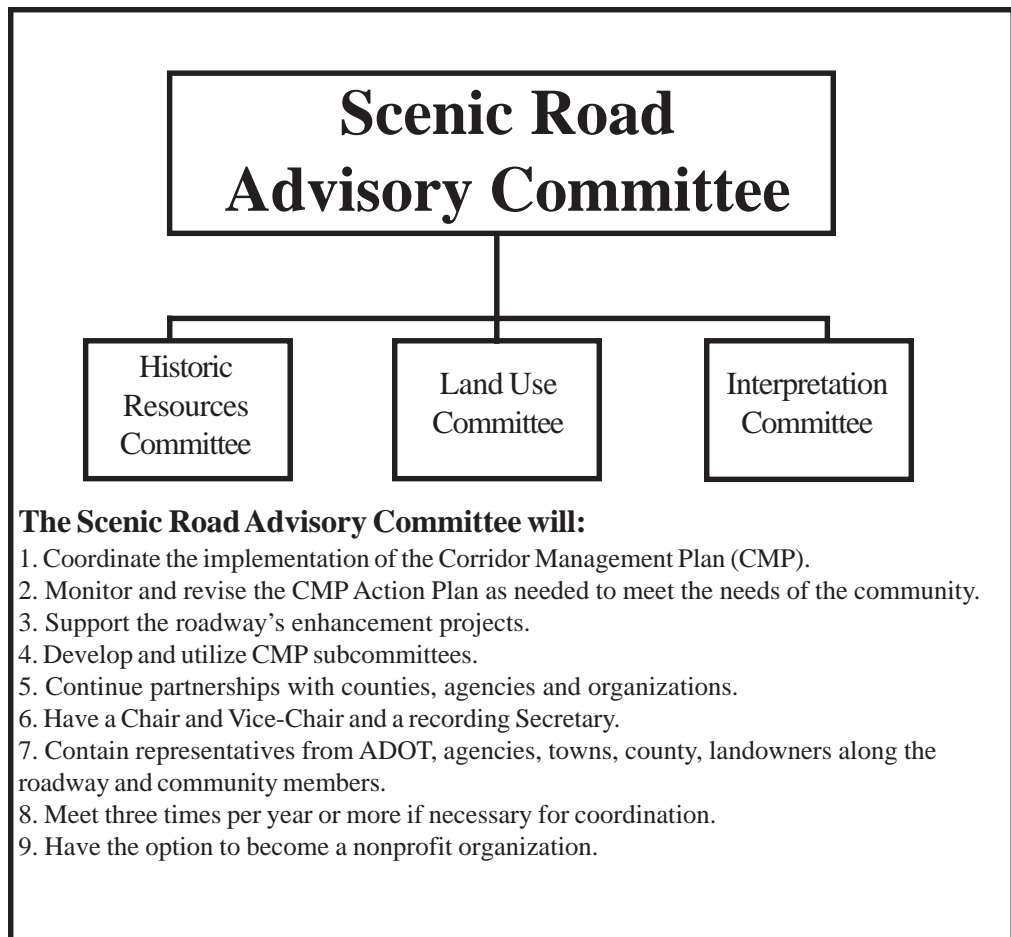
Interviews with private landowners, ranchers and other active community members provided specific information on scenic road issues and goals. Interviews and meetings were set up to discuss the CMP and scenic road goals with organizations and agencies that have interests along the corridor. These meetings initiated a coordinated planning effort with the following agencies:

- Arizona Department of Transportation
- Appleton-Whittell Research Ranch
- Bureau of Land Management
- Coronado National Forest
- Natural Resources Conservation District
- Patagonia Business Association
- Pima County Planning
- Santa Cruz County Planning & Public Works
- Sonoita Valley Planning Partnership
- The National Audubon Society
- The Nature Conservancy



Opportunities for Continued Public Participation

The establishment of a Scenic Road Advisory Committee to coordinate the implementation of the CMP is essential to the planning effort. The committee is a voluntary group made up of community members and scenic road stakeholders. Dedicated members of the committee will ensure that the scenic road goals, objectives and strategies are implemented or updated as new situations arise. Specific functions of the Advisory Committee are outlined in Chapter XI.



The Scenic Road Advisory Committee will:

1. Coordinate the implementation of the Corridor Management Plan (CMP).
2. Monitor and revise the CMP Action Plan as needed to meet the needs of the community.
3. Support the roadway’s enhancement projects.
4. Develop and utilize CMP subcommittees.
5. Continue partnerships with counties, agencies and organizations.
6. Have a Chair and Vice-Chair and a recording Secretary.
7. Contain representatives from ADOT, agencies, towns, county, landowners along the roadway and community members.
8. Meet three times per year or more if necessary for coordination.
9. Have the option to become a nonprofit organization.

Excerpt from “Goals and Objectives” board presented at a Patagonia public meeting



Ongoing Involvement

Many entities are responsible for managing resources and providing services along the corridor. These include the Coronado National Forest, the Bureau of Land Management, Arizona State Parks, Arizona State Land Department, Pima County Planning Division, Santa Cruz County Planning and Zoning Department, The Nature Conservancy, Chambers of Commerce, and landowners along the corridor. Their involvement support and commitment will be critical to the success of the Scenic Road goals. Public participation will be of primary importance in the implementation of many of the strategies outlined in this document. Continuing community participation can be invited through a variety of activities like those suggested below.

Scenic Road Day

A fun-filled annual event can highlight the ways the Scenic Road benefits the community.

Education and Media Relations

Education campaigns, at schools and in the community, can improve awareness of roadway safety and create interest in resources along the road. Newspapers and radio stations can be encouraged to do a story occasionally on how the Scenic Road benefits the overall quality of life.

Newsletter and Website

A newsletter and/or web site can heighten community awareness of the goals of the Scenic Road program and progress in implementing the Corridor Management Plan.



Introduction

To receive scenic designation at the state or federal level, a corridor is evaluated in terms of its intrinsic qualities, which are divided into six categories: archaeological, cultural, historic, natural, recreational and scenic. Each intrinsic quality is measured by features or resources that are considered representative, unique, irreplaceable or distinctly characteristic of the region. A scenic road must have significant resources in at least one of the six categories. Protection and enhancement of the intrinsic qualities of the Patagonia-Sonoita Scenic Road is the purpose of the Corridor Management Plan. This chapter describes the significant resources inventoried to establish the quality in each category.



SIX INTRINSIC QUALITIES
FOR SCENIC ROADS

- archaeological
- cultural
- historic
- natural
- recreational
- scenic



Archaeological Quality

Archaeological quality is determined by evaluating features that provide visual evidence of the unique customs, traditions, folklore, or rituals of human groups that no longer exist. There are significant archaeological sites along the Patagonia-Sonoita Scenic Road, but as yet none have been developed for viewing by the general public because the evidence of our human past is both fragile and irreplaceable. In order to protect such nonrenewable resources, this document will not reveal the location of important sites. Strategies for the protection of these resources are outlined in Chapter VII.

The Arizona State Museum divides prehistoric sites into three time periods. The Paleo-Indian Period dates from 12,000 B.C. to 8000 B.C., the Archaic Period from 8000 B.C. to A.D. 200 and the Ceramic Period from A.D. 200 to 1540. Sites from each of these time periods have been surveyed in the areas surrounding the Scenic Road.

State Route 83 is located in the Cienega-Rincon subarea of Pima County. Recently, 102.4 square miles representing 20.5% of the Cienega-Rincon subarea were surveyed for archeological remains. One hundred forty-two sites from the Archaic Period and 281 sites from the Ceramic Period were found.

The Las Cienegas Resource Conservation Plan summarizes archaeological sites within the Las Cienegas National Conservation Area. While no Paleo-Indian sites have been found, the bones of late Pleistocene big game have been discovered in the area and they may have drawn early hunters there. Many Archaic sites have been documented in the planning area as well as later Hohokam and Sobaipuri sites.

Archaic sites have been found along State Route 82 near Patagonia. Hohokam and Sobaipuri sites present evidence of a long history of human habitation in the Sonoita Creek watershed. Paleo-Indian cave dwellings have been found along the Santa Cruz River near Nogales. Archaeologists from the University of Arizona are looking along Sonoita Creek for the site of a particular *visita* called Los Reyes de Sonoidag. They believe it was founded by Father Eusebio Kino, the Jesuit priest who is credited with introducing Christianity, wheat and beef cattle to the region at the end of the 17th Century.

“When an entire community shares a concern for its local archaeology, the power of stewardship increases manyfold.”
William H. Doelle,
President & CEO,
Center for Desert
Archaeology



Cultural Quality

Cultural quality encompasses the visual evidence of unique customs, traditions, folklore or rituals of a currently existing human group. Cultural features within the corridor have been broadly grouped into three categories: those associated with the presence of working ranches, those related to the interconnection with Mexican culture, and those associated with the struggle to retain a rural character. All of these features contribute to the unique cultural quality of the Patagonia-Sonoita Scenic Road and influence the character of visitor amenities in a way that contributes significantly to the visitor's experience. Protection and enhancement strategies for cultural features are described in Chapters VII and VIII.

Ranching continues to be an important land use along the corridor. The Pima County Sonoran Desert Conservation Plan acknowledges the importance of preserving a working ranch lifestyle. The sub-region surrounding State Route 83 has been identified as one of the most important areas for ranching in Pima County. In Santa Cruz County ranching dates back to Spanish mission times. The Arizona Agricultural Statistic Service reported 13,000 head of cattle in Santa Cruz County in 2001. In both counties cattle graze on public and private land.



Empire Ranch Buildings

Many ranching-related celebrations and activities take place at the Sonoita Fairgrounds. The Sonoita Quarter Horse Show, held in the spring, is the oldest quarter horse show in the nation. The Santa Cruz County Horse Races, also at the Fairgrounds, take place on the last weekend in April and the first weekend in May. These races showcase thoroughbred and quarter horses. The Sonoita Rodeo and the Santa Cruz County Fair are held in September and are important events for many community members. Finally, the Grass Ridge Horse Trials take place in October. Visitors can immerse themselves in the ranching lifestyle by visiting one of several dude ranches in the area or by taking trail rides.



Chapter III

Intrinsic Qualities

Southern Arizona has been occupied by Spanish or Mexican settlers since the late 17th century. It was acquired from Mexico by the United States through the Gadsden Purchase in 1853 and the overlay of influence from Spanish and Mexican cultures enriches the scenic road experience. The road ends in Nogales, near the US/Mexico border, where shops and restaurants on either side provide an opportunity to glimpse Mexican culture.



Telles Grotto

Spanish and Mexican influences are reflected throughout the corridor in the architecture, cuisine, street names and even music. A mariachi festival is held each March at Patagonia Lake State Park. The Telles Grotto Shrine, located near milepost 16 of State Route 82, was erected by Juan and Juanita Telles to thank God for allowing their sons to return home safely from service during World War II. It is used regularly by area residents. Memorial roadside crosses called *descansos* (meaning literally, resting places) can be seen along the road.

As in the rest of the United States, economic pressures have forced rural and small town residents to develop innovative ways to make a living. Within the Scenic Road Corridor these innovations include winemaking enterprises, craft and art galleries, bed and breakfast facilities and gourmet restaurants.

Many of the inventive industries that have sprung up along the Corridor offer direct services to visitors. Elgin, located approximately 13 miles east of Sonoita, is the heart of Arizona's wine country. The climate and topography of the Sonoita Valley make it an ideal location for growing grapes. Two festivals, the Blessing of the Vines in April and the Blessing of the Harvest in August, are associated with the winemaking industry in the Sonoita Valley. Other festivals that embrace the unique culture of this region include various Fourth of July festivities and the Patagonia Fall Festival. Listings of galleries, lodging and restaurants can easily be found on the Internet or by contacting local chambers of commerce.



Historic Quality

Historic quality embodies human-made, physical elements of the landscape that are of such historic significance that they educate the viewer and stir an appreciation for the past. Historic elements along the Patagonia-Sonoita Scenic Road tell the story of European settlement in North America from the first Spanish exploration in 1539 to the establishment of American homesteads following the Gadsden Purchase in 1853. Significant historic elements represent ranching, mining and transportation enterprises and the communities that developed to support them. These familiar themes are enriched by the unique blending of Spanish, Mexican and Anglo cultural influences. Several detailed historical accounts of the area are the basis for the summaries below. Strategies for the protection and enhancement of historic resources are outlined in Chapter VII.

Ranching

The productive grasslands of the Cienega and Sonoita Creek valleys have supported livestock since Father Kino delivered the first 150 head of cattle to the Rancharia Sonoita in 1699. Mexico distributed large tracts of land for ranching after achieving independence from Spain in 1821. The San Jose de Sonoita grant follows the Sonoita Creek southwest of Patagonia. Mexican settlers lived under constant threat of Indian attack and many abandoned the area. In 1856, after Southern Arizona became part of the United States, Fort Buchanan was established, a few miles east of present day Sonoita on State Route 82, to protect settlers. It was abandoned and burned by soldiers departing to fight in the U.S. Civil War in 1861. Settlement remained risky until the establishment of Camp Crittenden in 1867, near the Fort Buchanan site. The shipment of cattle from the area reached a peak the 1880s. The following significant ranches are located along the Corridor.



Empire Ranch House



Chapter III

Intrinsic Qualities

Empire Ranch

Just a 160-acre homestead in the 1870s the ranch covered almost one million acres in 1906. The Empire Ranch is a prime example of the risky nature of the ranching business in Southern Arizona. Walter L. Vail was able to expand the ranch by buying up homesteads along Cienega Creek when poor years or deflated prices were too much for those with little capital. Today the ranch is held by the Bureau of Land Management and is part of the Las Cienegas National Conservation Area. The ranch house is listed on the National Register of Historic Places.

Rail X Ranch

Rollin R. Richardson founded Patagonia in 1896 on land that was part of his ranch. The Rail X Ranch is the largest portion of land remaining from Richardson's original holdings.

Circle Z Ranch

Manager John Cady ran sheep on the Circle Z for three years in the early 1880s, in spite of sometimes violent protests from neighboring cattle ranchers. Developed as a dude ranch in the 1920s, it is still in operation today, the oldest continuously operating dude ranch in Arizona.

Johnny Ward Ranch

Around 1857 Ward settled in the Patagonia area with his Mexican wife and began raising hay. The family lived in a flat-roofed adobe house. In 1860 the ranch was attacked by a band of Apaches and Felix, Ward's step-son, was kidnapped. In an incident known as the Bascom Affair, the Chiricahua Apaches were falsely accused of the crime and retaliated in a series of attacks that lasted for years and postponed the settlement of the region. Part of the adobe ranch house can be seen along State Route 82 near the historic site marker and Telles Grotto Shrine.



Johnny Ward Ranch Marker



Mining

The mining of gold, silver, lead and copper was an important industry in southern Arizona in the last two decades of the 19th century. Several mining communities thrived in the Santa Rita, Empire and Patagonia mountains. The mines in Santa Rita Mountains closed late in the 19th century, but mining in the Patagonia Mountains continued until the 1950s. The last ore was shipped from the area in 1959. The remains of once-thriving mining towns are accessible from State Routes 82 and 83.

Greaterville and Kentucky Camp

Greaterville was located on the eastern slopes of the Santa Rita Mountains. Gold was mined in the Greaterville mining district from 1874 to the end of the 1880s. Sizable towns grew up in the area which is now within Forest Service land. The Kentucky Camp Historic District was listed on the National Register of Historic Places in 1995.

Rosemont

Copper mining began at Rosemont Camp on the eastern slope of the Santa Rita Mountains in the 1870s. The small community was abandoned in the early 20th century.

Total Wreck

The Total Wreck Mine was a silver and lead mine in the Empire Mountains. Mining began in 1879 and ended in 1884. At its peak, the community numbered approximately 300 residents.

Salero and Alto

The Salero Mine was mined by the Spanish in the 17th century and re-opened by Americans in 1857. These mines, on the southwestern slopes of the Santa Rita Mountains, produced lead and silver.

Duquesne and Washington Camp

These twin mining towns, in the Patagonia Mountains, supported the workers in over 80 claims. Production peaked at end of the 19th century.

Mowry

Located in the Patagonia Mountains this mine was worked by Mexicans before 1857. Americans continued to extract lead and silver there until the first decade of the 20th century.



Chapter III

Intrinsic Qualities

Harshaw

Mining activity began near Harshaw in 1877. The town supported several mines in the Patagonia Mountains. The Forest Service closed the town in the late 1960s.

Transportation

The Spanish Conquistadors named the region surrounding Sonoita and Patagonia the *Pimeria Alta* or upper Home of the Pimas. The area was prized for its fertile river valleys and rich mineral reserves; however, it was isolated and difficult to settle. Improvements in transportation had a direct affect on the settlement potential of the area. Easier access brought more people in and facilitated shipment of goods and produce from the area.

Stagecoach

Before the railroad connected communities across the United States, the stagecoach was the most reliable form of transportation in the West. It took 22 days to travel from St. Louis, Missouri, to San Francisco on the Butterfield Overland Route, which passed just north of the beginning of the Scenic Road at State Route 83 and I-10. Many shorter routes continued to operate after the railroad arrived, carrying passengers from railroad depots to outlying communities. The Tombstone and Patagonia Express traveled between Tombstone and Nogales along what is now State Route 82. A stage also carried travelers from Patagonia to the mining towns of Harshaw, Washington Camp and Lochiel.



Abandoned Railroad Embankment near Sonoita

Railway

The story of the railway line that used to run along what is now State Route 82 is an example of the competitive struggle among American railway companies that opened the West to settlement and made some men rich. The NM&A Railroad (a division of the Santa Fe Railroad) built a line from Benson to Guaymas, Mexico along the Sea of Cortez. The scheme was devised to provide a more direct route to move goods from the Pacific to the Midwest. The line, which ran through the Sonoita Creek Valley, opened the area to settlement when it was completed in 1882. The railroad was shut down from Patagonia to Nogales in 1931 and from Benson to Patagonia in 1962. Parts of State Route 82 are built exactly where the railroad ran. The railroad embankment along Sonoita Creek is used today as a trail



in the Patagonia-Sonoita Creek Preserve. The only structure remaining along the historic route today is the Patagonia Depot, a registered historic landmark.

Old Sonoita Highway

The road from Sonoita through Mountain View to Tucson was completed in 1926. The old roadbed can be seen winding back and forth on either side of State Route 83.

Airport

The Nogales, Arizona International Airport is located on State Route 83 at milepost 8. In January 1928, local citizens cleared the landing strip and the Nogales Airport was established. The strip brought tourists to the area and was also used for a flight school. In the 1940s, the airport was busy, providing international service to Mexico.

Communities

Communities that developed to provide services for isolated ranchers and miners also became the cultural and social centers for the region. The small town characteristics that are valued today began of necessity when these communities were the center of economic and cultural life.

Sonoita

The community of Sonoita was established as a shipping station for cattle when the railroad was constructed in 1882. Shipping volume reach 3,000 head per day in peak years. In 1915, the first Santa Cruz County Fair and Rodeo was held on land donated by rancher Wade Purdum. John Wayne and the cast of *Red River*, a movie being filmed near Elgin, attended the Sonoita Rodeo, in 1946.

Crittenden

Originally called Casa Blanca by the NM&A Railroad Company, Crittenden was located three miles northeast of Patagonia. All that remains at the town site is a stone building that can be seen from the highway at milepost 23. John Smith, a Norwegian pioneer, built the structure as a hotel in 1882 and planted a cabbage rose on the northeast wall that is still growing today.



Patagonia Depot



Chapter III

Intrinsic Qualities

The term “sky islands” denotes mountain ranges that are isolated from each other by intervening valleys of grassland or desert. The valleys of this basin and range country act as barriers to the movement of woodland and forest species somewhat like saltwater seas isolate plants and animals on oceanic islands. The 40 ranges of the Sky Island system may be thought of as an archipelago. Heald, Weldon. *the Chiricahua Mountains*. 1967.



Patagonia

Patagonia was founded in 1896 by Rollin R. Richardson, who claimed it was a more convenient location for shipping cattle and ore from the area. Richardson persuaded residents of Crittenden to move three miles southwest to the new town site. The oldest building in town, Cady Hall, built in 1900, is listed on the State Register of Historic Places. The Patagonia Depot is also a registered historic landmark.

Natural Quality

The natural quality of a region is evaluated by ecological features that have suffered minimal human disturbance. Southeastern Arizona is renowned for its biological diversity. The mountainous “sky islands” throughout this region create topographic complexity that supports an exceptional array of rare and unusual flora and fauna. The diverse natural environment along the Patagonia-Sonoita Scenic Road is one of the most memorable and significant intrinsic qualities of the corridor. Along the highway, one can experience rich semidesert grasslands, picturesque madrean evergreen woodland, and verdant Sonoran riparian woodlands. See Chapter VI for protection and enhancement strategies.

The Scenic Road journey begins along State Route 83 at Interstate 10 and passes through a transition zone between Sonoran Desert upland scrub and semidesert grassland. The grasslands begin at approximately 3,500 feet. In this transition area, the mesquite, ocotillo, sotol and agave species are more prevalent than grasses.



Antelope

The grassland gives way to Madrean evergreen woodland as the road climbs into the Empire Mountains on State Route 83. The woodlands are named for the Sierra Madre range in Mexico where they originate. Junipers dot the hillsides and oak-filled valleys wind toward the Santa Rita Mountains. The juniper and oak woodlands recur as State Route 82 climbs out of the Sonoita Creek valley between Patagonia and Nogales.

The route descends from the Empire Mountains into the Sonoita Valley, encountering one of the best native grassland communities in the southwestern United States. Las Cienegas National Conservation Area, held by the Bureau of Land Management, is a 42,000-acre preserve dominated by rolling grassland. It also includes the Cienega Creek and Babocomari River watersheds, which are rare sources of perennial water in the Sonoran Desert. This area is considered vital for the preservation of a wildlife corridor in southern Arizona. The Conservation Area also protects several unique and threatened plant communities, including sacaton grasslands, riparian deciduous woodlands and warm-temperate riverine marshes (*cienegas*). These unique biomes are home to 37 special-status fish, wildlife and plant species. Other animals that can be seen in this area include pronghorn antelopes, white-tailed deer, javelinas, mountain lions, raccoons, ringtail cats and bobcats.

Between Sonoita and Patagonia the road passes through an area of foothills linking the Santa Rita Mountains and the Canelo Hills. The plant communities in this area represent a mixture of grassland and woodland species. Junipers grow on the hillsides, and mesquites and grasses dominate in the valleys.

The 850-acre Patagonia-Sonoita Creek Preserve, a verdant floodplain valley outside Patagonia, protects an excellent example of cottonwood-willow riparian forest. Fremont cottonwoods over 100 feet tall and more than 130 years old line the creek. In February 1966, the Nature Conservancy, with the support of the Tucson Audubon Society, purchased the Patagonia-Sonoita Creek Preserve. Mountain lions, bobcats, white-tailed deer, javelinas, coatimundis, coyotes, and numerous reptiles and amphibians make their homes here. Four endangered fish species are found in Sonoita Creek. The preserve is an internationally renowned birding location, home to more than 300 bird species, including the Southwestern willow flycatcher and the Gila Topminnow, two birds on the federal endangered species list. Sonoita Creek is an excellent area to observe over 200 species of butterflies.



Sonoita Creek



Prehistoric natural history is present in the form of fossilized dinosaur remains. In 1994, a hiker made a significant find in a canyon of the Santa Rita Mountains. The dinosaur fossil, being excavated by the Arizona-Sonoran Desert Museum, represents a new species that has been named Sonorasaurus. Late Pleistocene elephant and horse fossils have also been found in the area.



Directions to birding area

Recreational Quality

Recreational uses of the Corridor include jogging, biking, roadside picnics, sightseeing, hiking and direct access to recreational sites such as lakes and campgrounds. Strategies for enhancing and protecting recreational opportunities along the road are discussed in Chapter VIII. Significant recreational resources are described below.

Birding and Butterflying

Southern Arizona is an internationally renowned birding destination. Partners in Flight and the U.S. Fish and Wildlife Service place Patagonia 11th on their list of the top 50 birding spots in the United States and Canada, and bird-watching activities are a significant source of tourism revenue. Drawn by its mild climate and diverse habitat, over 300 species of rare and exotic birds migrate through Patagonia en route to and from Mexico each year. The vermilion flycatcher and the endangered Southwestern willow flycatcher are more abundant at the Patagonia-Sonoita Creek Preserve than any other place in the country. According to the Southeastern Arizona Birding Trail Map, the following birding locations have access from the Patagonia-Sonoita Scenic Road: Kino Springs Road, Patagonia Lake State Park, Bog Hole Wildlife Area, Patagonia-Sonoita Creek Preserve and Las Cienegas National Conservation Area.

These locations are also ideal habitats for butterflies, and butterflying is becoming increasingly popular. The town of Patagonia maintains a butterfly garden in the park adjacent to State Route 82. The garden and nearby Kazzam Nature Center are good places to stop to learn more about butterflying opportunities in the area.



Camping

Camping opportunities range from primitive sites in Las Cienegas National Conservation Area to full RV hookups at the Patagonia RV Park, located one-mile southeast of Patagonia. There is access off State Routes 82 and 83 to developed camping areas in the Coronado National Forest, Patagonia Lake State Park, Parker Canyon Lake and Las Cienegas National Conservation Area.

Cycling

Cycling is a very popular activity both on and off the Patagonia-Sonoita Scenic Road. There are numerous opportunities for mountain biking in the area along the national forest jeep roads and old mining roads. State Routes 82 and 83 are often used by road cyclists for training purposes and organized distance rides.

Golf

Golf, a very popular recreational activity in Arizona, is available just off State Routes 82 at the Kino Springs Country Club. This 18-hole course boasts picturesque rolling terrain with mature mesquite and pine trees.

Hiking

There are plentiful hiking opportunities along the Patagonia-Sonoita Scenic Road. The highway is surrounded on both sides by public land, including the Coronado National Forest, State Lands and Federal areas run by the Bureau of Land Management. The Arizona Trail, a hiking trail that traverses the state, begins at the Mexican border south of the Coronado National Monument, travels through the Coronado National Forest south of Patagonia, crosses State Route 82 in town, heads north through the Santa Rita Mountains and continues up to the state's border with Utah.

Horseback Riding

Tourists from around the world come to southern Arizona to go on trail rides in a countryside typical of the Old West. The Coronado National Forest and Las Cienegas National Conservation Area ensure plenty of wide open spaces for equestrian activities. Several outfitters provide a range of riding tours in the area.



A Sunday ride



Chapter III

Intrinsic Qualities

Off-Highway Vehicle Access

From the Scenic Road, one can access the many designated off-highway vehicle roads in the Coronado National Forest. A Santa Rita Off-Highway Vehicle Access map is available from the Forest Service, which also manages several old mining and ranching roads in the Patagonia Mountains. Motorized and non-motorized vehicles are permitted only on numbered Forest Service roads. “Off-highway vehicles” refers to any motorized vehicle that travels off of main highways.

Special Permit Uses

Public lands can be used for a variety of recreational activities if a special use permit is obtained. These activities include caving, orienteering, competitive bird dog events, and outfitter led hiking, bicycling and equestrian tours.

Stargazing

Southern Arizona is one of the best places in the world for astronomy. Open grasslands and low light pollution in the Sonoita Valley create a favorite location for amateur astronomers.

Taking a Drive

Many people from Tucson and Phoenix enjoy driving south along the Patagonia-Sonoita Scenic Road to get away from the noise and commotion of the city. Taking a day trip, especially during the summer rainy season when the hills come alive in vibrant shades of green, is a visual delight.

Visiting Film Locations

Movie buffs can visit the sites where their favorite movies were filmed. Footage shot in Santa Cruz County has appeared in more than 100 feature films in the last 40 years. The memorable scene from the 1955 film *Oklahoma* in which a surrey races a train was shot just west of Sonoita. The location can be seen from State Route 82. Major scenes from *Red River*, *The Fantastiks*, *The Frisco Kid*, and *The Outlaw Josey Wales* were shot in the area.

Other activities

Other popular recreational opportunities along the Scenic Road include photography, picnicking, painting and hunting.



Scenic Quality

Scenic quality means beautiful views, whether natural or human-made. The quality of the view is measured by how memorable, distinctive, uninterrupted and unified it is. The scenes that unfold along the Patagonia-Sonoita Scenic Road represent one of its most significant features and inspire many efforts to preserve the unique landscape, including the development of this Corridor Management Plan. Specific strategies for protecting the scenic quality are described in Chapter VI.

Scenic tour along the Scenic Road

From the beginning of State Route 83 at milepost 58, the road runs southeast toward the Empire Mountains. The landscape is dominated by stands of yucca, mesquite and ocotillo, providing a rich contrast of textures and colors. The relatively flat topography allows open vistas to the east into the San Pedro Valley and west to the northern edge of the Santa Rita Mountains.

As the road climbs through the Empire Mountains, the plant community begins to change to Madrean evergreen forest. Mountains block the views except where drainages cut windows that open up to the Whetstone Mountains in the east or the Santa Rita Mountains in the west. The shifting views along the corridor add variety to the scenery. Most views, framed by the deep green of foreground junipers, are uninterrupted by human-made structures.



View from roadside table

A vast panorama of the semidesert grassland of the Sonoita Valley opens where the road crests the Empire Mountain Pass. The valley surrounding Sonoita Crossroads is referred to as the Sonoita Valley. At the entrance of Las Cienegas National Conservation Area, the grassland views extend to the Huachuca Mountains. In late summer, after the summer rains, broad bands of color dominate the scene: the crisp blue of the sky, the deep purple of the distant mountains, the bright yellow of annual wildflowers and the silvery green of the lush grasslands. The wildflowers and grasses mellow to a golden brown during the dry months. Windmills, lonely icons of the wide-open west, are the dominant human-made structures in the grassland scene. As a driver heads southwest toward



Chapter III

Intrinsic Qualities

Patagonia and the Sonoita Creek valley, the mountains close in and the long sweeping grassland vistas disappear. Irrigated agricultural fields in the valley contrast with hillsides studded with scrub oak.



Traveling northeast near Nogales

The scene changes once more as the road enters the Sonoita Creek valley. Towering cottonwoods, Arizona sycamores and willows create a ribbon of green visible from the highway. The road crosses Sonoita Creek in the town of Patagonia. Large old shade trees line the streets, adding to the lush feeling.

Still heading south, the road climbs through rocky hills cut by oak-filled canyons. Views to the west reveal hilly, rugged country. The green Patagonia Mountains dominate the eastern prospect. As the road dips into oak-lined valleys, red rock outcroppings tower over thick stands of mesquite creating dramatic contrasts. Mt. Wrightson rises above grassy hills, to the west.

The most remarkable feature of this varied scenic drive is how different it looks to a driver heading north. The ruggedness of the Santa Rita Mountains and the contrast of red rock are more dramatic. New vistas appear at each curve in State Route 82. The approach to the Sonoita Creek riparian area is more abrupt because the

terrain is mountainous. Rounding a corner, one is suddenly surrounded by riparian forest.

The approach to the Sonoita Valley is not as dramatic from this direction because the foothills create a more gradual transition to open grassland. The driver traveling north from Sonoita Crossroads sees the valley view framed by the Empire Mountains. The Empire Mountain Pass, offers breath-taking views of the Rincon and Santa Catalina mountains. Vistas that go unnoticed when traveling south on State Route 83 provide an awe-inspiring surprise when traveling north.



The open expanses of grassland along the Scenic Road create a perfect setting for cloud-watching by day and stargazing at night. During the summer rains, marvelous cloud formations dance across the daytime sky and fantastic electrical storms light it up at night. On clear days the big skies of daytime are transformed into a vast canopy of twinkling stars at night. Lack of light pollution makes the stars especially bright.

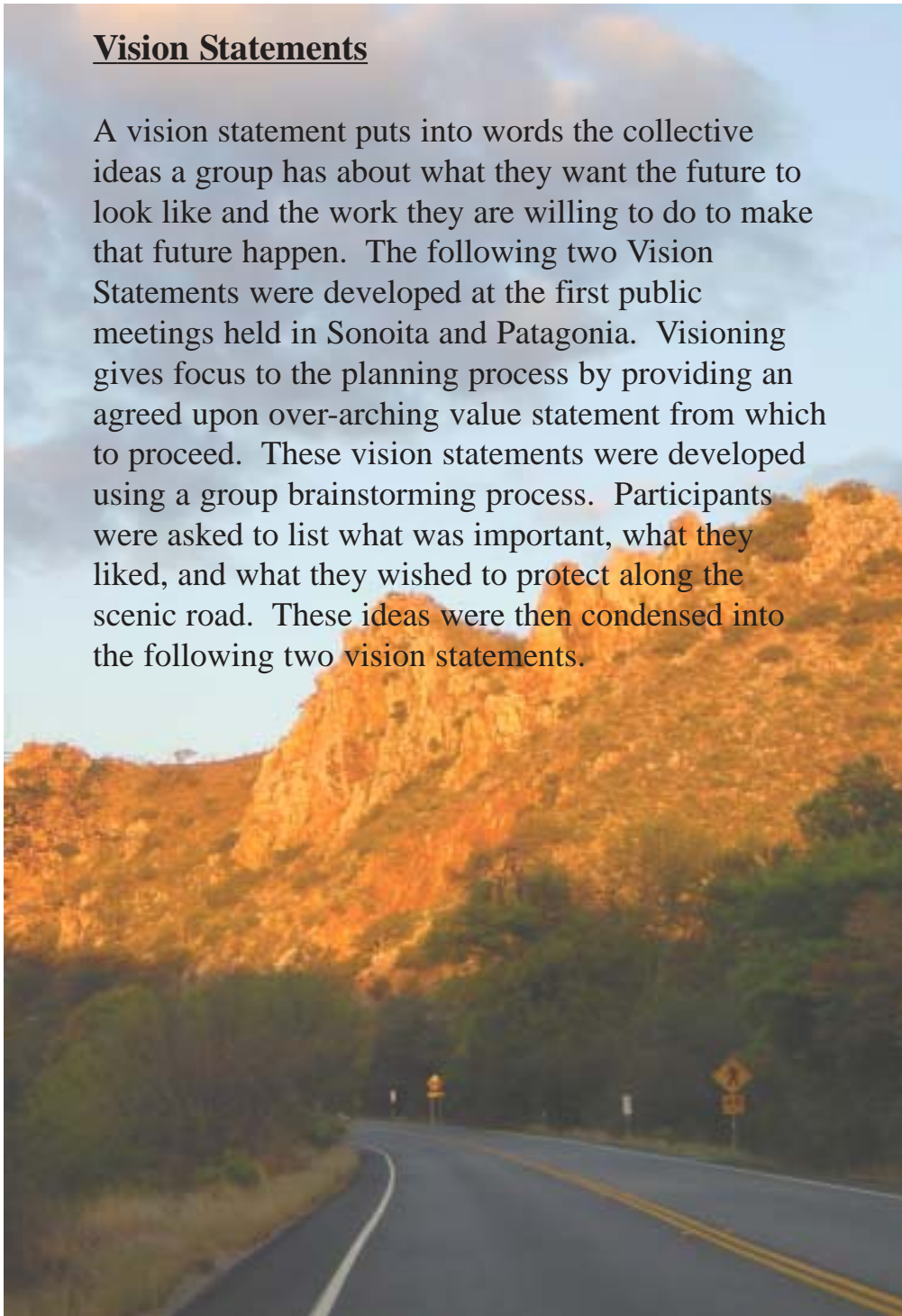


View from Scenic Road



Vision Statements

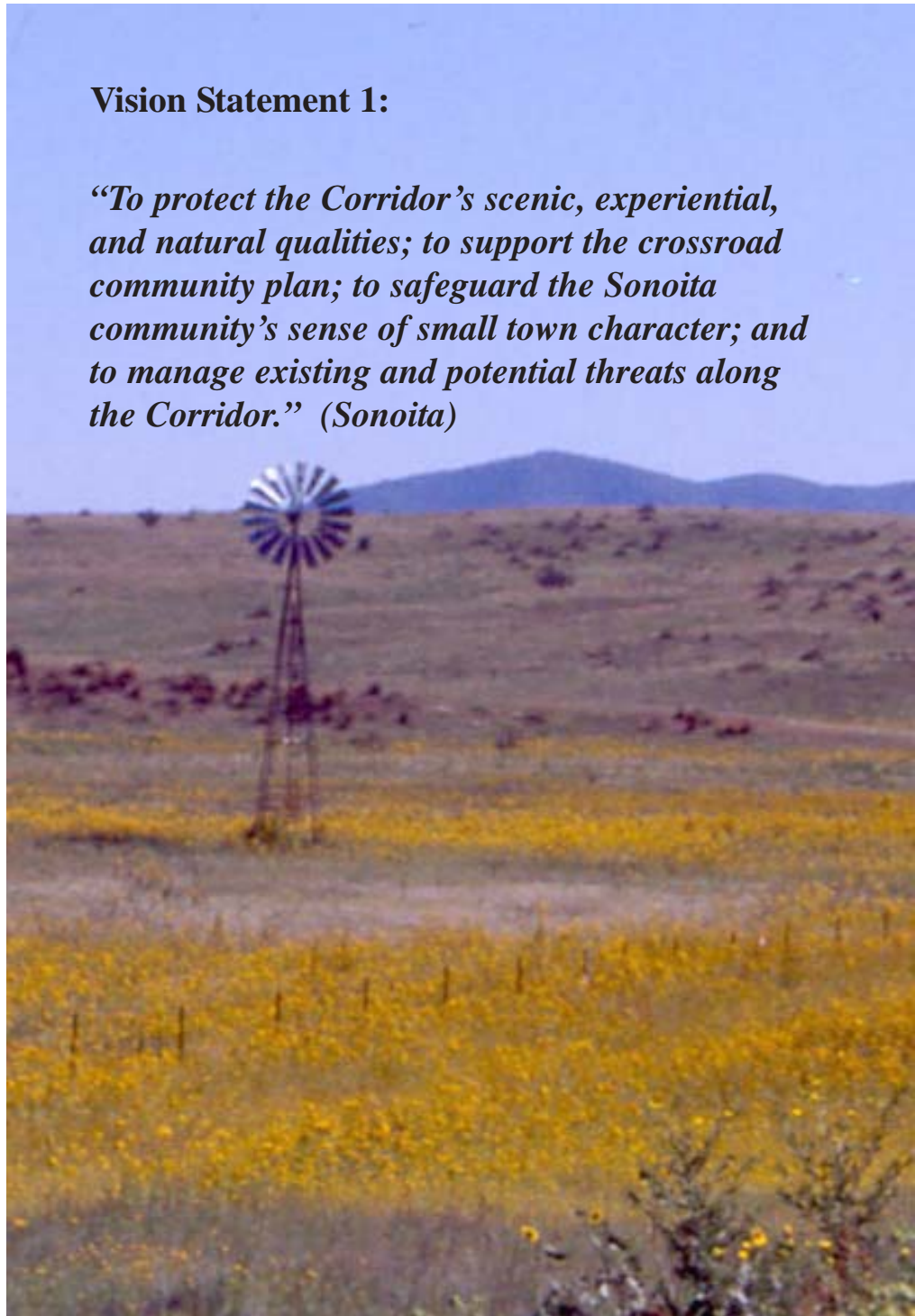
A vision statement puts into words the collective ideas a group has about what they want the future to look like and the work they are willing to do to make that future happen. The following two Vision Statements were developed at the first public meetings held in Sonoita and Patagonia. Visioning gives focus to the planning process by providing an agreed upon over-arching value statement from which to proceed. These vision statements were developed using a group brainstorming process. Participants were asked to list what was important, what they liked, and what they wished to protect along the scenic road. These ideas were then condensed into the following two vision statements.



Patagonia-Sonoita Scenic Road

Vision Statement 1:

“To protect the Corridor’s scenic, experiential, and natural qualities; to support the crossroad community plan; to safeguard the Sonoita community’s sense of small town character; and to manage existing and potential threats along the Corridor.” (Sonoita)



Vision Statement 2:

*“To work together to create a plan which will truly make a difference in protecting and enhancing the Corridor’s scenic quality, natural environment (including birds & butterflies); its historic, small town atmosphere; and the peace, serenity, and quiet of its open, rolling grasslands and riparian areas; also including a means to appropriately address potential threats, such as traffic, development, utilities, and herbicides.”
(Patagonia)*

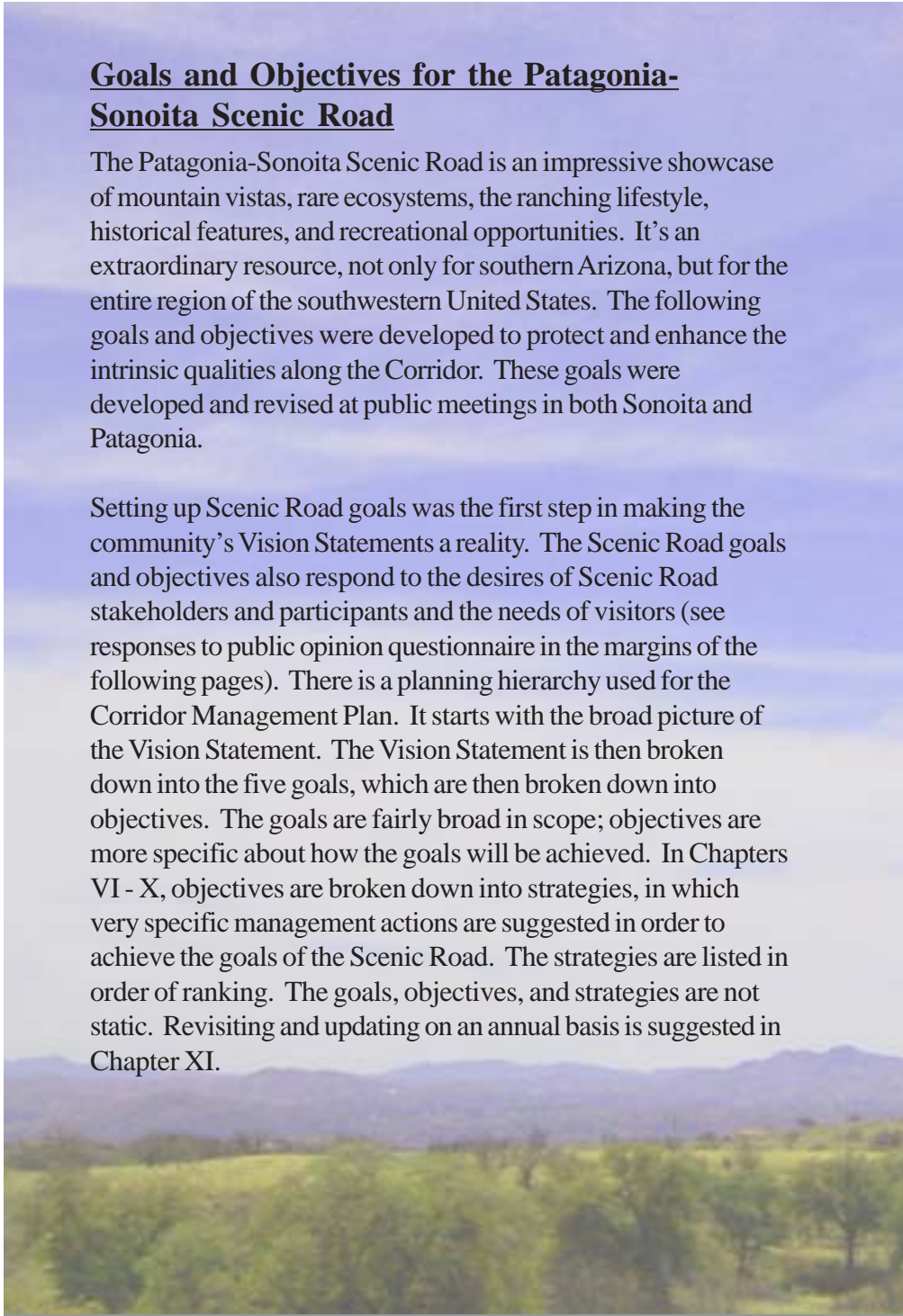


Patagonia-Sonoita Scenic Road

Goals and Objectives for the Patagonia-Sonoita Scenic Road

The Patagonia-Sonoita Scenic Road is an impressive showcase of mountain vistas, rare ecosystems, the ranching lifestyle, historical features, and recreational opportunities. It's an extraordinary resource, not only for southern Arizona, but for the entire region of the southwestern United States. The following goals and objectives were developed to protect and enhance the intrinsic qualities along the Corridor. These goals were developed and revised at public meetings in both Sonoita and Patagonia.

Setting up Scenic Road goals was the first step in making the community's Vision Statements a reality. The Scenic Road goals and objectives also respond to the desires of Scenic Road stakeholders and participants and the needs of visitors (see responses to public opinion questionnaire in the margins of the following pages). There is a planning hierarchy used for the Corridor Management Plan. It starts with the broad picture of the Vision Statement. The Vision Statement is then broken down into the five goals, which are then broken down into objectives. The goals are fairly broad in scope; objectives are more specific about how the goals will be achieved. In Chapters VI - X, objectives are broken down into strategies, in which very specific management actions are suggested in order to achieve the goals of the Scenic Road. The strategies are listed in order of ranking. The goals, objectives, and strategies are not static. Revisiting and updating on an annual basis is suggested in Chapter XI.



Patagonia-Sonoita Scenic Road

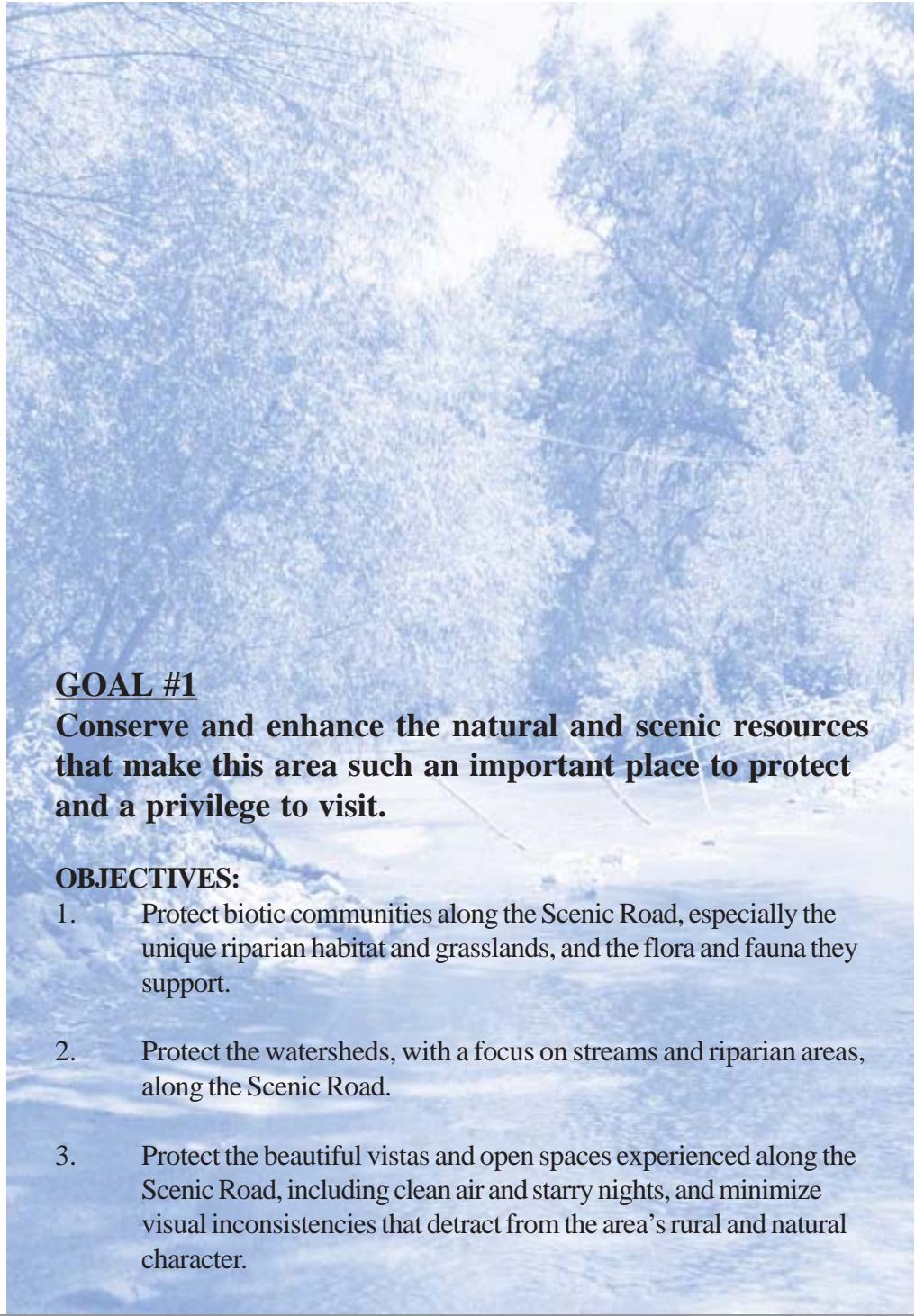
Chapter V

Goals & Objectives



What do you want to conserve and enhance along the corridor?

- Streams
- Soulful, peaceful atmosphere
- Native flora/fauna
- Bicycle corridor
- Birds
- Grasslands
- Small town charm
- Night skies



GOAL #1

Conserve and enhance the natural and scenic resources that make this area such an important place to protect and a privilege to visit.

OBJECTIVES:

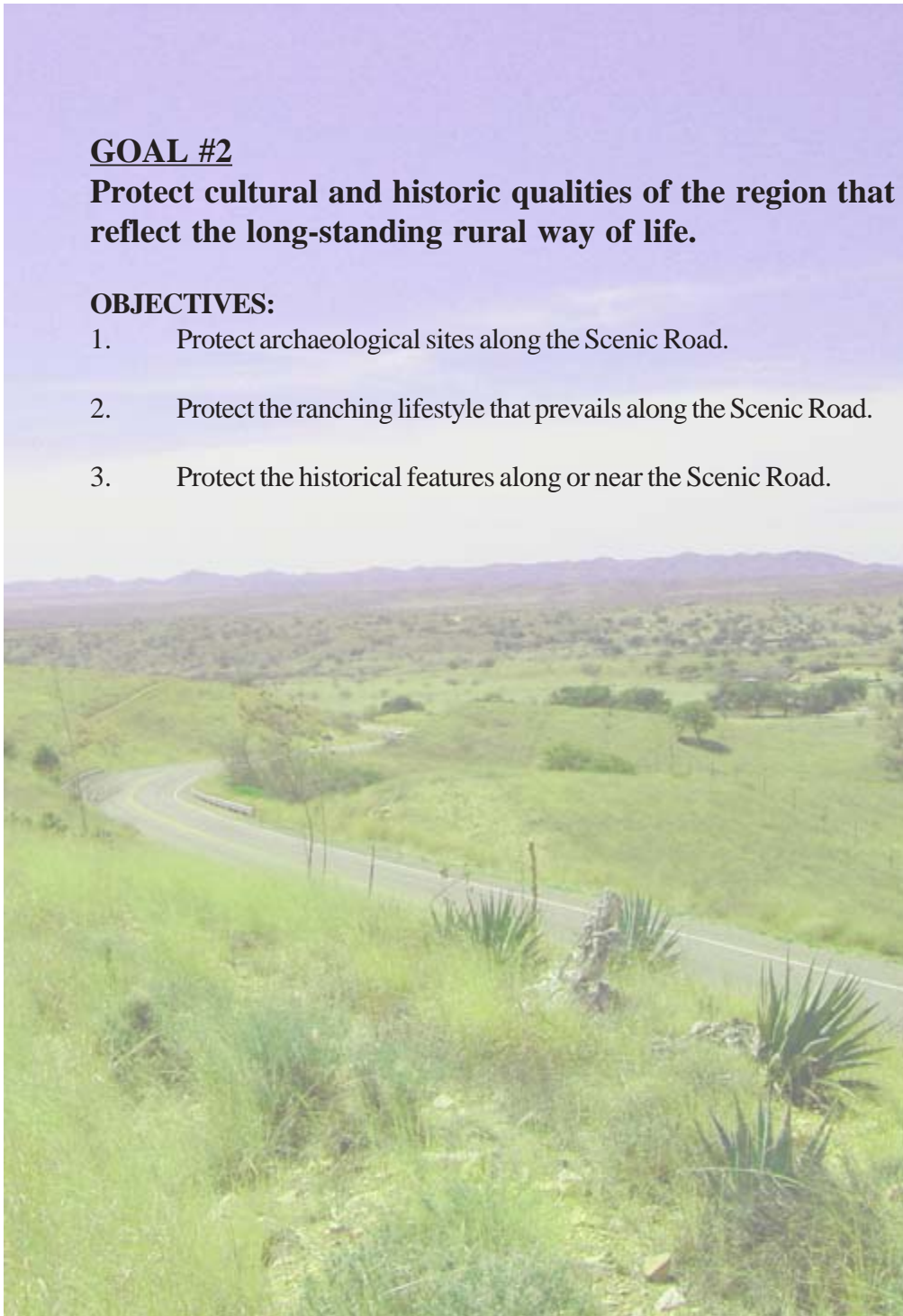
1. Protect biotic communities along the Scenic Road, especially the unique riparian habitat and grasslands, and the flora and fauna they support.
2. Protect the watersheds, with a focus on streams and riparian areas, along the Scenic Road.
3. Protect the beautiful vistas and open spaces experienced along the Scenic Road, including clean air and starry nights, and minimize visual inconsistencies that detract from the area's rural and natural character.

GOAL #2

Protect cultural and historic qualities of the region that reflect the long-standing rural way of life.

OBJECTIVES:

1. Protect archaeological sites along the Scenic Road.
2. Protect the ranching lifestyle that prevails along the Scenic Road.
3. Protect the historical features along or near the Scenic Road.



Important attractions and activities identified:

- Historic interpretation and signage.
- Las Cienegas NCA
- Santa Cruz County Fair
- Patagonia Fall Festival
- Working ranches along the corridor.



Patagonia-Sonoita Scenic Road



What do you want to accomplish?

- Maintain existing, natural and scenic viewsheds.
- Maintain small town character.
- Balance tourism with small town character.
- Maintain low noise level and peacefulness.
- Protect town and country.

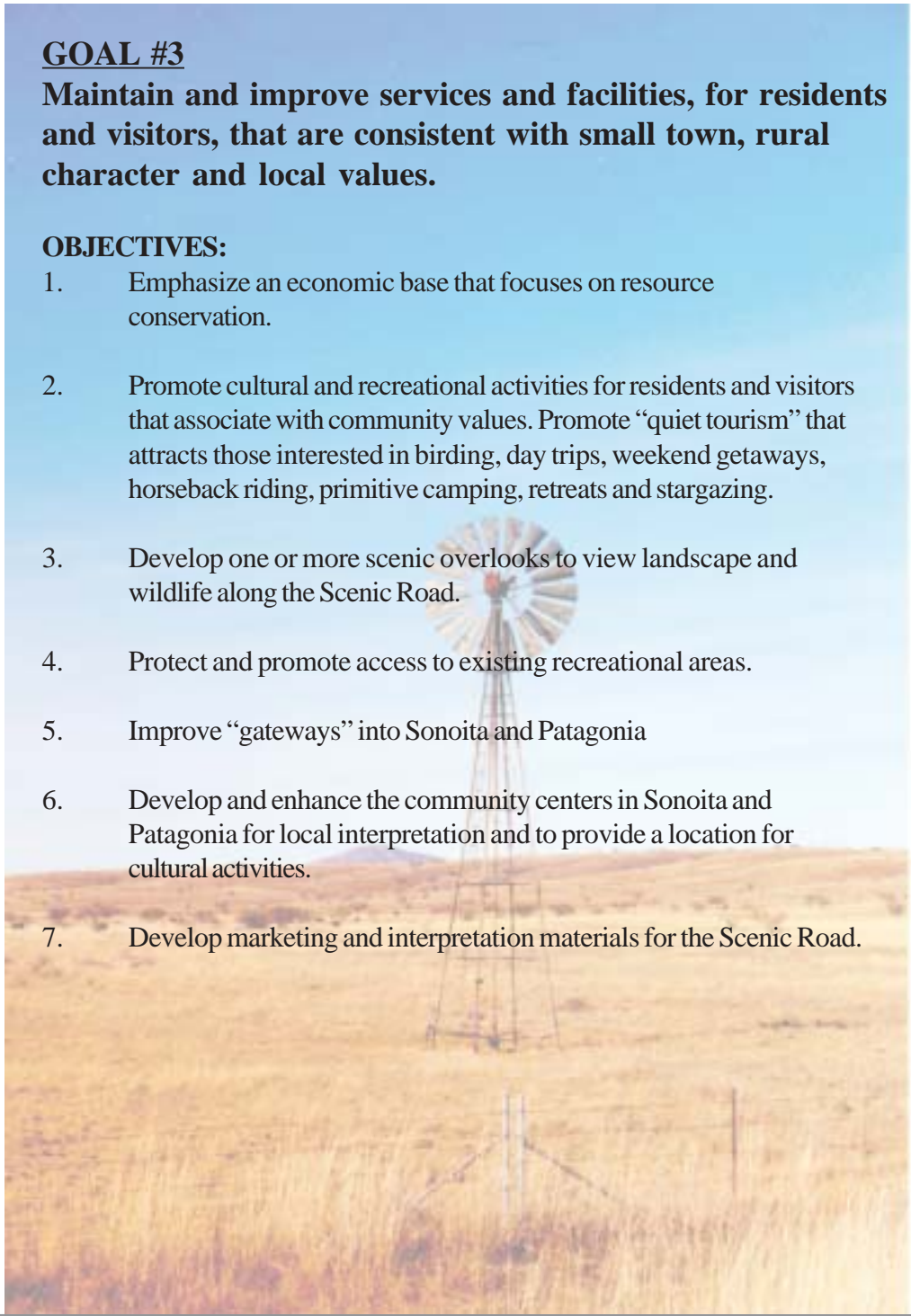


GOAL #3

Maintain and improve services and facilities, for residents and visitors, that are consistent with small town, rural character and local values.

OBJECTIVES:

1. Emphasize an economic base that focuses on resource conservation.
2. Promote cultural and recreational activities for residents and visitors that associate with community values. Promote “quiet tourism” that attracts those interested in birding, day trips, weekend getaways, horseback riding, primitive camping, retreats and stargazing.
3. Develop one or more scenic overlooks to view landscape and wildlife along the Scenic Road.
4. Protect and promote access to existing recreational areas.
5. Improve “gateways” into Sonoita and Patagonia
6. Develop and enhance the community centers in Sonoita and Patagonia for local interpretation and to provide a location for cultural activities.
7. Develop marketing and interpretation materials for the Scenic Road.



GOAL #4

Improve safety along the Scenic Road for all users without jeopardizing intrinsic qualities.

OBJECTIVES:

1. Provide better safety conditions for bicyclists, pedestrians, and equestrians along the Scenic Road.
2. Reduce the number of through semi-trucks and vehicles with wide loads traveling on the Scenic Road.
3. Balance roadway safety with roadway aesthetics and community values.
4. Discourage vandalism and ensure good maintenance.
5. Monitor speed limits on the Road.
6. Encourage appropriate signage along the Scenic Road.



What do you want to accomplish?

- Get the trucks off the road.
- Promote native flora and fauna.
- We want a document with teeth to protect areas from threats.
- Protect town and country.
- Pedestrian and vehicular safety at Sonoita Crossroads.



Patagonia-Sonoita Scenic Road



What do you want the CMP to accomplish?

- Traffic-calming
- Tool to protect the environment
- Guide the growth; prevent it from being haphazard
- Will set priorities re: corridor issues
- Strategies to work w/truckers

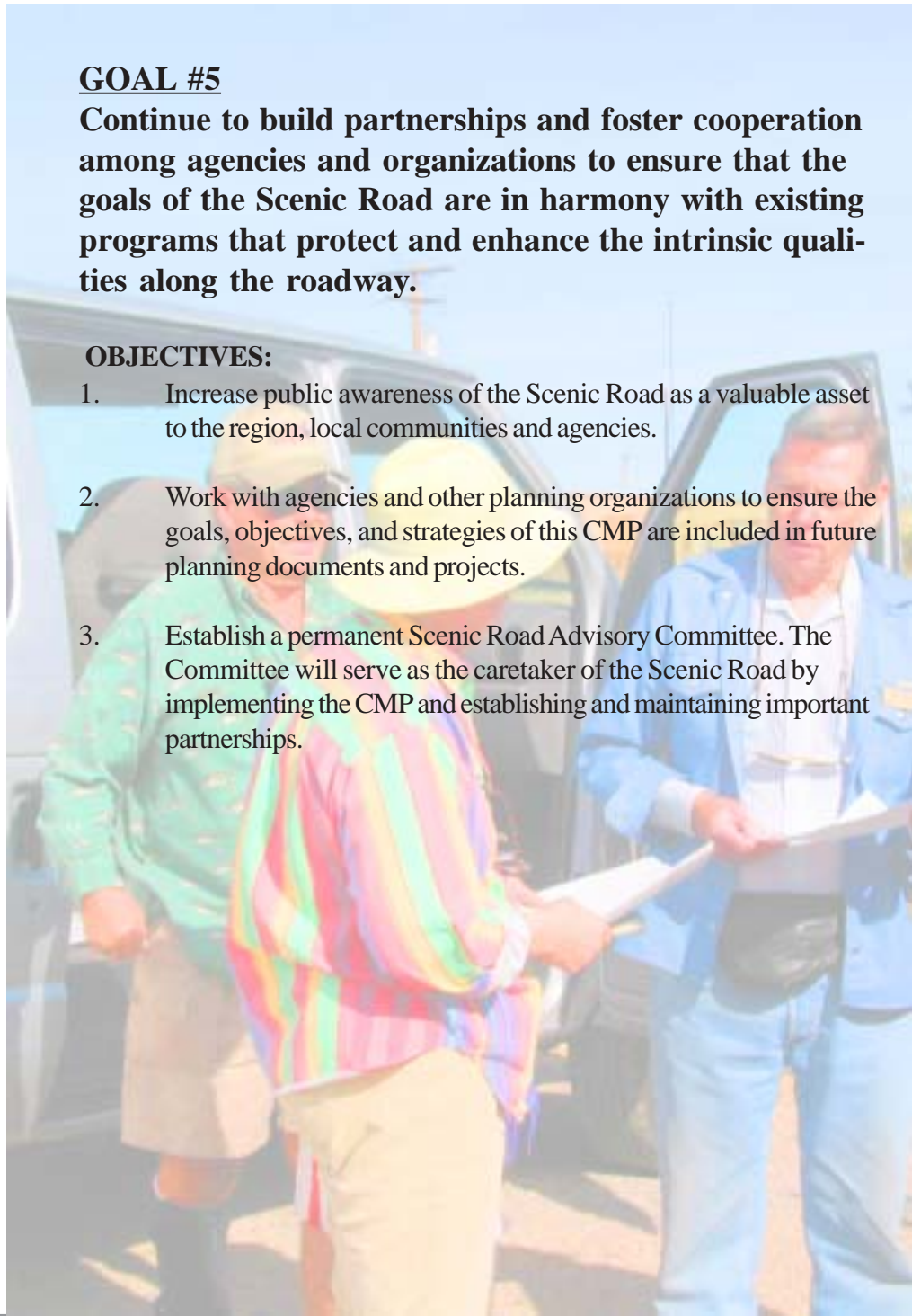


GOAL #5

Continue to build partnerships and foster cooperation among agencies and organizations to ensure that the goals of the Scenic Road are in harmony with existing programs that protect and enhance the intrinsic qualities along the roadway.

OBJECTIVES:

1. Increase public awareness of the Scenic Road as a valuable asset to the region, local communities and agencies.
2. Work with agencies and other planning organizations to ensure the goals, objectives, and strategies of this CMP are included in future planning documents and projects.
3. Establish a permanent Scenic Road Advisory Committee. The Committee will serve as the caretaker of the Scenic Road by implementing the CMP and establishing and maintaining important partnerships.



Patagonia-Sonoita Scenic Road

Chapter VI

Intrinsic Qualities Protection Program (Goal 1)

The first goal of the Patagonia-Sonoita Scenic Road is to “Conserve and enhance the natural and scenic resources that make this area such an important place to protect and a privilege to visit.” In order to achieve this goal, the natural and scenic resources along the Scenic Road must be protected through specific management strategies. The following sections describe existing natural and scenic resources along the Road, identify the existing programs that deal with them, and present specific strategies for management of natural and scenic resources.



Windmill outside of Sonoita



Existing natural and scenic resources along the Patagonia-Sonoita Scenic Road

The existing natural conditions along the Scenic Road consist of open, grassy areas, scattered forested areas and riparian corridors. The roadway itself has a pleasant variety of straight and curvy stretches with interesting elevation fluctuations. Plant communities consist of semidesert grasslands, Madrean evergreen woodland and Sonoran riparian woodlands.



Variety of fencing materials found along the scenic road.

The existing scenic conditions are a combination of mountain vistas and open space, in addition to structures and elements along the roadway that reflect the rural way of life. The rural architecture along the Scenic Road is eclectic, including western, Sonoran, and territorial influences. A wide variety of materials are employed, notably wrought iron, adobe, brick, aluminum paneling, galvanized fencing, stone, wood fences, and barbed wire fences. The variety of materials and architecture does not detract from the intrinsic qualities of the Scenic Road.

Existing distractions from the scenic quality of the road include overhead utility lines, transmission towers on hilltops, real estate signs and billboards, mailboxes and newspaper delivery boxes of inappropriate color and materials, and housing developments.

Development that can be observed from the road is zoned mostly Low Intensity Rural. High-density development can be seen near Interstate-10 at the northern end of the Scenic Road. Currently very few hilltop houses have been built. In order to protect the scenic quality of the road it will be important to limit development on hilltops and where scenic views from the road are most spectacular.



Existing Programs for Management of Scenic and Natural Resources

Currently, several agencies and organizations have programs in place to protect the natural and scenic qualities along the Patagonia-Sonoita Scenic Road. The scenic road runs through two counties and is affected by several planning documents. Pima County and Santa Cruz County are currently in the process of producing comprehensive planning documents that will affect the corridor. The Town of Patagonia and the Sonoita Crossroads Community Forum are also in the process of producing comprehensive planning documents that will affect parts of the Scenic Road. The Forest Service has a planning document concerning national forest land along the corridor and the Bureau of Land Management is currently working on a comprehensive planning document for Las Cienegas National Conservation Area.

These existing programs, in addition to the proposed strategies in this Corridor Management Plan, will form the core of an overall strategy to protect the scenic and natural resources along the corridor. The entities listed below administer the existing programs.

- Arizona Department of Transportation
- Arizona State Land Department
- Bureau of Land Management
- Coronado National Forest
- Friends of Scenic Highway 82
- Natural Resources Conservation Service
- Nogales International Airport
- Pima Association of Governments & Southeastern Arizona Governments Organization
- Pima County
- Santa Cruz County
- Save the Scenic Santa Ritas
- Sonoita Crossroads Community Forum
- Sonoita Valley Planning Partnership
- Southeast Arizona Land Trust
- State of Arizona
- Town of Patagonia



Arizona Department of Transportation (ADOT)

ADOT maintains the Patagonia-Sonoita Scenic Road and its adjacent right-of-way. This includes maintenance of the actual roadway, guardrails, erosion control, and pruning and/or removal of vegetation, among other things.

Arizona State Land Department

The Arizona State Land Department manages State Trust lands and resources to enhance value and optimize economic return for the trust beneficiaries, which are primarily schools. There is a significant amount of state trust land along the Patagonia-Sonoita Scenic Road, specifically on State Route 83 north of Sonoita. It will be important to stay informed about future land decisions along the Patagonia-Sonoita Scenic Road.

Bureau of Land Management (BLM)

The BLM manages Las Cienegas National Conservation Area (NCA) and Acquisition Planning District. State Route 83 crosses the planning district for 2 miles near the entrance to Empire Ranch, and a large percentage of the views to the east of the road are of BLM managed lands. A goal of the Las Cienegas Resource Management Plan, which directs the land use and activity plans for this area, is to conserve, protect, and enhance the unique resources of the NCA. The plan was developed through a collaborative public planning process. Stated goals of this Corridor Management Plan, to protect the natural and scenic intrinsic qualities along the roadway, directly relate to the goals in the Las Cienegas Resource Management Plan. For more information, contact the Bureau of Land Management.

Coronado National Forest

The Coronado National Forest manages a significant amount of land managed by along the Patagonia-Sonoita Scenic Road corridor. Several planning documents define management strategies for the forest: the Coronado National Forest Plan, which is their comprehensive land management plan; the Coronado National Forest Transition Plan, a plan that focuses on accessibility of recreation resources; and the Coronado National Forest Scenery Management Handbook, a plan that manages the forest's visual resources. All three of these plans address resources along the Patagonia-Sonoita Scenic Road. For more information, contact the Coronado National Forest.



Friends of Scenic Highway 82

This nonprofit organization is committed to preserving the resources along State Route 82.

Natural Resources Conservation Service (NRCS)

The NRCS assistances ranchers and landowners in the area in conservation, maintenance, and improvement of natural resources on their land. Two programs available are Cropland Assistance and Range Management. The Pima NRCS serves residents of Pima and Santa Cruz counties (excluding the Tohono O’ odham reservation). The mission of the NRCS directly relates to the goals of the Patagonia-Sonoita Scenic Road corridor management plan. For more information, contact the Natural Resources Conservation Service.

Nogales International Airport Master Plan

In conjunction with Santa Cruz County, the airport has a Master Plan Update, dated December 2001. Part of the Land Use Analysis in the plan proposes an Aviation Compatible Industrial Park. There is no mention of screening buildings or developing design guidelines for this industrial park or other buildings located on State Route 82. Currently, the land around the airport is zoned for light industrial use. It will be important to stay informed about this plan and additional updates that may occur.

Pima Association of Governments (PAG) & Southeastern Arizona Governments Organization (SEAGO)

PAG and the SEAGO are regional planning agencies that have developed long-range transportation plans. It will be important to stay informed of their transportation plans for the Patagonia-Sonoita Scenic Road.

Pima County

The Pima County Comprehensive Plan, adopted on December 18, 2001, contains seven planning elements: growth area, land use, circulation, water resources, open space, cost of development, and environmental planning. Currently, most of the land along the Scenic Road in Pima County is zoned Low Intensity Rural, which has a maximum of 0.3 RAC (residents per acre).



Chapter VI

Intrinsic Qualities Protection Program (Goal 1)

According to the comprehensive plan, the area at Interstate -10 and State Route 83 is considered a Gateway Overlay Zone. Such zones are created to protect the scenic quality of entry points into metropolitan Tucson and nearby public preserves to reduce the visual impact of development on scenic vistas and to provide a visual transition from natural areas to urban areas. Existing development standards that apply to this Gateway Overlay Zone can be found in the Pima County Code.

According to Chapter 18.61 of the Pima County Code Hillside Development Overlay Zones are meant to conserve the natural resources of hillside areas, regulate the intensity of development on hillsides, and reduce physical impact on hillsides. This can be accomplished by applying the standards of either Restricted Slopes or Protected Peak Overlay Zones. These standards should be applied to hillsides along State Route 83 in Pima County.

Also, according to Chapter 18.77 of the Pima County Code Roadway Frontage Standards include standards specifically for scenic routes. They include restrictions on building height and color and limitations of signage along the roadway. The Patagonia-Sonoita Scenic Road is considered a Pima County Scenic Route according to the Pima County Major Streets and Scenic Routes Plan.

The Sonoran Desert Conservation Plan (SDCP) is a comprehensive, environmentally based plan that responds to the pressures of urban growth in Pima County. In the words of Pima County Administrator Chuck Huckleberry, “The Sonoran Desert Conservation Plan is a comprehensive, local planning initiative to conserve the county’s most valued natural and cultural resources, while accomodating the inevitable population growth and economic expansion of the community.” In the near future, the SDCP will become an integral part of the Pima County Comprehensive Plan.

The SDCP is divided into six categories for management: ranch conservation; historic and cultural preservation; riparian restoration; mountain parks; habitat, biological and ecological corridor conservation; and critical and sensitive habitat preservation. The SDCP articulates the need for open space and maintaining working ranches. Several resources along the Patagonia-Sonoita Scenic Road are affected by the implementation strategies of the SDCP, notably the Empire and Cienega ranches, the proposed Davidson Canyon Natural Preserve, the proposed Santa Rita Mountain Park and the Empire Mountain Park.



According to the SDCP, much of State Route 83, from Coronado National Forest north to Interstate-10, is in need of riparian corridor protection. This significant riparian corridor is Davidson Canyon. Pima County will encourage the State Land Department to set aside State Trust land in Davidson Canyon. Refer to the SDCP for more information.

Santa Cruz County

The date of the current Santa Cruz County Comprehensive Plan is 1987. In the near future, the county will be developing a new comprehensive plan. It will be critical to merge the goals of the Patagonia-Sonoita Scenic Road corridor management plan and the Comprehensive Plan for Northeast Santa Cruz County into the updated county comprehensive plan.

Save the Scenic Santa Ritas

This nonprofit organization was founded to oppose ASARCO's mining in the Santa Rita Mountains.

Sonoita Crossroads Community Forum

The Sonoita Crossroads Community Forum (SCCF) is a Sonoita/Elgin-based nonprofit organization founded in 1996, to promote civil community dialogue, sound planning and wise stewardship in northeastern Santa Cruz County. Through means of extensive community outreach the SCCF was instrumental in compiling the Comprehensive Plan for Northeast Santa Cruz County, which defines future land use for the area. The SCCF's goal is to be incorporate their plan into the future overall Santa Cruz County Comprehensive Plan.

The Patagonia-Sonoita Scenic Road traverses northeast Santa Cruz County. The Comprehensive Plan for Northeast Santa Cruz County and the Patagonia-Sonoita Scenic Road Corridor Management Plan share many goals, including the preservation of scenic views and open space, aquisition of scenic easements, monitoring of utility line placement and enhancement of the Crossroads area. Both documents stress the importance of working with local citizens and organizations.

Sonoita Valley Planning Partnership (SVPP)

The Bureau of Land Management's Tucson Field Office developed the SVPP, which is a voluntary association of agencies, groups, and individuals that have a



common interest in the public lands in the Sonoita Valley. They were instrumental in developing the land use plan for the Empire-Cienega Resource Conservation Area, which is now the Las Cienegas National Conservation Area.

Southeast Arizona Land Trust (SEALT)

SEALT was established in 1995 as a non-profit private entity to hold conservation easements in the scenic reaches of State Routes 82 and 83. SEALT provides technical assistance for landowners in Southeastern Arizona to identify and implement tailor-made conservation strategies.

State of Arizona

There are two Arizona statutes within Article 1.3, *Establishment of Parkways and Historical and Scenic Roadways*, that address the preservation of intrinsic qualities along the Patagonia-Sonoita Scenic Road.

[Statute 41-515. Acquisition of land for parkways and scenic and historic roads; acquisition of scenic easement](#)

- A. The director may acquire title to or easements over lands within parkways for the purpose of protecting and administering those areas for the enjoyment of the citizens of the state.
- B. The state may acquire any land or scenic easement for the establishment or improvement of a state highway designated as a parkway or historic or scenic road by expenditures of state highway user revenues or other funding sources. Local authorities may acquire any land for the establishment or improvement of county highways or roads or city streets designated as parkways or historic or scenic roads within that jurisdiction by expenditures of local highway user revenues or other funding sources. Maintenance of the right-of-way of a parkway or a historic or scenic road is the responsibility of the governmental body that has jurisdiction over such highway.
- C. The interest in land acquired under this article may be a fee simple or lesser estate. The acquisition may be by gift, agreement, purchase, lease, exchange or other legal means, but shall not be accomplished by exercising the power of eminent domain.

[Statute 41-516. Exemption from standards for parkways and historic and scenic roads](#)

To ensure the protection and enhancement of the special features for historic roads, parkways and scenic roads, the department of transportation, the federal highway administration, the county or the city may allow an exemption from the standards normally applied to the construction and maintenance of the roads and parkways. Revised construction and maintenance procedures for such designated roads and parkways may be developed to reasonably provide for the safety and service of the traveling public.



Town of Patagonia

The Town of Patagonia Comprehensive Plan 2000 contains the goal to “protect the current town open space” by encouraging open space for parks and community facilities throughout town, while promoting densification around them. The plan states that this can be done by negotiating open space in new subdivision areas and encouraging private donations of land for open space. This is one of the strategies stated in the Corridor Management Plan.



Proposed Strategies for Management of the Scenic and Natural Resources

In order to achieve the specific goals and objectives for the Patagonia-Sonoita Scenic Road, several management strategies need to be implemented to ensure the preservation and enhancement of the scenic and natural qualities. These specific strategies are highlighted below.



Riparian area near Empire Ranch

Objective #1

Protect biotic communities along the Scenic Road, especially the unique riparian habitat and grasslands, and the flora and fauna they support.

Strategies:

- Develop a comprehensive vegetation management plan for the Scenic Road that involves agencies and private landowners. The plan will include a wildflower-planting program for the roadside right-of-way, educating residents about use of native plants, especially native grass species, exotic plant eradication, and use of appropriate seed for the region, elevation and habitat.
- Support the development of industries that are consistent with the goals of the CMP, particularly including industries that support birding and butterfly activities.
- Monitor the use of pesticides, herbicides and other chemicals within the corridor right-of-way. Use should be in accordance with label directions and State regulations.
- Encourage private landowners and agencies to use wildlife-friendly fencing along the Scenic Road, especially in wildlife corridor areas.
- Develop local volunteer citizen organizations to help in vegetation management, trash removal and other beautification programs along the Scenic Road. Publicly recognize individuals and groups for their activities to conserve and enhance corridor features.



Strategies (continued):

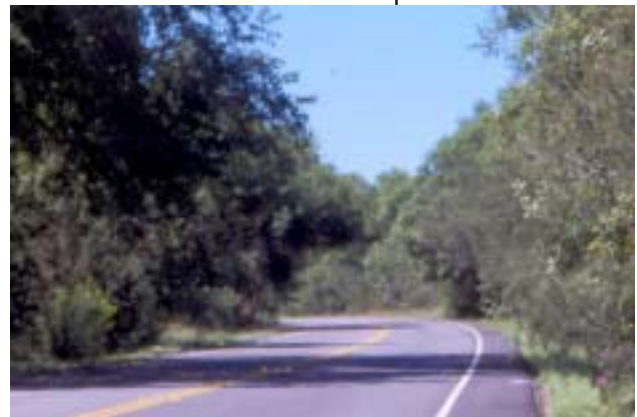
- Minimize activities on steep slopes or on fragile soils along the Scenic Road unless they are activities designed to minimize erosion, sedimentation, soil destabilization, and vegetative regrowth.
- Encourage ranchers and other property owners along the Scenic Road to apply best management practices to their activities on the land, and to request the assistance they need from supportive State and Federal agencies.

Objective #2

Protect the watersheds, with a focus on streams and riparian areas, along the Scenic Road.

Strategies:

- Review all proposed projects along the Scenic Road to see if they follow context sensitive design guidelines (see Chapter XI) to ensure that there are minimal impacts to critical wildlife habitat. Habitat enhancement projects along the Corridor should have no detrimental effects on the water quality, the stability of banks or the natural systems.
- Prevent direct highway runoff into cienegas, springs and streams. Work with ADOT on Scenic Road drainage issues that may arise.
- Participate in native vegetation programs specifically focused on exotic plant removal in riparian areas.
- Inform property owners who live near critical streams and riparian areas, about their ecological responsibility and encourage them to practice conservation out of enlightened self-interest.



Roadway along Sonoita Creek



Objective #3

Protect the beautiful vistas and open space experienced along the Scenic Road, including clean air and starry nights, and minimize visual inconsistencies that detract from the area’s rural and natural character.

Strategies:

- Use Enhancement funds to purchase scenic easements along the Scenic Road. (See Appendix 1)
- Encourage landowners along the road and in the corridor to purchase conservation easements or donate land for conservation easements. Develop programs to educate landowners about the options of conservation easements.
- Establish design guidelines and a Design Review Board that limits the impact of development on the scenic quality along the road. This can include responsible control of such elements as building height, bulk, design, materials, color, landscape and placement, to insure that they blend with their surroundings. Work with counties to develop design guidelines for new and existing development along the Scenic Road. It is important that careful consideration be given to color selection, plant materials, and housing placement along the road. Promote the use of regional building materials, such as wood and adobe, and the use of colors that harmonize with the earth, plants, mountains and sky for the design of corridor enhancements and other structures along the road, including guardrails, newspaper boxes, and other new development space. Encourage businesses and residences to provide natural vegetation and screening from roadway when possible by means of an ordinance and/or through Enhancement projects in the right-of-way.
- Work with counties on implementing zoning and land use ordinances for view protection. This can be developed by placing height restrictions, overlay zoning, cluster zoning, banning billboards along the roadway, and the creating of view corridors.



Intrinsic Qualities Protection Program (Goal 1)

Strategies (continued):

- Support designs for future development that will be consistent with and not detract from the natural scenic appearance along the Scenic Road. Work to keep residential developments off hillsides.
- Work with utility companies and ADOT to ensure future utilities along the Scenic Road or in corridor viewshed are not detrimental to the scenic quality of the road.
- Prohibit construction of new billboards and real estate signs along the corridor and buy up the most intrusive ones with Enhancement and/or other funds.
- Prevent light pollution along the corridor. Work with residents and businesses in prohibiting obtrusive lighting along the road. Monitor decisions about highway, building and billboard lighting to ensure its appropriate use. Work toward a lighting ordinance in Santa Cruz County and towards better enforcement of existing lighting codes in Pima County.
- Become involved in development advancements at the Nogales International Airport. Share goals of the Corridor Management Plan with developer.



Unsightly billboards along State Route 82



Scenic view along the corridor



Chapter VII

Intrinsic Qualities Protection Program (Goal 2)

The second goal of the Patagonia-Sonoita Scenic Road is to “Protect cultural and historic qualities of the region that reflect the long-standing rural way of life.” The following sections describe the existing organizations and programs available for the preservation of the cultural and historic resources along the Scenic Road and present specific strategies for management of these resources.



Historic Patagonia Train Depot



Existing Organizations & Programs for Preservation and Enhancement of Cultural and Historic Resources

Arizona Historical Society

The Arizona Historical Society was founded in 1884. It's a nonprofit state agency whose mission is to collect, preserve, interpret and disseminate the history of Arizona, the Southwest and northern Mexico as it pertains to Arizona.

Pimeria Alta Historical Society

The Pimeria Alta Historical Society was founded in 1948 for the purpose of collecting, preserving, interpreting, displaying and publishing the prehistory and history of southern Arizona and northern Sonora, which was named “the land of the upper Pima Indians” (Pimeria Alta) during the 17th century by European missionaries. The Primeria Alta Historical Society is located in Nogales.

State Historic Preservation Office (SHPO)

SHPO is a division of the Arizona State Parks. It is responsible for the identification, evaluation and protection of Arizona’s prehistoric and historic cultural resources. SHPO administers the Arizona Historic Preservation Plan, which contains relevant information for the preservation of cultural resources along the Patagonia-Sonoita Scenic Road.

Town of Patagonia

The Town of Patagonia Comprehensive Plan 2000 contains the goal to “limit the potential negative impact of the highway on the town” by actively pursuing protection of assets, including parking along the road, town parks, and historic housing along the Scenic Road.

Other interested organizations include:

- Center for Desert Archaeology
- Patagonia Area Business Association
- Santa Cruz County Fair and Rodeo Association



Proposed Strategies for Management of the Cultural and Historic Resources

In order to achieve the goals and objectives for the Patagonia-Sonoita Scenic Road, several management strategies need to be implemented to ensure the preservation and/or enhancement of the cultural and historic qualities along the roadway. These specific strategies are highlighted below.

Objective #1

Protect archaeological sites along the Scenic Road.

Strategies:

- Discourage advertisement of archaeological sites that occur along the roadway.
- Work with BLM, NRCS, and other agencies for support if archaeological artifacts are discovered on private land.

Objective #2

Protect the ranching lifestyle that prevails along the Scenic Road.

Strategies:

- Help ranchers stay viable by assisting them in meeting environmental and other requirements. Seek collaboration of the NRCS, Sonoran Institute, SEALT and the University of Arizona School of Renewable Natural Resources.
- Educate ranchers about the options of transfer of development rights, purchase of development rights, and conservation easements.



Working ranch located along the corridor



Objective #3

Protect the historical features along or near the Scenic Road.

Strategies:

- Pursue grant money for enhancement of historical features, such as a historic walking and/or driving tour.
- Coordinate with BLM and the Empire Ranch Foundation to promote the Empire Ranch House.
- Promote nomination of existing State-registered structures or sites along the road for the National Register. There is greater access to funding once they are included in the National Register.
- Continue to promote and develop the history of transportation in the area by publicizing the historic railways, the Patagonia Depot and other historic transportation features along the road.
- If a site of known significance is not listed on the National Register, support any application for its inclusion. Encourage efforts to identify and document additional significant sites.
- Pursue grant money through Rails To Trails program for development of a multi-use, recreational trail along the old railroad alignment.



Empire Ranch located along the corridor



Tourism & Economic Development (Goal 3)

The third goal of the Patagonia-Sonoita Scenic Road is to “Maintain and improve services and facilities, for residents and visitors, that are consistent with small town, rural character and local values.” The type and quality of economic development and tourism promotion directly affects the scenic road experience by either preserving or destroying the intrinsic qualities that contribute to small town rural character. This goal acknowledges the need for economic development and tourism promotion but requires that it be sensitive to the context of small, rural communities. The following sections, describe existing facilities, resources, and programs for economic development and tourism promotion along the Scenic Road, and then propose specific strategies for development and promotion that maintain small town, rural character and local values.



Tourist Information in Patagonia



Existing tourist related signage in Patagonia

“Beauty of the valley is its economic engine; why people came.”
Survey Respondant



Existing Facilities, Resources, and Programs for Economic Development and Tourism Promotion

Currently there are many resources available that enhance economic development and promote tourism along the Patagonia-Sonoita Scenic Road. These existing facilities, activities, and programs, in addition to the proposed programs in this Corridor Management Plan, will form the core of an overall strategy to ensure that economic development and tourism promotion are both appropriate for the region and also desired by the residents.

Economic Development

Arizona Department of Commerce

Information and services including economic information and research, small business services, community planning and rural development.

<http://www.commerce.state.az.us/default.html>

National Center for Small Communities

A national non-profit organization dedicated to providing resources to small communities including information for expanding local economies while preserving community character. The resource section of the website has several links to other resources for small town development.

<http://www.natat.org/ncsc/>

Santa Cruz County Comprehensive Plan

Economic development goal to encourage economic growth compatible with the rural environment of the county. Specific policies include Santa Cruz County support of tourism and local chambers of commerce.

<http://www.co.santa-cruz.az.us/>

Santa Cruz County Economic Development Foundation

Dedicated to promoting economic development that is sustainable and promotes smart growth.

<http://www.nogales.com/>



Southeastern Arizona Association of Governments

Economic development program provides support for the development efforts of associated entities including information and research, technical assistance, planning, financing, and tourism. Contact Person: Joel Viers, Economic Development Planner.

<http://www.seago.org/>

The Sonoran Institute

Dedicated to conservation of natural resources, the Sonoran Institute offers many resources for those trying to preserve a rural way of life and remain economically viable.

<http://www.sonoran.org/si/index.html>

Town of Patagonia General Plan

One goal of the plan is to encourage new and existing businesses that provide goods and services to the community.

US Department of Agriculture Rural Development

Services focused on improving the economy and quality of life in all of rural America. Provide economic development services, technical assistance, information, community empowerment programs and funding for rural development programs. <http://www.rurdev.usda.gov/>



Existing Tourist Facilities and Resources

Resource Name	Description
Archaic, Hohokam, Sobaipuri sites	Located within the Las Cienegas National Conservation Area.
Arizona Wine Country	Five vineyards in the Sonoita Valley.
Biotic Communities	Grasslands, oak woodland, and riparian.
Blessing of the Harvest	Annual event in early August.
Blessing of the Vines	Annual event in mid April.
Camp Crittenden historic marker	Located on SR 82, near MP 29.
Empire Ranch House	Historic ranch held by the BLM; part of the Las Cienegas National Conservation Area.
Fort Buchanan	Located near Sonoita. In 1861, Fort Buchanan was burned to keep supplies out of the hands of the Confederate Army.
Harshaw, Mowry, Washington Camp	Ghost towns and old mining sites in the Patagonia Mts.
Johnny Ward Ranch historic marker	Located on SR 82.
Kentucky Camp and Greaterville	Old mining towns on the eastern slopes of the Santa Rita Mts.
Kino Springs Country Club	Golf course.
Native Seeds/SEARCH Conservation Farm	Located on SR 82 near Patagonia. Tours can be scheduled.
Nogales, AZ, & Nogales, Sonora	Two international border towns.
Old Sonoita Highway	Original Mountain View highway.
Patagonia Fall Festival	Annual event on 2 nd weekend in October.
Patagonia Lake State Park	Camping, boating, hiking, fishing, and birding.
Patagonia Roadside Rest Area	Located on SR 82 at MP 15; includes tables, shade, and bird-watching.
Patagonia-Sonoita Creek Preserve	Over 750 acres of pristine grasslands and perennial streams. An ideal birding location.



Resource Name	Description
Patagonia-Sonoita Creek Preserve	Over 750 acres of pristine grasslands and perennial streams. An ideal birding location.
Rest Area on SR 82	Located just west of Sonoita; includes restroom facilities and ADA compatible parking.
Roadside Table on SR 83	Located between MP 46 & 47; includes a shade structure, table, ADA compatible parking.
San Rafael Valley	Pristine high-elevation grasslands, riparian habitat and unfragmented wildlife corridors. Horseback riding and hiking.
Santa Cruz County Fair	Annual event that began in 1915, held in late September.
Santa Cruz County Horse Races	Thoroughbred and quarter horse racing held at the Sonoita Fairgrounds in Spring.
Sky Islands	Santa Rita, Patagonia Mts. and Canelo Hills.
Sonoita Quarter Horse Show	Oldest quarter horse show in the nation held at the Sonoita Fairgrounds in Spring.
Sonoita Rodeo	Held on Labor Day Weekend.
Sonoita Valley	Grassland valley surrounded by the "Sky Islands." Horseback riding and hiking.
The Telles Shrine	Located on SR 82; erected by a family whose sons were spared during WWII.
Town of Patagonia	Beautiful setting, rich mining and cattle industry history. Overnight lodging, food, gas, library, health facilities and town hall.
Village of Sonoita	Founded in 1882 with the construction of the 88-mile-long leg of the Santa Fe RR along Sonoita Creek. Overnight lodging, restaurants, gas, and shopping.



Hospitality and Visitor Information Services

Sonoita-Elgin Chamber of Commerce

3123 Hwy 83
Sonoita, AZ 85637

Nogales-Santa Cruz County Chamber of Commerce

123 W. Kino Parkway
Nogales, AZ 85621
Phone (520) 287-3685

Patagonia Area Business Association and Patagonia Visitor Center

305 McKeown Avenue
Patagonia, AZ 85624
Phone (888) 794-0060

There is additional information in some of the local businesses in Patagonia and Sonoita and also on the Internet.

Resources for Tourism Promotion and Facilities Development

Arizona Department of Tourism

Provides tourism development services, funding opportunities, marketing services, research and technical assistance. <http://www.azot.com>

Arizona Marketing Partners

At the present, a marketing initiative highlighting Arizona's scenic roads is administered by the following agencies and organizations: Arizona Office of Tourism (AOT), Arizona Department of Transportation (ADOT), Arizona Highways Magazine, and the Federal Highways Administration. This marketing initiative includes a scenic byway's book, a scenic byway's teaser brochure, an advertising plan, media promotion, trade promotion and an economic impact study. Community meetings were held throughout the state to gather input on content to be featured in the book.



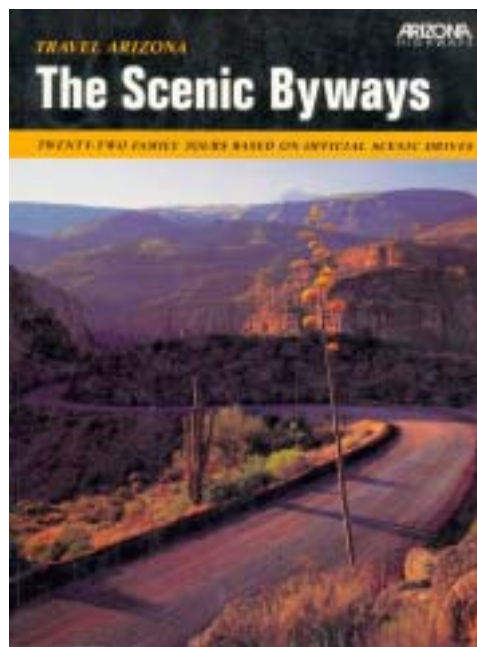
In 1997 Arizona Highways published *Travel Arizona: The Scenic Byways; Twenty-two Family Tours Based on Official Scenic Drives*. It includes the Patagonia-Sonoita Scenic Road. An updated edition of this book will be available in June 2003. AOT is expanding its website to include a separate link for Scenic Roads.

Nogales-Santa Cruz County Chamber of Commerce

123 W. Kino Parkway
Nogales, AZ 85621
Phone (520) 287-3685

Sonoita-Elgin Chamber of Commerce

3123 Hwy 83
Sonoita, AZ 85637



Arizona Highways publication, 1997



Proposed Strategies for Tourism and Economic Development

In order to achieve the goals and objectives for the Patagonia-Sonoita Scenic Road, several proposed strategies need to be implemented to ensure that the balance between tourism and economic development and small town values is achieved. These specific strategies are highlighted below.



Birding signage located on State Route 82, in Patagonia

Objective #1

Emphasize an economic base that focuses on resource conservation.

Strategies:

- Support and work with local chambers of commerce, business associations, and governments to identify and attract businesses that will support the Scenic Road goals and objectives.
- Support affordable housing for potential employees. The Town of Patagonia Comprehensive Plan 2000, contains a goal to “keep housing affordable for the current socio-economic mix” by supporting density/walkability/socialness of town and allowing infill densification to occur naturally.
- Focus advertising, marketing and tourist development efforts on visitors that respect the environment.
- Highlight in visitor information sources local businesses such as restaurants, art galleries, wineries, bed & breakfasts. The Town of Patagonia Comprehensive Plan 2000 contains a goal to “encourage new business development” by stimulating growth of local businesses.

Objective #2

Promote cultural and recreational activities for residents and visitors that associate with community values. Promote “quiet tourism” that attracts those interested in birding, day trips, weekend getaways, horseback riding, primitive camping, retreats and stargazing.

Strategies:

- Educate Arizona Office of Tourism as to community values, tourism expectations, available services in the area and in Nogales. Make sure the community is involved with their outreach efforts.



Strategies cont

- Educate visitors about facilities and services that are located in Nogales such as late night activities, large hotels, fast food restaurants and RV services.
- Educate visitors about what it's like to live in a very small town; e.g., what it's like to drive an hour to the supermarket or not to have a movie theater. Attract tourists who appreciate the "inconvenience" of living in a really small town.
- Develop a newcomers guide with information on local landscape plants, road and driveway construction, fire use and prevention, water use, lighting, etc.
- Promote special events that highlight the Scenic Road's intrinsic qualities, such as a Bike-the-Byway Day.
- Continue to market existing festivals and local attractions, such as the Fall Festival, birding, meteor shower viewing, and wine-tasting, that bring money into the area during the off-season.
- Set up a booth at existing fairs to market the Scenic Road.
- Promote the proximity to an international border and its beneficial effect on area culture.



Rodeo grounds in Sonoita



Strategies cont.

- Attract businesses that offer earlier breakfasts and healthier fare for birders and other recreationists.
- Develop interpretive signs for birding and butterflying and also for natural areas: the Nature Conservancy preserve, Las Cienegas NCA and Coronado National Forest.
- Use existing facilities, museums, and community centers to inform visitors about local attractions.

Objective #3

Develop one or more scenic overlooks to view landscape and wildlife along the Scenic Road.

Strategies:

- Locate two scenic overlooks on State Route 83, one on the east side of the roadway and one on the west side, between mileposts 42 and 44.
- Incorporate roadside visitor information kiosks at the beginning and end of the Scenic Road, highlighting the features along the road.
- Use Scenic Road interpretive themes for kiosks or other interpretive panels.

Objective #4

Protect and promote access to existing recreational areas.

Strategies:

- Improve signage to recreational areas and trailheads along the Scenic Road.
- Work with ADOT and Santa Cruz County to maintain and improve roadside facilities.
- Partner with the local and a national bird groups, such as the South-eastern Arizona Birding Trail, to promote birding activities for the regions.



Strategies cont.

- Publicize community butterfly garden and butterfly promotions.
- Work with agencies on a protection and monitoring strategy for camping and hiking areas, including the Arizona Trail.
- Support an increase in the number of recreational equipment rental facilities along the corridor.

Objective #5

Improve “gateways” into Sonoita and Patagonia.

Strategies:

- Support goal of the Sonoita Crossroads Community Forum’s goal to work with ADOT to develop a strong sense of entrance, a safe and comfortable environment for bicycles and pedestrians, and a more defined village center in Sonoita.
- Pursue state and federal funds for landscaping and streetscaping in Patagonia and Sonoita.
- Improve and enhance signage at entrances of towns.

Objective #6

Develop and enhance the community centers in Sonoita and Patagonia for local interpretation and to provide a location for cultural activities.

Strategies:

- Support efforts of the Empire Ranch Foundation to establish a visitor center in either Sonoita or at the Empire Ranch location.
- Seek funding sources for a community center.
- Develop a committee to initiate the process.



Objective #7

Develop marketing and interpretation materials for the Scenic Road.

Strategies:

- Create a simple brochure and/or map for visitors. The brochure can contain information on local businesses.
- Develop Scenic Road information that can be linked to local, regional, state and national tourist-related websites. See if there's a high school, community college, or U of A student who wants or needs to volunteer time.
- Create Scenic Road interpretive themes. Reuse themes for consistency. Themes can center on ranching, botany of the area, birds and other wildlife, mining, Mexico, and area history. Common themes need to thread along and throughout the Scenic Road.
- Provide materials in different mediums that will appeal to individuals who need information in a different language, have different learning styles or physical abilities, different culture, or different age groups.



Chapter IX

Transportation & Traffic Safety (Goal 4)

The fourth goal of the Patagonia-Sonoita Scenic Road is to “Improve safety along the Scenic Road for all users without jeopardizing intrinsic qualities.” In order to achieve this goal, a balance needs to be achieved between commercial transport requirements, traffic safety, preservation of the corridor’s intrinsic qualities, and small town values. Following are three sections. The first describes the existing conditions along the Scenic Road as they relate to the actual roadway, maintenance along the road, use of the road, and safety and hazard areas along the road. The second section identifies the existing projects and programs that affect transportation and traffic safety. The third section lays out strategies that relate to transportation and traffic safety while preserving the intrinsic qualities along the corridor.



Wide loads waiting for traffic to clear.



Existing Conditions along the Scenic Road

The Sonoita-Patagonia Scenic Road runs through southern Arizona. For the most part, the Scenic Road is rural in character with a pleasant variety of straight and curvy stretches and a medley of interesting textures when plant communities shift with changes in elevations. Located in the northeastern corner of the Sonoran Desert, the road travels through several distinct plant communities including excellent examples of semidesert grassland and desert riparian woodlands. The Scenic Road corridor is surrounded by several mountain ranges that provide beautiful scenic vistas.



Scenic view along SR 82

The Scenic Road experience does not change significantly as a driver approaches either Sonoita or Patagonia. It's an easy transition from rural highway into rural town. The speed limit along the Scenic Road varies from 55 to 35 miles per hour

(MPH). In Sonoita the speed limit is 45 MPH; within the Patagonia town limits it is 30 MPH. Rumble strips in the road warn of changes in the speed limit on either end of Patagonia, at the pass on State Route 83 and near the Patagonia Roadside Rest Area. Within Patagonia, the road widens to accommodate a center turning lane and two parallel parking lanes through town. A curb and sidewalk line the roadway from the high school into town. There is only one painted pedestrian crosswalk within the Patagonia town limits.

Generally, there is not a problem with congestion along the road except during special events like the Patagonia Fall Festival, the Sonoita Rodeo, and horse races. Sightseeing and recreational traffic increases on long weekends. When the Border Patrol locates a checkpoint station on either State Route 82 or 83, it slows traffic a bit but does not create serious congestion.

Highway and Maintenance Standards

Generally speaking, two areas/elements along the Scenic Road fail to meet ADOT design standards: outdated guardrails along State Route 83, and slope erosion on both State Route 83 and 82 due to poor drainage. The guardrails along State Route 83, are too close to the side of the road. They need to be moved back to allow more room for vehicles.



According to the Federal Highway Administration, there must be a 30-foot clear zone on either side of the highway that begins at the white paving stripe. The Arizona Department of Transportation (ADOT) is responsible for maintaining this clear zone, in addition its right-of-way, which can vary. Generally, ADOT right-of-way is 100 feet from the highway center line. The department is responsible for maintenance within its rights-of-way. This includes maintenance of fencing, structures, and signage; addressing erosion problems and rockfall issues; cleaning out ditches; plowing snow; maintaining the striping along the roadway; and pruning trees and mowing grass along the roadway. One of the main purposes of mowing the grass is for nighttime visibility. The tall grass blocks the reflectors along the roadway.

A handyman is under contract with ADOT to maintain the rest stops and historic markers along the Scenic Road, except for the rest area west of Sonoita, which Santa Cruz County maintains. ADOT does the shoulder work around the pullouts. A little bit of trash accumulates at the rest stops around the holidays; otherwise there are minimal maintenance requirements. A few garbage cans are located at existing pullouts. The handyman empties the trash cans and cleans pullout areas three times a week.

Vandalism is a problem at existing tourist facilities along the Scenic Road. Interpretive signage is scarred by bullet holes. At the Patagonia Roadside Area, boulders and garbage cans were “tagged” with spray paint. The Sonoita Rest Area is difficult to maintain because of frequent vandalism.

The Patagonia-Sonoita Scenic Road is significantly posted with State Scenic Byway signs, mileage signs, No Passing, speed limit and other necessary traffic control signs. ADOT does not allow advertisement or real estate signs in its right-of-way. The Scenic Byway signs appear at regular intervals of approximately every seven miles along the whole route. Other signs provide information about tourist facilities and/or activities, indicating historic markers, roadside tables and rest stops, noting services ahead, marking entrances to Wine Country, the Coronado National Monument, Patagonia Lake State Park and the town of Patagonia. Commercial signs along the Road are minimal. Several real estate signs and large billboards were observed near Nogales. Both size and location of the billboards affect the scenic quality of the roadway.



State Route 83 Rest Area



Current Scenic Road Use

Trucks, cars, Border Patrol vehicles, bicycles, recreational vehicles, and horses all currently share the Patagonia-Sonoita Scenic Road. Drivers are locals, tourists, international shippers, and ranchers. There is heavy truck use along the Scenic Road. Truckers hauling loads of produce from Mexico use State Route 82 as a perceived shortcut to reach Interstate 10 East. Because oversized loads cannot use Davidson Canyon Bridge on Interstate 10, they need to take State Route 83 and State Route 90 as alternative routes. This situation is not permanent; ADOT is trying to push the new bridge construction project along at a faster rate. Truck traffic will always be a safety concern on the Scenic Road because the months of highest volume correspond with the peak tourist season. The presence of large trucks and wide loads along the corridor is a safety concern and is not compatible with scenic designation.

Safety and Hazard Areas

Accidents occur on the Patagonia-Sonoita Scenic Road mainly because people drive too fast and the roadway is curvy. On State Route 83, between mileposts 44 and 45, there is wear and tear on the road and guardrails get hit by trucks with oversized loads. The narrow section of road between mileposts 43 and 50 is especially dangerous because there is no place for cars to pull over to allow wide loads to pass. Rockfall areas on State Routes 82 and 83 require regular maintenance during and after strong rainstorms. Curved sections of the Scenic Road and sections with narrow shoulders are dangerous for cyclists and joggers. Speeding drivers may not have time to react to bicycles or pedestrians when sight distances are impaired; they may have no room to avoid them if shoulders are too narrow. Narrow shoulders and lack of adequate places to pull off the road are also safety concerns for tourists who want to enjoy the scenic views.

The Patagonia Roadside Rest area from milepost 15.36 to milepost 15.63 on State Route 82 is known internationally as an excellent birding site. Visitors park at the rest area and walk across the highway to view birds along Sonoita Creek. Pedestrian caution signs with advisory speed limits of 45 MPH warn motorists as they approach the area, but the posted speed limit remains at 55 MPH. Rumble strips are installed across the road near the warning signs as an additional precaution.



Traffic Monitoring

The traffic volumes for the Patagonia-Sonoita Scenic Road, referred to as Average Annual Daily Traffic Counts (AADT) can be found at the following website: <http://tpd.az.gov.html>.

ADOT State Highway System Log

The ADOT State Highway System Log is a route-by-route inventory for all State System facilities. It includes various features, geometrics, projects and other information. The Log for the Patagonia-Sonoita Scenic Road is located at the following website: <http://tpd.az.gov.html>.



Existing Projects and Programs for Transportation and Traffic Safety

Currently there are many programs in place that address transportation and traffic safety for the Patagonia-Sonoita 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
- ADOT Program & Project Management Section Active Project Status Report
- ADOT Predesign, Transportation Planning, and Environmental Planning
- Vision 21 Task Force Report
- ADOT Adopt-a-Highway Program

Current ADOT Projects

There are several current ADOT projects along the Scenic Road. ADOT resurfaced the road from Patagonia Lake State Park to Nogales in 2001. It was milled and overlaid, and drainage and guardrails were upgraded. ADOT is currently testing different sealing surface materials on State Route 83 north of the Town of Sonoita. A current plan for the construction of a new bridge over the Santa Cruz River. Currently, the bridge plans call for a 65' 10" wide bridge including three 12-foot lanes (one is a left turn lane), two 10-foot shoulders, an 8-foot multi-use path, and space for barriers. ADOT is currently updating guardrail that do not meet current standards along State Route 83. Guardrail end-caps are being replaced with the SRT350 models, which are more impact resistant. As part of this project ADOT is evaluating the feasibility of flattening slopes within the clear zone enough to eliminate the need for guardrail.



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. Active projects for the Patagonia-Sonoita Scenic Road are included in this report, which is located on the ADOT website:

<http://www.dot.state.az.us/about/ppms/ps1/ps1.html>.

ADOT Predesign, Transportation Planning, and Environmental Planning

ADOT Predesign performs project assessments, studies and scoping documents for roadway improvements only. ADOT Transportation Planning is responsible for statewide long-range transportation planning. Information collected in order to make planning decisions includes highway and traffic data and transportation safety data. Project prioritization and coordination involves local government. ADOT Environmental Planning is responsible for the implementation of the Transportation Enhancement Program that provides funds for 12 categories of transportation-related enhancement projects.

Information about these groups is located on the ADOT website at:

<http://www.dot.state.az.us/.html>.

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.dot.state.az.us/Vision21/reports/final.html>.

ADOT Adopt-a-Highway Program

ADOT encourages volunteer groups and organizations 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 Patagonia-Sonoita Scenic Road has several volunteer groups participating in the Adopt-a-Highway program. More information is located at:

<http://www.dot.state.az.us/news/school/adopt/adopt.html>.



Proposed Strategies for Transportation and Traffic Safety

In order to achieve the goals and objectives for the Patagonia-Sonoita Scenic Road, several proposed strategies need to be implemented to ensure the balance between transportation and traffic safety, preservation of intrinsic qualities, and small town values. These specific strategies are highlighted below.

Objective #1

Provide better safety conditions for bicyclists, pedestrians and equestrians along the Scenic Road.

Strategies:

- Coordinate with bicycle community and ADOT to widen shoulders and avoid reflectors, rumble strips and chip seal treatments in shoulders.
 - Develop better pedestrian crossings and/or sidewalks in Sonoita, Patagonia, and other necessary locations along the roadway including the Patagonia Roadside Rest Area. Improve identification of crosswalks on roadway.
 - Develop better equestrian signage, horse trails along the Scenic Road, and access to horse trails from the road.
 - Keep lane width to the minimum 12 feet. Widening beyond 12 feet may encourage faster driving.
 - Increase “Watch for Bicyclists” signs.
 - Develop intermodal safety education programs.
- Distribute information to increase safety awareness among drivers and encourage sharing of the Scenic Road, with non-motorized vehicles.



Existing road conditions



Existing guardrail along the Scenic Road

Objective #2

Reduce the number of through semi trucks and vehicles with wide loads travelling on the Scenic Road.

Strategies:

- Work with ADOT to discourage through semi-truck traffic on a Scenic Road by placing narrow road and slow traffic warning signs at the beginning of Scenic Road. Continue to follow proposed litigation against truck-banning legislation in New Jersey.
- Work with ADOT and Pima Association of Governments (PAG) to eliminate wide loads on Scenic Road by speeding up schedule for bridge with increased clearance at Marsh Station. Public input is directed through PAG to the State Transportation Board.
- Work to open communication with truckers and trucking companies to encourage the use of Interstates 19 and 10 as a preferred route. Use of flyers and brochures, post notifications on bulletin boards and websites.
- Work with Rand-McNally to list the mileage from Nogales to Tucson in miles as well as kilometers in the next edition of the Motor Carrier Atlas.
- Work with Santa Cruz County law enforcement in enforcing speed limits on State Route 82. The more speed limits are enforced, the more truckers may not want to use the Scenic Road.
- Monitor the effects of NAFTA on the volume of trucks using the Scenic Road.



Wide load on SR 83



Objective #3

Balance roadway safety with roadway aesthetics and community values.

Strategies:

- Develop methods that are compatible with resource conservation regarding rockfall on the Scenic Road.
- Increase funding for rockfall cleanup in sensitive areas.
- Increase signage for hazard areas.
- Work with ADOT on the appropriate use, not overuse, of rumble strips, reflectors and guardrails.
- Work with ADOT to ensure that the Scenic Road remains a maximum of two lanes, except where left-turn lanes are needed.

Objective #4

Discourage vandalism and ensure good maintenance.

Strategies:

- Switch to larger, vandal-proof garbage cans at rest areas.
- Require more frequent rest area maintenance and supervision. Assist ADOT and the County in obtaining funding for this.

Objective #5

Monitor speed limits on the Scenic Road.

Strategies:

- Press Highway Patrol to enforce speed limits. Slower traffic can be more comfortable and welcoming for locals and visitors alike.
- Encourage Border Patrol to use flashing lights and reduce speed.



Objective #6

Encourage appropriate signage along the Scenic Road.

Strategies:

- Post directional signs to Scenic Road in nearby communities.
- Encourage communities to adopt policies and measures to minimize or eliminate outdoor advertising and real estate signs along the Scenic Road. Ordinances can be developed that limit sign proliferation, size and type, particularly of viewsheds.
- Determine location of individual interpretive signs along the Scenic Road. Advisory Committee can develop guidelines for consistent sizes and graphic features of interpretive signs along the entire corridor.



Chapter X

Partnerships (Goal 5)

The fifth goal of the Patagonia-Sonoita Scenic Road is to “Continue to build partnerships and foster cooperation among agencies and organizations to ensure that the goals of the Scenic Road are in harmony with existing programs that protect and enhance the intrinsic qualities along the roadway.” The two sections below describe the existing valuable partnerships associated with the Scenic Road and then propose specific strategies to increase partnerships, fulfilling the goals set out in this CMP.



Appleton-Whittell Research Ranch biologist and Wheat Scharf landscape designer at a public meeting



Existing Partnerships

Currently, three partnerships are in place that address the goals and objectives of the Patagonia-Sonoita Scenic Road. These existing partnerships, working with the proposed strategies in this Corridor Management Plan, will form an overall strategy to ensure that the Scenic Road goals and objectives are realized.

Sonoita Crossroads Community Forum

Through extensive community outreach the Sonoita Crossroads Community Forum was instrumental in compiling the Comprehensive Plan for Northeast Santa Cruz County. The Comprehensive Plan defines future land use for the area. Some of the partners involved in the Sonoita Crossroads Community Forum are the Bureau of Land Management, Coronado National Forest, Santa Cruz County, Arizona Department of Transportation and Arizona State Land Department.

Sonoita Valley Planning Partnership (SVPP)

The SVPP is a voluntary association of agencies, groups, and individuals that have a common interest in the public lands in the Sonoita Valley. They were instrumental in developing the land use plan for the Empire-Cienega Resource Conservation Area, which included the Las Cienegas National Conservation Area designation. Agencies and groups involved in the SVPP include the Bureau of Land Management, Coronado National Forest, Arizona State Land Department, Natural Resources Conservation Service, U.S. Geological Survey, Arizona Game and Fish Department and Santa Cruz County.

Southeast Arizona Land Trust (SEALT)

SEALT was organized in 1995 to create a private entity to hold conservation easements in Southeastern Arizona, including easements that ADOT was planning to purchase along the Patagonia-Sonoita Scenic Road. SEALT has developed into a well-connected resource for landowners in the area and is a significant resource to aid in the implementation of the goals and objectives of this Corridor Management Plan.



Proposed Partnerships and Strategies to Develop Partnerships

Several proposed partnerships and strategies for developing partnerships can ensure that the Scenic Road goals remain in harmony with existing programs that protect and enhance the intrinsic qualities along the roadway. These specific strategies are highlighted below.

Objective #1

Increase public awareness of the Scenic Road as a valuable asset to the region, local communities and agencies.

Strategies:

- Encourage Forest Service, Bureau of Land Management and state parks to distribute Scenic Road information through informational displays and educational brochures at their offices, visitor centers and on their website.
- Monitor local planning boards and commissions, historical groups, conservation commissions, and land trusts to insure that they exercise responsibility in acting to safeguard resources along the Scenic Road.
- Encourage education on the Patagonia-Sonoita Scenic Road at schools in Patagonia, Sonoita and Nogales. Encourage the incorporation of curricula designed to illustrate the importance of local natural resources.
- Attend agency and other organizations' meetings to discuss progress in corridor management plan implementation. Meetings to attend: SVPP, SEALT, BLM, NRCD, Forest Service, Pima County, Santa Cruz County Planning, Pima County Planning, The Nature Conservancy, Sonoran Institute and the Sonoita Crossroads Community Forum.
- Work with the Natural Resources Conservation Service in promoting conservation easements.
- Keep local media (newspapers, radio, public TV) informed of Corridor Management Plan progress.
- Staff a booth at a local festivals to educate community members about the Scenic Road.



Objective #2

Work with agencies and other planning organizations to ensure the goals, objectives, and strategies of this CMP are included in future planning documents and projects.

Strategies:

- Work with the following agencies and organizations, as suggested by the community to develop their upcoming Santa Cruz County comprehensive plan: Sonoita Crossroads Community Forum, Patagonia Area Business Association, BLM, Forest Service, Chambers of Commerce, and Santa Cruz County.
- Work with the Forest Service, BLM, and The Nature Conservancy on management strategies along the roadway that focus on preservation of biotic communities.
- Write proposals and grants with agencies and organizations for such things as interpretive signage along the Scenic Road. Proposals become stronger if more entities are involved, especially in the case of TEA-21 grants.
- Make sure county zoning officials receive a copy of the Corridor Management Plan and are informed of its goals.
- Initiate contact with developers along the Scenic Road. Present them with a copy of the Corridor Management Plan and encourage them to follow its strategies pertaining to hilltop development, screening and setbacks.
- Review plans from other agencies and organizations to ensure that the goals of the Corridor Management Plan are consistent with other plans and that similar language is shared in both.
- As suggested in the Sonoita Crossroads Comprehensive Plan, work with the Arizona State Lands Department to determine that proposed sales, leases, or exchanges of state trust lands, and any resulting development, are consistent with this plan and the accompanying regulations before a transaction is completed.
- Work with agencies in organizing a volunteer day on National Public Lands Day. Could be a good opportunity for coordinated projects along the Scenic Road, such as painting the roadside table shade structure, installing wildlife friendly fencing, or clean-up efforts.



Objective #3

Establish a permanent Scenic Road Advisory Committee. The Committee will serve as the caretaker of the Scenic Road by implementing the Corridor Management Plan and establishing and maintaining important partnerships.

Strategies:

- Make sure representatives from public agencies, county planning and other organizations, are represented on the Scenic Road Advisory Committee, along with a wide range of community members.
- Set up subcommittees for Advisory Committee, such as funding, interpretation, land use, and historical subcommittees.
- Establish a full or part-time coordinator.
- Conduct quarterly meetings.
- Update the Corridor Management Plan every five years.

Your Byway Organization should include a wide range of potential stakeholders, such as:

- Arizona Department of Transportation
- Arizona Game and Fish Department
- Arizona State Lands Department
- Arts Council
- Bureau of Land Management
- Businesses
- Chambers of Commerce
- Churches
- City/county/state government
- Community service organizations
- Convention and Visitors Bureau
- Coronado National Forest
- County Extension Service
- Historical Society
- Law Enforcement agencies
- Media
- Property owners
- Ranchers
- Schools and universities
- State parks
- The Nature Conservancy
- Tourism groups
- U.S. Fish and Wildlife Service
- Utility companies
- Youth Groups/Scouts



A variety of participants at Scenic Road public meeting



Chapter XI

Action Plan

Introduction

The Action Plan is a prioritized outline of the measures that need to be taken in order to implement the goals of the Patagonia-Sonoita Scenic Road Corridor Management Plan. Implementation of the CMP begins with the establishment of a Scenic Road Advisory Committee to set priorities and coordinate projects along the Scenic Road. The composition and role of the advisory committee are outlined in this chapter. Organizational strategies and implementation guidelines are also presented.



Getting started on the Corridor Management Plan



The Scenic Road Advisory Committee

The Scenic Road Advisory Committee is a group of community members and Scenic Road stakeholders that will, ultimately, be responsible for the implementation of the Corridor Management Plan. This is the primary organization that will coordinate and make recommendations for the Scenic Road. One of the objectives set out in the Corridor Management Plan is to establish a permanent Scenic Road Advisory Committee.

The Scenic Road Advisory Committee will coordinate with the managing agencies, volunteer groups, local landowners, local businesses, schools, interest groups, and government. They will ensure that all local citizen concerns and affected interests are represented. Public agencies and other planning organizations should be represented on the committee to address the goals of resource protection along the Scenic Road. The Advisory Committee can become a nonprofit organization, which may open up more funding opportunities for the Scenic Road.

A successful advisory committee will have a purpose, dedicated members, essential partnerships with other organizations, businesses and agencies, and a plan and timetable to reach its goals.

The Scenic Road Advisory Committee has the following responsibilities:

- Coordinate the implementation of the Corridor Management Plan (CMP).
- Monitor and revise the CMP Action Plan as needed to meet the needs of the community.
- Develop and utilize CMP subcommittees. These can include a Historic Resources Committee, a Land Use Committee, Funding Committee, and an Interpretation Committee.
- Continue and monitor partnerships with counties, agencies, and organizations.
- Support enhancement projects for the Scenic Road.
- Meet at least four times per year to review project status.
- Elect a Chair and Vice-Chair, and a recording secretary.
- Update the CMP every five years.



The Scenic Road Advisory Committee cont.

The following is a list of community members, agencies, organizations, and other stakeholders that should be included as part of the Scenic Road Advisory Committee and be informed of certain aspects of the corridor management plan. Representatives of these organizations have either attended the Corridor Management Plan public meetings or stated their interest in the process.

Agencies and Organizations

- Arizona Department of Transportation
- Audubon Appleton-Whittell Research Ranch
- Bureau of Land Management
- Coronado National Forest
- Friends of Scenic Highway 82
- Patagonia Area Business Association
- Pima County Planning & Zoning
- Santa Cruz County Chamber of Commerce
- Santa Cruz County Planning & Zoning
- Sonoita Crossroads Community Forum
- Sonoita-Elgin Chamber of Commerce
- Southeast Arizona Land Trust
- Southern Arizona Grasslands Trust
- The Nature Conservancy
- Sonoita Valley Planning Partnership
- Weekly Bulletin
- Tucson Audubon Society



Action Plan Implementation

Implementation involves four major considerations that relate to the goals of the Corridor Management Plan.

1. Developing priorities for scheduling and implementing projects that conserve and enhance the natural, scenic, cultural, and historic qualities of the Scenic Road.
2. Adequately marketing and promoting the region while maintaining a balance with existing services and facilities and desires of the communities.
3. Developing priorities to increase safety along the Scenic Road that are consistent with resource protection.
4. Coordination among agencies, organizations, and the Scenic Road Advisory Committee to ensure that the goals of the Scenic Road are realized.

Setting priorities for action should begin with the specific strategies identified in Chapters VI through X to fulfill the goals and objectives of the Corridor Management Plan. A comprehensive list of these strategies is organized into a chart in Appendix 2. These charts can be used to identify priorities and subtasks and develop a time frame to make sure that advisory committee efforts are productive.

The Committee can also use questionnaire results (see Appendix 3) to help set priorities based on documented community opinion. For example, between October 2001 and January 2002 a questionnaire was distributed to more than 200 Patagonia and Sonoita community members asking them what they felt were the most important attractions, activities, and services along the roadway. Sixty-nine people responded (35% response rate).



Action Plan Implementation cont.

The top ten most important attractions, activities and services identified by community members are:

- Patagonia-Sonoita Creek Preserve
- Las Cienegas NCA
- Historic buildings along the Corridor
- Scenic overlooks along the Corridor
- Historic interpretation and signage
- Hiking
- Santa Cruz County Fair
- Working ranches along the Corridor
- Sonoita Rodeo & Santa Cruz County Horse Races
- Visitor facilities in Patagonia

Action Plan Implementation Guidelines

The strategies outlined in Chapters VI through X require the partnering of community members with various private and public groups and agencies. The inherent political nature of these partnerships necessitates the establishment of guidelines that can direct the implementation process. A process called Context-Sensitive Highway Design, developed over the past decade by the Federal Highway Administration (FHWA) and the American Association of State Highway and Transportation Officials (AASHTO), provides excellent guidelines for the implementation of projects on the Patagonia-Sonoita Scenic Road.

Principles of Context-Sensitive Design

From: <http://www.fhwa.dot.gov/csd/qualities.htm> (Accessed August 27, 2002).

Qualities of Excellence in Transportation Design

- The project satisfies the purpose and needs as agreed to by a full range of stakeholders. This agreement is forged in the earliest phase of the project and amended as warranted as the project develops.
- The project is a safe facility for both the user and the community.
- The project is in harmony with the community, and it preserves environmental, scenic, aesthetic, historic, and natural resource values of the area, i.e., exhibits context-sensitive design.



Action Plan Implementation Guidelines cont.

- The project exceeds the expectations of both designers and stakeholders and achieves a level of excellence in people’s minds.
- The project involves efficient and effective use of the resources (time, budget, community) of all involved parties.
- The project is designed and built with minimal disruption to the community.
- The project is seen as having added lasting value to the community.

Characteristics of the Process Contributing to Excellence

- Communication with all stakeholders is open, honest, early, and continuous.
- A multidisciplinary team is established early, with disciplines based on the needs of the specific project, and with the inclusion of the public.
- A full range of stakeholders is involved with transportation officials in the scoping phase. The purposes of the project are clearly defined, and consensus on the scope is forged before proceeding.
- The highway development process is tailored to meet the circumstances. This process should examine multiple alternatives that will result in a consensus of approach methods.
- A commitment to the process from top agency officials and local leaders is secured.
- The public involvement process, which includes informal meetings, is tailored to the project.
- The landscape, the community, and valued resources are understood before engineering design is started.
- A full range of tools for communication about project alternatives is used (e.g., visualization).



Chapter XII

Funding Opportunities

Introduction

The active pursuit of funding opportunities will be an important function of the Scenic Road Advisory Committee. Funding sources include grants from government and private organizations and donations from private individuals, either monetary donations or in-kind donations such as computers, printing, or office supplies. The selection of a funding source will depend on the type of project being funded. Resources listed in this chapter include federal, state, and foundation sources. Partnering with other local organizations for specific projects can significantly broaden fund-raising opportunities. Formation of a nonprofit organization can also improve the opportunities for funding and provide an organizational structure for fund-raising efforts.



General Resources

There are many resources available that offer funding resource advice, examples of grant applications, grant search engines, and fundraising ideas. The following websites have “links” pages that list excellent related resources.

<http://www.byways.org/community/program>. Funding advice, examples of grant applications.

www.sonoran.org/cat. Grant search engine.

www.nonprofit.about.com. Information about becoming a not-for-profit organization.

www.fdncenter.org. Information about foundations.

www.enhancements.org. Information about transportation enhancements.

www.npxpress.com. Information for not-for-profit organizations.

www.azgrants.com. Grant information.

www.fund-raising.com. Source for fundraising opportunities.

www.fundraising-ideas.com. Fundraising directory.

Funding Partnership Opportunities

Reviewers of grant applications are often interested in the strength and sustainability of the organization requesting funds. Partnering with other organizations on projects of mutual interest can improve the chances of receiving grant money. Within the Scenic Road corridor, well-organized and connected nonprofit organizations include:

Sonoita Crossroads Community Forum (www.hanksville.org/crossroads).

Empire Ranch Foundation (<http://www.empireranchfoundation.org>). The purpose of the foundation is to protect, restore and sustain the Empire Ranch historical buildings and landscape as an outstanding western heritage site and educational center. It could team with the Scenic Road on interpretive projects.

The Trust for Public Lands (<http://www.tpl.org>). The national nonprofit TPL helps conserve land for recreation and public benefit. It could be a valuable partner in efforts to purchase scenic easements and open space along the Scenic Road. The website has valuable links to other similar organizations.



Southeast Arizona Land Trust (PO Box 116, Sonoita, AZ 85637). Dedicated to conserving private land in Santa Cruz, Cochise, and Graham counties, SEALT works cooperatively with private landowners.

Sonoita Valley Planning Partnership (www.hanksville.org/crossroads/SVPP.html).

National Trust for Historic Preservation, Main Street Program (<http://www.mainst.org/>). The Main Street Program works with communities to revitalize their historic or traditional commercial areas. This is an excellent source of information and funding for improvements within Patagonia.

The Nature Conservancy (www.tncarizona.org). Conservation buyers (may benefit if land acquisition is needed...TNC receives money from foundations and may be able to reward or act as a steward of any natural corridors).

The Audubon Society (www.audubon.org). Certain types of Scenic Road projects, including roadside native vegetation enhancements, interpretive facilities, and bird-watching facilities, may be able to benefit from the expertise and funding sources of the Audubon Society.



FUNDING SOURCE	PROGRAM	DESCRIPTION	ELIGIBILITY	WEBSITE
FEDERAL	Transportation Enhancement Fund	<ul style="list-style-type: none"> • Financed through TEA-21 • Comprised of 10% of the Surface Transportation Program (STP) funds • Helps finance aesthetic, cultural, & environmental improvements to surface transportation projects. • Federal government distributes monies to states. States distribute monies to cities, towns, counties, etc. 	States, MPOS, Local Governments	www.fhwa.dot.gov/tea21/factsheets/te.htm
FEDERAL	National Scenic Byways	<ul style="list-style-type: none"> • Financed through TEA-21 • Roadway MUST be designated a National Scenic Byway (NSB), All-American Road (AAR), or State Scenic Byway (SSB) • Provides grants for improvements along scenic routes, such as billboard removal, and safety improvements. Money may also be used for scenic byway marketing programs. • Preference is given to NSB or AAR projects. Next in line are roads that are applying for NSB or AAR status. Last to receive funding are SSB. • Arizona State Scenic Roads are designated through a review & approval process performed by the Parkway, Historic & Scenic Roads Advisory Committee (PHSRAC). 	States, MPOS, Local Governments	www.fhwa.dot.gov/tea21/factsheets/scenic.htm
FEDERAL	Transportation Infrastructure Finance and Innovation Act (TIFIA)	<ul style="list-style-type: none"> • Created through TEA-21 and run by the U.S. Department of Transportation • Provides three types of assistance... (1) Direct Federal loan, (2) Loan guarantees, or (3) Credit • Focus is on projects that support international, national, and regional transit and trade and that help protect the environment. • Credit assistance for a project may not exceed 33% of total project costs. Other parties (public-private partnerships) should be contributing to the project costs. • Non-refundable application fee of \$30,000. 	Open to all parties that represent a significant transportation corridor	http://tiffa.fhwa.dot.gov
FEDERAL	Recreational Trails Program	<ul style="list-style-type: none"> • Created through TEA-21 and run by the U.S. Department of Transportation • Administered at a State level • Used for maintenance, restoration, and development of trailside and trailhead facilities, acquisition of easements for trails, construction of new non-motorized trails • Max. Federal Share is 80% for each project 	Private organizations, municipal, county State or Federal government agencies	http://www.fhwa.dot.gov/environment/rectrail.htm State contact: www.pr.state.az.us

FUNDING SOURCE	PROGRAM	DESCRIPTION	ELIGIBILITY	WEBSITE
STATE	Highway Expansion and Extension Loan Program (HELP)	<ul style="list-style-type: none"> • Administered by ADOT • Grants loans through a State Infrastructure Bank (SIB). Interest will be charged on all loans. • Projects must fulfill two qualifications: <ol style="list-style-type: none"> (1) Road must be a state route or part of the State, National, or federal highway system. (2) Project must be listed in either the state or regional transportation improvement plan. • Minimum amount of loan is \$250,000. There is no cap specified. • Loan duration is for 5 years or less. 	Any political subdivision (county, city, town, etc.), a state or its agencies, and Indian Tribes	www.dot.state.az.us/about/helpbook.htm
STATE	Arizona Transportation Enhancement Program	<ul style="list-style-type: none"> • Administered by ADOT through TEA-21 funding. • Provides funding for 12 transportation enhancement activities including: <ol style="list-style-type: none"> (1) “Acquisition of Scenic Easements or Historic Sites” (2) “Scenic or Historic Highway Programs (Including the Provision of Tourist and Welcome Center Facilities)” (3) “Landscaping and Other Scenic Beautification” • Some limitations apply to these categories. • These funds are used for reimbursement purposes ONLY. Thus, applicants pay for the project and then are reimbursed through this program. • Maximum federal funding on local projects is \$500,000; maximum federal funding on state projects is \$1.5 million. • Applicants for local projects must match 5.7% of project costs in hard cash. • Applicants for state projects must match 5.7% of project costs in state funds. 	Any party may apply, but they must be sponsored by a governmental body (partnerships between private/non-profit organizations and government agencies are encouraged)	www.dot.state.az.us/ROADS/roadside/index.htm
STATE	Local Transportation Assistance Fund (LTAF I)	<ul style="list-style-type: none"> • Funded through proceeds from the state lottery. • Program cap is \$23 million/year. 	City and Towns	www.dot.state.az.us/ABOUT/fms/fndorce.htm www.azleg.state.az.us

FUNDING SOURCE	PROGRAM	DESCRIPTION	ELIGIBILITY	WEBSITE
STATE	Local Transportation Assistance Fund (LTAF II)	<ul style="list-style-type: none"> Funded through proceeds from the multi-state lottery, instant bingo, and vehicle license tax. Program cap is \$15.4 million/year. 	Regional Public Transit Authorities (RPTAS), Metropolitan Planning Organizations (MPOS), and cities/counties without RPTAS or MPOS	www.dot.state.az.us/ABOUT/fms/fndsource.htm www.azleg.state.az.us
STATE	Highway User Revenue Bond (HURF)	<ul style="list-style-type: none"> Issued by the State Transportation Board Funded through various motor vehicle taxes and fees (fuel tax, vehicle license tax, etc.), which have been distributed to the State Highway Fund via HURF funds. Applicant to pay interest that accrues on the bond. 	Cities, Towns, and Counties	www.dot.state.az.us/ABOUT/fms/fndsource.htm
STATE	Grant Anticipation Notes (GAN)	<ul style="list-style-type: none"> State of Arizona will advance funds on projects that have secured federal funding. Speeds up the funding process and allows the community to start on the project at an earlier date. Applicant will be charged interest on the note. 		
STATE	State Parks Grant Program	<ul style="list-style-type: none"> Historic Preservation (Heritage Fund) To support historic preservation efforts Up to \$1.7 million annually 	Incorporated municipalities, counties, state agencies, not-for-profit organizations, Indian Tribes and educational institutions.	http://www.pr.state.az.us/

FUNDING SOURCE	PROGRAM	DESCRIPTION	ELIGIBILITY	WEBSITE
STATE	State Parks Grant Program	<ul style="list-style-type: none"> • Trails (Heritage Fund) • To support non-motorized trail acquisition, construction and improvements • Up to \$500,000 annually • Specific funding available for Arizona Trail • Grants awarded on a matching basis. Applicants must provide at least 40% of the total project cost. 	<p>Incorporated municipalities, counties, state agencies, federal agencies and Indian Tribes</p>	<p>http://www.pr.state.az.us/</p>
STATE	State Growing Smarter Land Grants	<ul style="list-style-type: none"> • Grants for the acquisition of State Trust Lands • Grants made by the Arizona State Parks Board for up to 50% of the appraised value of a land parcel 	<p>State Agencies, Political Subdivisions of the State, Non-Profit organizations exempt from federal income taxation and for the purpose of preserving open space.</p>	<p>http://www.pr.state.az.us/partnerships/growing-smarter/growing-smarter.html</p>

FUNDING SOURCE	PROGRAM	DESCRIPTION	ELIGIBILITY	WEBSITE
FOUNDATION	Pegasus Foundation	<ul style="list-style-type: none"> Based in Boston, Massachusetts Foundation focus issues include: <ol style="list-style-type: none"> Wildlife protection Land conservation Primarily funds projects located in the Western and Southwestern United States, Florida, and Cape Cod. 	Does not accept unsolicited proposals at this time – must work with foundation’s existing partners	www.pegasusfoundation.org
FOUNDATION	The Lodestar Foundation	<ul style="list-style-type: none"> Based in Phoenix, Arizona Foundation focus is very general. 	Partnerships of non-profit organizations who collaborate on a joint venture project	www.lodestarfoundation.org
FOUNDATION	Arizona Community Foundation	<ul style="list-style-type: none"> Based in Phoenix, Arizona Foundation focus issues include: <ol style="list-style-type: none"> Community Development & Housing Environment & Natural Resources 	Non-profit organizations	www.azfoundation.org
FOUNDATION	New Earth Foundation	<ul style="list-style-type: none"> Based in Sedona, Arizona Typically fund new and/or small non-profit organizations Foundation focus issues include: <ol style="list-style-type: none"> Educational outreach Environmental protection 	Non-profit organizations	www.newearthfoundation.org