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GREATER THREE PEAKS SPECIAL RECREATION MANAGEMENT AREA PLAN

Cedar City Field Office
U.S. Department of the Interior
Bureau of Land Management
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SUMMARY

The Recreation Section of the 1986 Cedar, Beaver, Garfield, Antimony Resource Management Plan states as its main objective to "….provide recreation opportunities under the Bureau's basic stewardship responsibilities, maximizing the visitor's freedom of choice, and insuring continued diversity of recreation opportunities…"

For the past 30 years, the Three Peaks area has served to support this stated objective. The area's close proximity to Cedar City and other growing population centers makes Three Peaks increasingly valuable for many types of recreational opportunities. The area is commonly used by residents of Iron County, but is experiencing increased visitation from throughout the region and out of state, as recreation opportunities are increasingly discovered and publicized.

Recreational opportunities present in the area include off-highway vehicle use (OHV), vehicle driving for pleasure, mountain biking, horseback riding, camping, hiking, shooting, as well as the viewing of scenery and natural features. Results of recreational visitation include rapidly-spreading primitive camping, vehicle parking in new and inappropriate locations, driving cross-country, littering, conflicts with other land uses, user conflicts, and visitor safety issues.

A determination from the Cedar City Field Office and Iron County was made to designate a recreation area that would be home to both motorized and non-motorized recreation, equestrian pursuits, hiking, picnicking, and other forms of recreation. The goal of the management direction presented in this plan is to afford protection to the resources present in the Three Peaks area while still allowing for a variety of recreational opportunities.

This document represents the Greater Three Peaks Special Recreation Management Area Plan (GTPSRMAP), hereafter referred to as the Three Peaks Plan (TPP). The Special Recreation Management Area designation is needed in order to preserve and enhance the recreation resources and experiences in the area, while at the same time protecting natural resource values. The purpose of this plan is to give direction and guidance to the United States Department of the Interior, Bureau of land Management (BLM), Cedar City Field Office and Iron County in their cooperative management efforts of recreation resources throughout the Greater Three Peaks recreation complex.

Iron County formed the Three Peaks Recreation Area Committee in December of 2002, comprised of two former Iron County Commissioners, a former BLM manager, Cedar City Field Office's Public Affairs Officer, and one public-at-large. This Committee contacted user groups with interests and information about the Three Peaks area in order to gain knowledge of current uses and forecasted needs. Meetings were held on a monthly basis and included participants with an interest in and knowledge of the area. Groups consulted during the planning process were the Color Country Cycling Club, Color Country 4-Wheelers, Cedar Breaks District Boy Scouts of America, High Desert Trail, Back Country Horsemen, Cedar City Radio Control Club, Wasatch Trails

Association, landowners, grazing permittees, and users such as horseback riders and mountain bikers.

The Committee formulated goals and objectives, and management recommendations for the area. Management actions contained in the plan were formulated as a result of those recommendations in an attempt to direct public use to appropriate areas, protect natural resources, and define the transportation routes being utilized by visitors.

The following management plan contains the management goals, objectives, management direction, and actions agreed upon by the BLM, Iron County, user group representatives, and individuals contacted by the Committee.

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I. INTRODUCTION

1. PURPOSE

Recreation resource management decisions for the Cedar City Field Office (CCFO) were detailed in the Cedar, Beaver, Garfield, and Antimony RMP in 1986. This plan recommended the need for continuing the provision of recreation opportunities in the CCFO management area, and the need for interpretation of these pursuits emphasizing OHV use, hiking, and other values. The Three Peaks Plan (TPP) would serve to help reduce the level of visitor conflict, litter, and other undesirable effects of increased use and deterioration of the recreation resource. It establishes management objectives and identifies management strategies to achieve those objectives. The TPP is consistent with BLM management policies and is an integrated, issue-driven plan in that it addresses major resource disciplines present in the area and the issues associated with them.

2. LOCATION and CONTEXT

The Three Peaks planning area is located in Iron County, Utah, approximately nine miles northwest of Cedar City. The area is bounded by BLM/private land on all sides (please see map, next page).

The proposed Greater Three Peaks Special Recreation Management Area (GTPSRMA), hereafter referred to as the Three Peaks Recreation Area (TPRA), lies at an elevation that overlooks the city, adjoining towns, farms, and land developments. There are both developed and primitive roads in the area. The traffic density on these routes varies, depending on time of day or week, special events, etc. Due to numerous road systems, the area exceeds the 6,517 acres stated in this management plan as people drive or use off-highway vehicles to recreate.

Visual evidence of human habitation and activity are prominent from almost any angle at Three Peaks. Dust is often carried by the wind. Noise from non-recreational activities such as tractors and farm equipment seldom carry to the recreation area.

The project area's close proximity to the urban population of Cedar City has made it increasingly valuable for recreation. Three Peaks offers scenic views into Cedar Valley to the east and views into the Escalante Desert to the west.

Public lands within the planning area are accessed by 3.5 miles of improved road that extends west of the intersection of the Lund Highway and Midvalley Road. A second major route from Cedar City is accessed by traveling 4 miles west on Highway 56 to Iron Springs Road and then continuing west 4.5 miles onto an Iron

KEEP THIS PAGE BLANK FOR MAP

County Right-of-Way, leading into the recreation area. Once inside, an extensive road network exists, providing access to nearly every portion of the recreation complex. Roads that compose the Three Peaks area vary between paved surfaces and bladed dirt roads, to primitive roads which may require a higher clearance vehicle or OHV.

Currently in place is a Memorandum of Understanding between BLM and Iron County to work collaboratively to manage the designated Three Peaks Recreation Area, which includes a 155 acre R&PP that would be the hub of the recreation area.

The following provides background and a brief description of the R&PP process. Recognizing the strong public need for a nationwide system of parks and other recreational and public purpose areas, the Congress, in 1954, enacted the Recreation and Public Purposes Act as a complete revision of the Recreation Act of 1926. This law is administered by the BLM. The act authorizes the sale or lease of public lands for recreational or public purposes to State and local governments and to qualified nonprofit organizations.

A number of R&PP leases have been adopted between Iron County and the BLM for the Three Peaks area in the last twenty years. The first R&PP lease occurred in January of 1986 and included 70 acres of the Three Peaks region. Nearly four years later, in March of 1990 the county again leased additional acreage adjacent to the previous R&PP lease. This lease included an additional 85 acres making the total amount of land leased to the County 155 acres.

The county has applied for an additional 30 acres to be included in the R&PP. This acreage includes land near the southwest corner of the existing R&PP, a heavily disturbed area of approximately 20 acres, of which 10 acres are in a basin or deep depression. The disturbance and pit area has been there since 1963 when the site was used as the location of an explosives test by the military.

The proposed designation area contains approximately 6,517 acres of public, state, private and county lands. The state, county and private lands would not be considered as part of the TPRA unless approved by the BLM. In conjunction with recreation planning efforts, two separate land exchanges have been initiated which would increase the amount of BLM administered lands within the recreation area. These land exchanges would allow the BLM to acquire all of the state lands and a portion of the private lands that are currently held within the proposed recreation area.

Owner	Acres	% Of Area
Bureau of Land Management (BLM)	4,966	76%
State (SITLA)	950	15%
Private	586	8.5%
Iron County	15	.5%
Total Acres:	6,517	100%

Table 1 – Land Ownership of the Greater Three Peaks Area

3. NATURAL SETTING AND RESOURCES

Three Peaks lies in the eastern section of the Great Basin. The primary vegetation type of the Three Peaks area consists of sagebrush and pinyon-juniper woodlands. The climate is a common mountain desert climate with hot summers and cold winters. Elevation of the area ranges from approximately 5,600 to 6,416 feet above sea level. The average annual precipitation is about 10 inches, most of which occurs during the winter and spring months of the year.

Information regarding average weather in Cedar City, Utah

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Average temp. (°F)	30.2	34.7	40.9	47.4	56.2	66.5	73.5	71.9	63.2	51.0	38.7	30.7
High temperature (°F)	41.7	46.6	53.4	61.1	71.0	83.0	89.3	87.0	78.8	66.0	51.5	42.6
Low temperature (°F)	18.5	22.7	28.3	33.6	41.4	50.0	57.7	56.7	47.6	36.0	25.9	18.6
Precipitation (in)	0.9	1.0	1.4	1.0	0.9	0.5	0.9	1.2	0.8	1.3	1.0	0.7

Table 2 – Temperature and Precipitation

Grazing: The following allotments exist within the boundaries of Three Peaks:

Grazing Allotment	Number of Acres (% of Allotment on Public Lands)	Number of AUMs	Beginning Date	Ending Date	Type of Livestock
Iron Springs	4680 (29%)	720	3-1	2-28	Cattle
Sherratt	1320 (79%)	118	9-1	2-28	Cattle
Jenson	2440 (75%)	225	2-1	2-28	Sheep

Table 3 – Grazing Allotments

Roads: The following is a road inventory of the proposed GTPSRMA completed by Iron County. The inventory reflects a total of 74.65 miles of various road types.

Road Type	Miles
Bike Trail	16.15
Primary Roads	14.31
R&PP Primary	1.13
R&PP Secondary	3.47
Secondary Roads	39.57

Table 4 – Road Mileages of the Greater Three Peaks Area

Primary roads can be characterized as paved, high quality, higher-traffic routes, which may intersect other routes to directly access a certain location.

Secondary roads can be characterized as lower-traffic, less- quality routes that can be rural, suburban or back country in nature, accessing "dead-end" points, used as possible alternative access road to bypass traffic/main routes. Secondary roads may be paved or well maintained gravel but are not "primitive", i.e. a dirt or non-maintained route.

In addition, an undetermined amount of primitive, two-track routes exist within the area.

Recreation: The Three Peaks area is commonly used by residents of Iron County, due to its close proximity to Cedar City as well as its easy, low elevation, year-round access. In recent years, more and more recreationists are visiting from areas other than Cedar City, such as the Wasatch Front, St. George, and locations outside of the state.

Much of the recreation that occurs at Three Peaks is undeveloped and dispersed. The majority of visitors are either individuals or small groups participating in day use activities. The Three Peaks area is also used for overnight camping and group outings such as Boy Scout Campouts, and other organized functions. Overall visitation is highest during the spring and fall months and declines during the winter and summer months. At this time, very little exists in terms of formal, recreation development within the proposed TPRA. OHV riding and mountain biking are the predominant uses. The current road system provides trails for various types of recreation activities including mountain biking, OHV, horseback riding, and hiking.

By way of contrast, the County R&PP has a substantial amount of recreational development. Two covered pavilions exist for day use or group activities. There are fifteen developed picnic/campsites, which contain facilities such as picnic tables and fire rings. Horseshoe pits are proximal to the pavilion. There are two restroom facilities located in the R&PP.

The following provides background surrounding recreational pursuits that are to be addressed within this management plan:

Current Uses

Mountain Biking

In the last 15 years, as Utah has seen increased popularity in the sport of mountain biking, so has Three Peaks. A 19 mile mountain bike trail system runs throughout the complex. Six different loops exist:

- "Three Peaks" at 9 miles
- "Big Hole" at 6 miles
- "Lost World", "Tree Run", "High Road" and "Green Dart" are shorter loops.

These trails were user-built without BLM environmental review or authorization, and exist almost entirely in the north and northeast area of Three Peaks. The trails, most notably the "Three Peaks" and "Big Hole" Loops, are recognized in Mountain Biking websites, guidebooks, brochures, and other tourism promotion publications. In 1998, the Utah Summer Games Mountain Biking Event came to Three Peaks. This is a statewide competition that is held every June. Approximately 2000 user days are logged for the Summer Games pre, during and post-events alone. Currently, it is estimated that some 10,000 user days are logged annually on trails in Three Peaks. A percentage of those users who travel from outside the local area also camp overnight. It is not unusual to encounter 15-20 separate individual and/or group camping units during the Summer Games and to a lesser extent during busy spring weekends.

Figure 1 - Mountain Biking at Three Peaks SRMA

Rock Crawling

Inside the Iron County R&PP or "core area", the stage is set for the sport of rock crawling, which has become a major activity for a number of local and out of town recreationists. Rock crawling involves many different types of four-wheel drive vehicles, which effectively "crawl" up, over, and across rock formations. The popularity of rock crawling at Three Peaks derives from its unique rock formations within this portion of the complex. Approximately 5 acres of slick rock are available for this activity. In the past, three to ten rock-crawling events have been held annually at Three Peaks, with up to 5000 spectators per event, and as many as120 entrants.

Figure 2 - Rock Crawling at Three peaks SRMA

ATV/OHV

As the popularity of rock crawling exploded in Three Peaks, so has OHV use. With increased interest in OHVs, and the introduction of the all terrain vehicle (ATV) in the mid 1980's, the use of motorized vehicles for recreation nationally has taken off. Many factors have contributed to the growing popularity of motorized off-highway recreational activities, including the advancement of technology that enables motorized OHV users to reach previously inaccessible areas. Increased OHV use at Three Peaks has followed in line with the state and national trend. There are approximately 42 miles of OHV routes throughout the Three Peaks complex, mostly on historic two-track roads, which experience use in all four seasons of the year. Most of this use is seen in the north and northwest sections of the recreation area. Hill climbs, flat terrain, and loops provide diversity for the OHV enthusiast. Some OHV users camp overnight at Three Peaks, but, most often, are visiting for the day only.

Figure 1 - Family of OHV Enthusiasts at Three Peaks SRMA

Equestrian

Three Peaks has been home to equestrian use for decades, and this use has steadily increased over the years. Past events held there have included training, endurance, and trail rides, in addition to backcountry loops and casual use. The Three Peaks area is attractive to equestrians for a variety of reasons, most notably the variable terrain and the soil type. For horse training purposes, equestrians are able to ride on flat terrain,

gentle up and down slopes, as well as to make steep hill climbs. The sandy, soft soils offer good drainage, which makes Three Peaks a desirable destination for this activity year round, with the most popular seasons being winter, spring and fall. This soil is also easy on horses' feet, therefore attractive for ponying exercises and long rides. In the summer, riders often explore the area in the early morning or late evening to experience milder temperatures. The ubiquitous sage brush at Three Peaks is also an attractive feature for training young horses, as it offers opportunities for reigning practice.

There are many miles of paths for equestrian use in Three Peaks, but no designated trails exist for that express purpose. Endurance trainings have been staged out of Three Peaks that incorporate 100 mile loops. A large number of equestrians visit Three Peaks year round, and many from St. George visit in the summer season to escape the relatively high temperatures. A developed equestrian horse camp for the proposed TPRA is considered a very important development, as only one other horse camp exists in Utah. The establishment of corrals, parking areas, etc. is sure to further increase the level of equestrian use at Three Peaks, and provide an experience that is in high demand.

Figure 2 - Equestrian riders at Three Peaks SRMA

Facilities and Amenities

At present, within the R&PP, there are pavilions, picnic tables, fire rings, a swing set, horseshoe pits, a water well and two restrooms. There is a location sign at the entrance to the R&PP.

Proposed Uses

Radio Control Flying

A further development which would increase the amount of recreation visitation to the Three Peaks area is the construction of a Radio Control Flying Field. This activity has experienced explosive growth in the past 10 years. Radio control flying sites on other BLM land areas, namely, Mesa, Arizona; Grand Junction, Colorado; Bend, Oregon; and Helena, Montana, are prime examples of successful operations that provide visitors with a unique recreation option.

Radio Control Flying is seen primarily as a family activity, but large, competitive events are held often. Presently, there are 870 members of Radio Flying Clubs within 250

miles of Cedar City. Iron County is seen as a desirable flying area, as the flying season is longer than most other locations, with weather patterns being more suitable for flying a longer period of time. It is estimated that approximately 2,000 pilots may visit the area at any given time to use the field. Radio Control plane operators employ transmitters and receivers that are set up on narrow band FM. In terms of range, if a pilot can see his or her plane, the pilot has control. The majority of flying would be done over the cleared and level flying field. The flying field adheres to AMA (Academy of Model Aeronautics) standards. The Radio Club is sanctioned by the AMA, and as such must adhere to a strict safety code set forth by the organization. Flying fields are regularly situated close to urban areas. For example, Bennet Field in Las Vegas, Nevada is approximately 150 yards from Sam Boyd Stadium.

Motocross: During the public scoping process for recreation use in the Three Peaks area, motocross enthusiasts requested that a track system or course be developed for the use of high speed OHVs within the planned recreation area. As discussed earlier, a 30 acre addition to the 155 acre R&PP would encompass a crater located near the southwest corner of the existing R&PP. This site would become a center for OHV activity with a motocross practice track. Approximately seven acres are proposed as the footprint of the motocross track with the remaining used for support facilities such as parking and day use areas.

Large Group Area: Another improvement put forth during the public scoping process as a desirable recreation component for Three Peaks is the development of a large group area. Located near the center of Sec 15, this area would be constructed so as to host large group gatherings, including local and regional scout groups, church organizations, community associations, etc.

II. ISSUES AND CONCERNS

Early in the planning process, members of the public, the Three Peaks Recreation Area Committee members, and BLM resource staff generated a list of primary issues and concerns. They are as follows:

1. Address trash dumping, user conflict, vandalism, and other illegal activities.

2. Address conflicts between mountain bikers, motorized users and other users (horseback riders, ranchers, shooters, hunters etc.).

3. Motocross use represents a potential liability issue for the managing agency. This use is inconsistent with other recreational activities and may have an adverse impact on adjacent landowners. Perennial vegetation in and adjacent to the "pit" is virtually absent as a result of intensive vehicle use and concentrations of vehicle parking.

4. Road use has created a proliferation of unauthorized roads and trails from both motorized and mechanized visitors. Some roads are uneven, severely eroded, and pose a safety hazard to visitors with low clearance vehicles.

5. Address funding for management.

6. High speed OHV and dirt bike use have increased the likelihood of accidents and human injury when operated in a competitive mode on a track designed for jumps, bumps, and sharp turns.

7. Address uncontrolled shooting.

8. General environmental damage from all uses.

9. Address abandoned mine workings.

10. Strike a balance in terms of restrictions to avoid punishment of innocents for others' mistakes.

11. Address the need for Parking and Staging Areas. Visitors park alongside and in the middle of roads, restricting the flow of normal traffic and impacting resources. This lends itself to lack of staging areas for activity preparation, i.e. OHV off-loading, horses, etc.

12. Address rangeland management issues. Livestock grazing operations are periodically in conflict with recreation use. The discord includes trail riders harassing livestock, dead livestock lying on trails or roads, and recreation development on grazing allotments.

13. In response to increased visitation, there is a need for the designation and delineation of a trail system catered to specific user groups, in conjunction with a trail management program. Motocross enthusiasts have requested that a trail (track) system or course be developed for the use of high speed OHVs, bikes, etc. within the planned recreation area.

14. Address management concern over how to manage the TPRA for premier recreation opportunities while protecting the rights of private, state and federal landowners inside and adjacent to the recreation area. Intensive and confined use by motorized vehicles can create periods of high concentrations of dust and noise.

15. Address the lack of facilities to handle increased user demands. Development of a number of facilities would aid in enhancing the experiences of visitors to the Three Peaks area. Some of these improvements include restroom facilities, water availability, trailheads, camping areas, and waste disposal facilities.

III. VISION STATEMENT

The following vision statement was adopted by the Three Peaks Recreation Area Committee.

The Three Peaks Recreation Area would provide opportunities for a wide variety of motorized and non-motorized recreational activities and benefits while maintaining compatibility among differing user groups. Recognizing the area is strongly tied economically and socially to the greater Cedar City region, the area would continue to contribute to the economic viability and stability of traditional uses as well as to the quality of life for valley residents. The common safety of all users would be emphasized and cooperative educational programs would be utilized to instill proper land use values and ethics.

IV. FOCUS OF THE MANAGEMENT PLAN

The major emphasis of the proposed GTPSRMA is placed on providing quality recreational opportunities and experiences. This Recreation Management Plan's decisions have as a focus the provision of motorized and non-motorized recreation opportunities while maintaining the integrity of other resources.

Social Factors

For the most part, recreational pursuits at Three Peaks involve a social aspect. Although there are some individuals who prefer solitary experiences, activities at Three Peaks primarily involve groups who picnic, ride OHVs, mountain bikes, and jeeps throughout the area. Since the construction of pavilions within the R&PP, an increasing number of social events, i.e. family reunions, and church functions, enjoy the location. Rock crawls draw up to 5000 people to view the sport.

As explained earlier, the population density of southern Utah has experienced extraordinary growth, and so has the need for provision of recreational opportunities. The City of St. George, 45 miles to the south, has become a regional center for both commercial services and recreation. This level of growth will inevitably reach Cedar City and Iron County in the not too distant future.

Therefore, this management plan endeavors to be proactive in its approach toward the sustainability of small tracts of land to support potentially large numbers of people. The Three Peaks Recreation Area is a case in point, as its boundary would serve to support a myriad of recreational pursuits in a relatively small land area.

The concept of carrying capacity as it relates to the recreation setting is important to consider as part of the planning process. The concept originally advocated that it is possible to distinguish minimum, maximum and optimum capacity numbers for an area. The tendency to set limits focuses management decisions on quantitative attributes and negates the qualitative ones. However, there is a difference between density and crowding. This idea suggests that instead of allowing for "maximum capacity", a more complex balance of psychological attributes related to experience, expectations, and the physical environment should be met.

Social carrying capacity can change over time as the user populations, their expectations, or their preferences change. The tolerance for crowding in relation to quality of experience varies among individuals but in general is much larger for those anticipating an urban experience than for persons seeking wilderness solitude. Conversely, it should be anticipated that as an area matures, gains an identity, and becomes accessible, that its densities would also increase. Planning, design and management should therefore respond to these anticipated larger numbers and future desired conditions and not develop or promote an experience that would soon cause conflict management problems.

V. MANAGEMENT GOALS AND OBJECTIVES

The following management goals and objectives were agreed upon by the Bureau of Land Management (BLM), Iron County, and the Three Peaks Recreation Area Committee. These objectives would guide future management and use of the TPRA. In accomplishing these objectives, the BLM would involve and cooperate with Iron County, other public agencies, private interests, and resource users.

The goals and objectives of the planned management actions are:

1) GOAL: Protect and maintain sustainable ecosystem functions and cultural integrity while providing traditional and modern uses in the area.

   a) Objective: To maintain soil quality and vegetative stability through management of motorized and non-motorized trails and livestock. This could be achieved in part by trail designations.

   b) Objective: To coordinate all special motorized and non-motorized events where all parties are responsible for the integrity of the land.

   c) Objective: For all people to respect cultural resources (archeological sites, Old Spanish Trail). This could be achieved in part through education and law enforcement.

   d) Objective: Coordinate the use of all recreation interests to see improved land health through a proactive and enforceable management plan.

   e) Objective: Provide educational and informational opportunities for user groups. This could be achieved in part through literature distribution, ranger talks, and kiosk messages.

   f) Objective: Provide opportunities for large groups of campers to congregate in one designated recreation area. This could be achieved in part through construction of a large group camping area.

2) GOAL: Achieve a compromise between all user groups, recognizing that there are a diverse number of ways the land can be used.

   a) Objective: To give all user groups equal recognition with regard to multiple use resource management objectives and actions. This would include everything from dispersed camping to

OHV access, enjoyment of equestrians, and being responsive to the mountain biking community. This could be achieved in part by creating trailheads dedicated to each major user group.

3) GOAL: Decrease conflict between users.

a) Objective: Foster responsible use through shared education and word of mouth about how important the area is to all of us.

FUNDING: Obtain needed funding for prescribed management actions.

a) Objective: Explore all possible funding options and select the best method(s) of funding each action. Funding would be pursued on an ongoing basis.

b) Objective: All funding allocations would be discussed between BLM staff, Iron County, and the Three Peaks Recreation Area committee.

c) Objective: From the chosen funding options, pursue and obtain funding for each management action within two years of funding identification.

VI. MANAGEMENT ACTIONS AND DIRECTION

The following management actions would be implemented to address the issues and concerns pertaining to certain program areas. The specific management direction and actions are those that best accomplish the planned management objectives and are the most compatible with the resources present in the proposed TPRA. Management direction was derived from numerous meetings with user groups, the Three Peaks Recreation Area Committee, and a core team of specialists from the BLM as well as public comment.

Recreation

A. **Communication**: Communication among the various user groups and private landowners would be encouraged. Periodic roundtable discussions among the user groups to settle problems would be held on an as-needed basis.

B. **Camping**:

Developed
Developed camping would be pursued within the R&PP Designated site locations, the Large Group Area, and the R&PP Motocross support area. New campsites could be added to the existing R&PP in the future, based on demand, carrying capacity and funding. Each Designated site would be approximately 30 feet by 30 feet. A picnic table and fire ring would be placed in each site. Suitable barriers would delineate each campsite area to prevent vehicles from wandering off road. Designated camping sites would be located no more than 250 yards from a toilet facility. Vault toilets would be Class C type with an underground vault, a toilet throne, and a wooden screen around the toilet. Portable toilets would be allowed in campgrounds, until such time as vault toilets can be installed.

Dispersed
Dispersed camping would be permitted at two distinct areas, or “zones”. Zone 1 would be located just off two-track roads, proximal to the Large Group/Boy Scout Area. Zone 1 camp sites could use the Large Group Area SST (Sweet Smelling Toilet, Concrete Vault). Zone 2 would be located approximately 1/2 mile south of the Motocross pit, proximal to the large boulder area. These zones are illustrated and identified by polygons on the attached Recreation Area Map. These areas have historically experienced heavy use. Dispersed camping would not be permitted outside these zones.

Over time, the TPRA dispersed camping zones may transform into large, developed camping areas, with picnic tables, fire rings, and SST's, as demand increases and resources become available.

Monitoring during permitted events and busy seasons would be used to further define campsite and management needs. Re-vegetation of areas previously damaged by overnight camping would be pursued.

Rules and regulations associated with camping in Three Peaks include the following:

1. While camping in the Dispersed Camping Zones, no open, solid fuel campfires would be permitted. The use of liquid or gas cooking fuels is allowed.

2. Open solid fuel campfires would be permitted in the fire rings provided in all camping areas, with the exception of camping areas in the Dispersed Camping Zones. No cutting or gathering of native vegetation or fuel-wood of any kind would be permitted. The use of liquid or gas cooking fuels is allowed.

3. Camping is restricted to 14 days out of any 28 consecutive days within the TPRA.

4. Trash containers would be placed within the R&PP area. In conjunction, a low impact camping program, i.e., a pack-it-in, pack-it-out approach would be used to manage the refuse issue.

5. All pets must be on a leash and secured to a fixed object or under control of a person, or otherwise physically restricted at all times, in designated campgrounds and delineated high use areas.

6. Personal property unattended for more than 24 hours in a day use area, or 72 hours in other areas is subject to disposition under the Federal Property and Administration Services Act of 1949, as amended (40 U.S.C. 484(m)).

7. The general quiet hours of 10:00 p.m. to 6:00 a.m. would be the standard at Three Peaks.

8. Sewage or petroleum products or dump refuse or waste from any trailer or other vehicle may be disposed of only in places or receptacles suited for that purpose. A dump station is considered appropriate for placement in the TPRA, and would be installed as conditions and funds become available.

C. **Trails**: Trails planned for construction would include hiking, mountain bike, and equestrian trails. An OHV route located on designated roads and proposed trails that link along the western side of the mountain range, and the western side of the recreation area, has been proposed and may be designated.

Modifications to the trail system would be initiated if such action is warranted by the monitoring of resource conditions, use patterns, and demand. Possible changes include creating additional trails, removing/rerouting trails, and adjusting the type and amount of allowed use.

For current and proposed trails on non-BLM lands, permission for public access would be sought for roads and trails that intersect private and SITLA land holdings through easements, right-of-way, land acquisitions, or other types of agreements. These sections of road and trail represent vital links for loop trail possibilities.

D. **Equestrian Trailhead**: The Equestrian trailhead would be constructed with corrals, a parking area for easy loading and unloading, and hitching posts. Small picnic areas would be a part of the trailhead, along with a kiosk, signs, and a standard SST vault toilet. The trailhead would be located at Section 12, Township 35S, Range 12W. All work would be completed cooperatively with BLM, Iron County, and by community volunteers.

E. **Mountain Bike Trailhead**: The Mountain Bike trailhead would be constructed proximal to the northeast corner of the existing R&PP parking lot, which would effectively provide for easy access to the system of mountain bike trails in the northeast section of Three Peaks. Parking, an SST vault toilet, a kiosk and signs would be associated with the trailhead. All work would be completed cooperatively with BLM, Iron County, and by community volunteers.

F. **OHV Trailhead:** The OHV trailhead would be constructed north of the motocross pit, providing access to the proposed OHV trail system in the northwest section of Three Peaks. Parking, a SST vault toilet, a kiosk and signs would be associated with the trailhead. All work would be completed cooperatively with BLM, Iron County, and by community volunteers.

G. **Radio Control Flying Field**: The Model Airplane facility would be located at the intersecting corners of sections 1,2,11, and12, of Township 35S, Range 12 W. A runway/taxi area would be constructed with pits, barriers, and parking. Total cleared area is equivalent to 6.13 acres. This includes all proposed improvements with exception of the

access road into the site. A (SST) vault toilet would be located near the parking area, as well as a kiosk and signs. In the future, spectator seating with bleachers and RV parking may be developed, along with a family picnic area. Applicable rules and standards associated with the construction and operation of the Radio Control Flying Field are noted in the Appendix. All work would be completed cooperatively with BLM, Iron County, and by community volunteers.

Rules and regulations associated with the Radio Control Flying field include the following:

1. The current A.M.A. (Academy of Model Aeronautics) safety code must be followed at all times.
2. Parking will be in designated areas only. No vehicles allowed in pit area or on runway.
3. Frequency control, from a frequency control board, will be strictly adhered to for all aircraft radio transmitter operations including pit area tune up or adjustments. Please check the frequency board to insure that your channel is open before turning on your transmitter for any reason.
4. There shall be no consuming of any alcoholic beverages within the designated field boundaries or by anyone who will be flying that day.
5. All flying must be done forward (West) of the flightline. Absolutely no flying is permitted at anytime over the pit area, parking area or designated spectator area.
6. Only pilots and their designated pit crew members are allowed in the pit area during flying. Pilots and spotters only allowed on flight line during flights.
7. Pilots will position themselves in the designated pilot areas while flying their aircraft.
8. No more than 5 aircraft will be allowed in the air at a time.
9. No flying will be allowed during work parties, (weed removal, policing. etc.), or other scheduled non-flying events.
10. Airborne traffic pattern may be right or left hand outside the pit area. There shall be no taxing of aircraft in the pit area. Pilots will loudly announce their intentions to land and from which direction (left or right). An engine out, (to be announced "dead stick"), landing has priority. All helicopter pilots will be required to have a spotter to insure proper flying safety.
11. All aircraft must be identified at a minimum with the name and address of the owner of the model.

12. Field rules may be amended and posted at anytime without prior notice to accommodate scheduled or special events.

13. Failure to follow these rules will result in the offender being asked to refrain from such activity and if failure to do so continues, offender will be asked to leave the premises.

14. These rules are enforceable by the Bureau of Land Management and/or Iron County or their designees.

15. By using this facility, it is agreed by you that these rules will be followed at all times.

16. If you are not a current member of the A.M.A., (Academy of Model Aeronautics), it is highly encouraged and recommended that you either join the A.M.A., or that you acquire and maintain adequate liability coverage for yourselves before using this facility.

17. By using this facility, you agree to release the Bureau of Land Management, Iron County and any local or outside club or organization associated with this facility from any and all liability that may arise due to damage or injury during use. **Fly at your own risk.**

18. All flyers and guests are responsible to keep the area clean.

19. This flying site is here for all to enjoy, please do not jeopardize the safety of yourselves or others.

H. **Large Group Area**: The large group area, located near the center of Sec 15, would be constructed so as to host large group gatherings. There would be ground cleared for a registration area, a 14,510 SF parking area to support 30 to 60 vehicles at one time, SSTs, amphitheater, 40-50 camp sites, and a water tank. A large assembly area would have main flag poles, a large central fire pit and possibly a backdrop to aid in sound amplification. A main pavilion would accommodate seating or tables for approximately 300 people, and a small cooking area for camp stoves. The amphitheater would support seating on benches for approximately 300 people. The water system would consist of a main water tank filled by water truck on an as needed basis. The tank would be elevated to create a gravity feed for all water outlets. The tank would be screened and blended into the terrain as much as possible. Water system would comply with appropriate state regulations. Any future additional water lines to this or other high use areas would follow existing roads or trails. All work and funding would be provided cooperatively by Iron County, BLM, local scout units and individuals.

I. **Motocross Practice Area**: Approximately seven acres are proposed to be used for the motocross track. The location of the motocross track is

at T35s, R12w, S14, the blast site of a large pit created sometime between 1968 and 1973 as a result of TNT detonation. The motocross area would be used as a practice area, and not for formal competition.

A parking area would be located proximal to the east rim of the pit, and would accommodate approximately 25-30 vehicles. The lot would be laid out and constructed adjacent to the existing road and high use area on the east side of the motocross pit.

It is estimated that 5 picnic/camping sites would be developed. This would include a picnic table and parking area at each site. These sites would be installed over time with approximately two to be installed each year starting with year two. The sites would be located on the east side of the area leaving a buffer or open space between the pit area and the camping area.

A minimum of one vault toilet would be constructed, as funding becomes available. The toilet would be accessible to both the OHV Trailhead and the Motocross Pit Camping Area. Access to the site would be by the Iron County Three Peaks road held under ROW and an extension of approximately ¼ mile to the amended acreage along the existing roadway. The road would be consistent with County standards with a potential chip and seal coating. Initially the road would be a ditched and crowned road with a compacted gravel surface. Existing roads within the 30 acres (three roads less than one mile in total length) would be upgraded to accommodate traffic. They would be ditched and crowned roads with a gravel surface. All work would be completed cooperatively with Iron County and community volunteers. Stipulations associated with the motocross area in Three Peaks include the following:

1. All garbage, ribbons, lath, arrows and any other markings used at the motocross facilities would be disposed of at an authorized dump site. Materials would not be buried or burned on-site.

2. Provisions would be made for the protection of, and limit the disturbance to, all cultural (archaeological and historical); visual; forage; woodland and watershed resources; and livestock, wildlife improvements (structures) which may be affected by the increased use in the area from motocross practice track activities. This would involve undertaking any reasonable preventive and/or restorative measures, including:
   a. Adequate sanitation and litter disposal facilities.
   b. Limiting practice to vehicles equipped with AMA and SRA approved mufflers.
   c. Prohibiting vehicle travel off established roads and parking areas.

J. **Informational Kiosk**: A focal, centralized kiosk would be constructed near the main entrance to the R&PP. This welcoming area would have a small parking lot and serve to introduce visitors to the myriad of recreational opportunities available at Three Peaks. A sign program would be developed, and informational structures would be located at the welcoming area, equestrian trailhead, mountain bike trailhead, large group area parking lot, motocross area, OHV trailhead, and the radio control airplane parking lot.

K. **Competitive and Organized Events**:

1. Competitive and organized events would in large part be considered through the BLMs Special Recreation Permit (SRP) process. Events within the R&PP area would be administrated by Iron County. Events that would adversely affect the existing trails or existing uses would not be permitted. In order to protect trails, stipulations governing competitive, commercial and event permits would include language allowing for the cancellation or alteration of routes in case of inclement weather. Monitoring regimes both before and after events would be used to assess impacts attributable to the activity. Post-event rehabilitation and future permit stipulations would be based on monitored impacts. BLM and Iron County retain the discretion to limit the number of participants in any given activity.

2. Routes for these purposes would be limited to designated routes.

3. Examples of activities which may require special recreation permits are:
   a) Rock Crawl (Iron County)
   b) Model Airplane Competitive Events
   c) Archery Events
   d) Use of the Large Group Area, or
   e) Other structured, commercial or competitive events

4. All scheduling of events within the R&PP would be done by Iron County, who would notify BLM. For public lands, the BLM would prepare an SRP, if required. The types of permits are as follows.

   ***Commercial Use**:* recreational use of the public lands for business or financial gain.

   ***Competitive Use*:** Any organized, sanctioned, or structured use, event, or activity on public land in which two or more contestants compete, and either of the following apply:

1) Participants register, enter, or complete an application for the event; or
2) A predetermined course or area is designated.

Examples of competitive events include OHV races, mountain bike races, horse endurance rides, and radio controlled airplane events.

5. There would be no competitive events on the Iron County R&PP area in relationship to the motocross track.

6. Competitive archery events have been staged at Three Peaks for at least 15 years. Under the management plan, on a case by case basis, archery SRPs may be considered by closing off and signing restricted access on up to 45 acres on the west side of the recreation area, south of the shooting range, for the duration of the permit.

7. Organized group/event permits are for non-commercial and non-competitive group activities and recreation events, except within the R&PP area. The authorized officer determines when a permit is required based on resource concerns, user conflicts and/or the need for monitoring.

   Examples of groups or events that may require a permit or an agreement include a group camp outing, fraternity activity, a large church activity, a large family reunion, or a dual sport event.

L. **Parking Areas**: Parking areas would be located at the welcome area, entrance to the R&PP, near the motocross track, model airplane runway, equestrian trailhead, mountain bike trailhead, OHV trailhead, and as a part of the large group area.

M. **Emphasis Areas**: Three emphasis areas would be designated: 1) A bicycle emphasis area would originate at the mountain bike trailhead; 2) A hiker/equestrian emphasis area would be designated as non-motorized, except for administrative and emergency use, and originate at the trailhead; and 3) An OHV emphasis area would originate at the OHV trailhead.

   Site and facility development would take place as money becomes available.

Visitor Services

A. Basic emergency services would be handled by the Iron County Sheriff's Office, Ambulance, and Search and Rescue. In any situation within the TPRA, there would be coordinated law enforcement between Iron County and BLM.

B. Information and interpretation would play an important part in the recreation area. The ability to distribute current information in a timely manner would help in the management of the area. Under consideration for information distribution are the Cedar City Field Office website, the Iron County Website, brochures, directional, interpretive and informational signs, and an orientation center in the Three Peaks area**.** The websites would include activity locations, calendar events, acceptable uses, points of interest and registration materials.

C. Potable water sources could be developed in the future in high use areas. Water pipelines would follow existing roads and trails.

Visitor and Resource Protection

A. *Posted rules:* Rules and regulations for the recreation area would be posted on the main information kiosk located prior to the entrance to the R&PP, large group area, Radio Control Flying Field, and trailheads.

B. All motorized vehicle and mountain bike use is limited to designated roads and trails.

C. The discharge or use of firearms, other weapons, or fireworks is prohibited.

D. Willfully defacing, disturbing, removing or destroying any personal property; or any scientific, cultural, archaeological or historic resource; or natural object or area is prohibited.

E. Disposal of any household, commercial or industrial refuse or waste brought as such from private or municipal property is prohibited.

F. "Gray water" or wash water dumping from recreational vehicles is prohibited.

Waste Disposal

A. A waste disposal plan would be developed to include waste disposal facilities at all high use areas such as trailheads and parking areas. Iron County would handle solid waste disposal, but litter removal would be handled by an Iron County employee and BLM Recreation position, i.e. seasonal Recreation Technician or volunteer. Litter would be picked up

and placed in the large containers provided by Iron County and properly disposed of in the Iron County Land Fill.

B. Solid waste in the R&PP area would be collected in bins furnished by Iron County, and collected and disposed of at the county land fill.

C. Permanently established restrooms would be the standard SST vault toilets which would require approximately 30 square feet of surface disturbance. They would be placed adjacent to the equestrian trailhead, radio control airplane area, large group area, mountain bike trailhead, and motocross site. Port-a-potties may be used until permanent facilities are complete, and for special events.

Land Ownership

A. Land ownership within the proposed TPRA is predominately BLM administered or leased lands. However, there are private and state lands, and a small portion of county owned land within the boundaries of the proposed recreation area. These boundaries would be signed and, if possible, an easement established. Private lands are not considered as part of the proposed TPRA.

B. Administration of the R&PP would be by Iron County. All permits within the R&PP would be issued by the County. All permits outside the R&PP on BLM administered lands would be issued by BLM. Although use permits would be administered by the managing agency, schedule of events and issuance of permit information would be shared with the other entity.

Access and Transportation

In the proposed GTPSRMA all routes would be designated as open, closed or administrative. Administrative access would be provided to certain sites (range improvements). Desirable loop trails would be appropriately signed. Trails in the bicycle emphasis area would be restricted to non-motorized use only, except for administrative and emergency needs. Single tracks would be open to hikers and bicyclists only. As all other loop trail opportunities are constructed and opened for public use, they would become designated routes.

1. Additional trails throughout the planning area would be considered subject to conflicts with other resources. All users, whether motorized, mechanized, horseback or afoot, would be encouraged to present trail proposals for evaluation as future designated routes. After approval is received, user groups, supervised by BLM staff, would be given the opportunity to

construct and maintain new authorized trails.

2. Cross country travel (off of identified routes) would be prohibited for OHV, Mountain Bike and Equestrian use, with the exception of the allowance for Equestrian use on the open, east side. Hiking would not be restricted. Equestrian use of Mountain Bike and OHV Trail systems would be prohibited, with the exception of necessary crossings and Equestrian Trailhead area.

3. Existing routes that are part of a recognized trail system but do not meet BLM standards would remain open until suitable relocated/alternative routes are available.

4. OHVs and in particular all-terrain vehicles (ATVs) have a high impact within the Three Peaks area. The present use is unlimited. However, with designation of the TPRA, use would be restricted to designated roads and trails and established motorized areas within the R&PP. Through the management program, the mountain bike trails would be designated and signed as non-motorized only, including the prohibition of Equestrian use.

5. OHV users would be informed of the need to wash vehicles thoroughly prior to arriving at Three Peaks to help prevent the introduction of undesirable plant species, including noxious weeds.

Signing

A. A kiosk or bulletin board would be posted near the main entry point leading into the R&PP area, at the three trailheads, and in the group campground. These structures would inform the public about opportunities in the area and include orientation, safety, regulatory and interpretive messages. The designated trails prescription would be explained and a map would be available. Recreation routes would be signed on the ground. Closed and administrative routes would be signed at intersections.

B. A sign plan would be developed to provide information, increase public enjoyment, assist visitors in way-finding, and to minimize natural resource impacts. Signs and other informational materials would show the Iron County and BLM logos.

Information Communications and Education

A. A brochure would be developed for the TPRA detailing the “designated route” management prescription. Signing and restrictions would be explained to the public. Emphasis areas

would be included so that visitors can identify areas suitable for their activities. The map would also indicate closed routes and areas closed and/or restricted to overnight camping, as well as ethics messages, i.e. Leave No Trace. Ethics messages would be provided to local shops selling outdoor products, mountain bikes, and motorcycles.

B. Local high schools would be visited on a periodic basis to emphasize ethics messages. Outreach education would be conducted on a periodic basis for schools, clubs, and organizations.

C. The Old Spanish Trail, one of the National Historic Trails in the nation, would be recognized in signage located within the proposed TPRA. The trail travels through the Three Peaks area.

D. A Trail Blazer Volunteer program would be instituted to help and educate visitors at Three Peaks. Volunteer Trail Blazers are specially trained volunteers who are responsible for greeting fellow enthusiasts, educating riders, and providing useful information about responsible OHV use on public lands. Volunteers carry no law enforcement authority above that of a regular citizen. Their influence lies in their knowledge, friendliness and willingness to help others. They have a high degree of commitment to responsible use of OHVs on public lands.

An educated rider is a responsible rider. Through education, the objective of the Trail Blazer Volunteer Program would be to increase compliance with the rules and regulations, increase agency visibility, and increase visitor safety at the proposed TPRA. A Trail Blazer Volunteer Program communicates with fellow visitors, hands out maps, and reminds visitors of responsible riding practices. They encourage *Leave no Trace, Right Rider* and *TREAD Lightly!* principles. Trail Blazer volunteers also promote good trail manners as well as help visitors in need.

Grazing

A. Cattle gates would be replaced by cattle-guards for better livestock management.

B. On all printed materials such as maps, brochures, and bulletin boards, information would be provided to inform users about grazing use in the area, including sheep and cattle, in particular the time of year that calving takes place.

C. Support land owners and permittees' efforts to protect private land.

D. The Jenson and Iron Springs allotments would be included in the proposed Three Peaks Recreation Area. Grazing occurs mostly during the months of January and February and to date is not perceived to be a problem to recreation users. The Iron Springs Road is used as a livestock trail. Permittees would be required to assist with the management of the area by removing dead animals, and herding livestock away from the large group area, radio control airplane area, and the motocross area.

E. Due to health and human safety considerations, predator control can not be required but can be requested within the boundary of the proposed TPRA.

Vegetation and Soils

A. Areas where resource damage occurs may be closed for recovery purposes, in consultation with the Three Peaks Recreation Area Committee.

Realty

A. Iron County and BLM would pursue the purchase of public easements across private lands to improve access to public land.

B. Iron County and BLM would pursue acquisition of private lands within the recreation area through land exchanges and/or purchases.

Public Safety

A. For safety reasons, shooting of firearms would not be allowed within the TPRA at any time. Hunting of any kind would not be allowed. This message, important for all users, would be distributed by website, publications, and signs placed throughout the recreation area. Users would be informed of and encouraged to use the nearby facilities at the Iron County shooting range. Disclosure would be coordinated with the Utah Department of Wildlife Resources.

B. One of the reasons for limiting mechanized and non-mechanized use to designated roads and trails is to limit the potential of accidents related to abandoned mine workings. The routes remaining open would be selected for safety as well as the potential uses for the route. The public would be informed of this danger on kiosks and information locations.

C. Cedar City is the closest ambulance service. For special events, ambulance services would be required on-site.

Law Enforcement

A. Both BLM and Iron County Sheriff's Department law enforcement officers may patrol the area and issue citations. Violations may be reported to either agency, which would coordinate with each other. Both of these agencies should be notified of upcoming commercial or organized events.

Concessions

A. Permits for concessions are temporary, short-term, non-exclusive, revocable authorizations to sell goods or services on public lands in conjunction with a recreation activity. Vendors typically sell goods, clothing or services in connection with a special event or recreation activity. Vendor permits do not authorize permanent structures, and do not grant preferential rights for renewal or interests in real property on the public lands. Examples of vendor permits include t-shirt sales in conjunction with a rock crawl, or other competitive event, a hot-dog stand, firewood sales in a campground, or shuttle services to or from an event in the recreation area.

Maintenance

A. Maintenance to facilities outside the R&PP, with exception of water management maintenance, would be under the auspices of BLM and may be done through the use of volunteers or BLM employees. A maintenance schedule would be set up to paint and repair facilities. Many of the groups who have been working to create this recreation area may provide a work force to assist with maintenance.

B. Maintenance of facilities within R&PP areas would be under the auspices of Iron County.

Visual Resource Management

The BLM uses a Visual Resource Management (VRM) system to inventory and manage visual resources on public lands. The primary objective of VRM is to maintain the existing visual quality of BLM administered public lands and to protect unique and fragile visual resources. The VRM system uses four classes to describe the different degrees of modification allowed to the landscape. VRM classes are visual ratings that describe an area in terms of visual quality, viewer sensitivity to the landscape, and the distance in which a viewer would observe an area. Once an area has been assigned a VRM class, that class can be used to

analyze and to determine the visual impacts of proposed activities on the land, and to gauge the amount of disturbance an area can tolerate before it exceeds the visual objectives of it's VRM class.

The entire proposed TPRA is under the VRM class IV objective. The objective of this class is to provide for management activities which can result in major modification of the existing character of the landscape. These management activities may dominate the view and be the major focus of viewer attention. However, every attempt should be made to minimize the impact of these activities through careful location, minimal disturbance, and repeating the basic elements.

In order to achieve this VRM class objective within the TPRA, a number of considerations would be employed, including:

- Color and placement of vault toilets – appropriate blending in to the background to not detract from the existing scenic character of the area.
- Dumpsters – screened from public view, if possible.
- Signs – consistency and of color and size, in line with natural features of the area.
- Water Tank – appropriate screening and color so as to minimize the domination of viewer attention.
- Use of construction materials and site fixtures that are visually appropriate to the area.

VII. ADMINISTRATION AND MONITORING

A. Interested organizations and user groups would continue to be encouraged to establish cooperative programs for the patrol and maintenance of the area and to help prevent irresponsible use, trash, and vandalism problems through a heightened presence and public education.

B. A monitoring system would be established to analyze recreational impacts. The monitoring data would furnish baseline information for consideration in future land-use decisions and management actions consistent with plan goals and objectives. Periodic monitoring would be conducted by field office personnel and volunteers.

1. Monitoring would include visitor contacts, resource inspections, traffic counters, and routine patrols.

2. Photo monitoring of selected locations would aid in the evaluation of impacts. Photographic trend plots, designed to document changes in plant cover and erosion, would be employed to evaluate the effectiveness of the management methods prescribed in the plan.

3. Visitor counts would be used to monitor use. Various surveys would be used to evaluate user satisfaction.

C. Recreation management decisions concerning recreational facility/trail proposals would be evaluated periodically. Representatives from interested user groups would be asked to participate and comment during the review process. Decision-making criteria, including visitor numbers, user complaints, user conflicts, quantity and variety of recreation uses occurring, types and numbers of recreation violations, proliferation of unauthorized routes, changes in visitor needs, and documented resource damage, would provide the basis for recreation management determinations. Final determinations would be approved by the BLM Field Manager, with input from Iron County.

D. Recreation area management plans are revised only when the management actions no longer meet the recreation objectives or when the recreation objectives are no longer valid. This plan would be reviewed at least every 5 years. The public would be informed and asked to participate in the review.

E. Iron County administers the R&PP lease areas. BLM administers all remaining land within the SRMA. Both the BLM and Iron County may assist in monitoring the entire SRMA.

VIII. FUNDING

The following funding sources would be sought to help pay for implementation and maintenance of this plan and to extend federal funding.

A. The BLM would seek monies through annual work plan allocations. Iron County would seek funds through the annual Iron County budget process.

B. State grants and other sources of funds would be applied for by the user groups, as well as the BLM and Iron County.

C. Fees would be collected by the BLM from special events that take place outside the R&PP area. Iron County would administer fee collection, if any, for events within the R&PP area.

D. Donations of volunteer time and funding would be accepted from the various user and special interest groups.

E. BLM would consider the collection of a nominal camping fee for overnight use of the campground sites as they are developed outside the R&PP area, through the Fee Demonstration program. Fees would go directly to upkeep and maintenance costs of the campground facilities. The BLM would seek partners in managing the campground. These considerations would be made in consultation with Iron County.

F. When money is obtained, Iron County and BLM would determine where the funds are best used to carry out the implementation of the plan or maintenance of current facilities.

G. BLM funds may not be expended toward development within the R&PP area.

IX. IMPLEMENTATION PLAN

The following outlines a phasing in of plans and facilities associated with the Greater Three Peaks SRMA. This implementation schedule could change as funding and volunteer resources become available.

A. Actions scheduled for the Fiscal Year 2005:

1. Authorize Recreation Management Plan.
2. Install main information kiosk and parking lot.
3. Provide basic regulation and site orientation information.
4. Close and rehabilitate identified routes.
5. Signing of recreation area (designated routes).
6. Collect baseline recreation statistical data.
7. Develop interpretive plan.
8. Develop sign plan.
9. Begin initial facility development and construction of: motocross area parking lot, OHV trailhead, mountain bike trailhead, equestrian trailhead, radio control runway, large group area, and dispersed camping area.

B. Actions scheduled for the Fiscal Year 2006:

1. Continue enhancement of: motocross area/OHV staging, mountain bike trailhead, equestrian trailhead, radio control runway, large group area, and dispersed camping areas.
2. Begin conversion of Dispersed Camping Zone sites into designated site type.
3. Establish an Adopt-a-Trail or Location program.
4. Establish a volunteer base for maintenance and monitoring.
5. Begin upgrade of trails in emphasis areas.
6. Install Dump Station.

C. Actions scheduled for the Fiscal Year 2007:

1. Construct Hiking trail proximal to Group Camp area.
2. Manage all routes using the designated routes prescription with the completion of all of the loop trail development, signing and fencing.
3. Continue upgrades and/or modifications to trail systems.
4. Continue enhancement of: motocross area/OHV staging, mountain bike trailhead, equestrian trailhead, radio control runway, large group area, and dispersed camping areas.

X. APPENDICES

APPENDIX A

LIST OF ACRONYMS AND ABBREVIATIONS

CCFO:	Cedar City Field Office
OHV:	Off-Highway Vehicles
UDWR:	Utah Division of Wildlife Resources
BLM:	Bureau of Land Management
GTPSRAMP:	Greater Three Peaks Special Recreation Area Management Plan
GTPSRMA:	Greater Three Peaks Special Recreation Management Area
R&PP:	Recreation and Public Purposes
SRP:	Special Recreation Permit
NEPA:	National Environmental Policy Act
SST:	Sweet Smelling Toilet
SRMA:	Special Recreation Management Area
TPP:	Three Peaks Plan
TPRA:	Three Peaks Recreation Area

APPENDIX B

Phase-in and Cost Estimates for Each Major Development

Equestrian Trailhead

The equestrian trailhead would be constructed with corrals, a parking area, and hitching posts. Estimated costs came from a similar construction in Vernal Field Office.

Four Pens 16’ X 16’ ($2494.00)

- In-frame gate @ $137.00 X 4 = $548.00
- Short panels @ $112.00 X 4 = $448.00
- Panels 6’ X 16’ @ $156.00 X 8 = $1248.00
- Sand and gravel $50.00
- Cement $200.00

Sign: Up to $3000.00 (design and fabrication)
Standard SST vault toilet (30 X 30 feet of disturbed area) $25,000.00.
Pull-off truck and trailer parking

Phase 1:

- Develop trailhead and parking area
- Construct loops.

Phase 2:

- Install signage
- Install SST

Phase 3:

- Install corrals and hitching post

Radio Control Airplane Flying Field

The Model Airplane facility would be located at the intersecting corners of Sections 11, 12 and 1. A runway/taxi area would be constructed with pits, barriers, and parking.

Phase 1:

- Provide a 60’ wide access road into site from main road. This road should enter the Southeast corner of parking area.
- Clear and level an area 1000’ X 200’ and another area 250’ X 300’ to accommodate runway, taxiway, pit area, pilot stations, spectator area and parking. Area has been marked with “T” posts and tags.

- Install a paved runway area in the middle of the 1000’ X 200’ cleared area. Runway does not need to meet the same standards as a typical roadway or highway as it would not be subject to any motorized or non-motorized traffic that is capable of human transport, other than a possible helicopter landing pad. Paved area may be a 2” base of gravel or other material as deemed suitable with either a 1” to 2” layer of asphalt or a layer of “slurry” seal over the base. Runway must be easy to maintain and clean as needed. Runway to be 700’ long North to South and 100’ wide East to West. This allows a 150’ safety zone on the North and South ends and a 50’ safety zone on the East and West sides of the runway. The 150’ and 50’ safety zone areas around runway would require no further improvement, other than periodic cleaning and clearing of weeds, etc., to be accomplished by the club.
- Install paved area to the East of runway running 200’ North to South and 80’ East to West to accommodate taxiway, pit area, and pilot stations using same method and materials as described above.
- Runway would be striped with a 4” dotted line down the center and painted at both the North and South ends with 4 each 10 foot wide stripes 40 feet long and one 20 foot wide stripe 40 feet long in the center. Each stripe would have a 10-foot non-painted section in between. Striping machine and paint would either be donated or otherwise provided by the club. Other areas of the runway, pilot stations, etc., would be painted as needed. All paint would be equivalent to standard white road paint, unless otherwise requested.

If trash receptacles are not provided as part of the Three Peaks Development, the club would provide a means of collecting trash and, on a regular basis during the flying season, would police the area for any refuse and empty the receptacles. Every attempt would be made to insure that flyers and visitors are aware of the need to keep the area clean.

The following signs would be designed by BLM under an interpretive, informational and directional sign plan, fabricated as funds permit and installed by the club and at the discretion of landowners:

i. A sign welcoming flyers and visitors to site measuring 4’ by 6’ reading “Three Peaks Radio Control Flying Field”, or similar, installed near the corner of the main road and the field access road.

ii. Signs would be placed designating parking area.

iii. A sign for posting field rules and regulations would be installed facing East on the backside of the pit area. The sign would be posted with the current AMA safety code and the current Cedar City Radio Control Club Flying rules and would further read “Non AMA users are not insured - use field at your own risk”.

iv. A separate sign would read “Paved runway for model airplane use only - no vehicles”.

Phase 2:

- Improve parking area with either gravel or other base.
- Improve pit area by installing covering over a 100'X20' area. Construction will be 2" steel poles with corrugated roof, open on all 4 sides. Roof area to slant downward from West to East, starting at 10' tall down to 9' tall. Structure to be painted in a color complimentary to the area (either green or brown).
- Install restroom facility in Northeast corner of parking area. Facilities would be built to same specifications as current facilities at the Three Peaks area. NOTE: Until permanent restrooms can be built, the club will provide temporary toilet facilities at any event where a number of spectators are expected.
- Construct and install bleachers at both ends of the covered pit area. Bleachers would also be painted to match color scheme of covering over pit area.

Phase 3:

- Install 4' high fence around perimeter of parking area. This will include 4' high barrier fences between pit area and spectator area.
- Improve parking area to include RV parking. This does not include a sanitary dump facility, strictly a designated portion of the parking lot for RV's and bigger vehicles there for long-term parking.
- Designate a "family area" on the North side of parking lot. This would include 8' tall shade awning structure over picnic tables.

Phase 4:

- Install 2' high fence around entire perimeter of cleared safety zone around runway.
- General landscaping to improve aesthetics around parking area.
- Expand pit and taxi area 50' both directions North and South for a total of 300' long. Would not expand covering over pit area.
- All color schemes and structures would be constructed in harmony with the natural surroundings as much as possible.

Large Group Area

The large group area, located near the center of Sec 15, would be constructed to accommodate large groups. There would be ground clearing for a registration area, a 14,510 SF parking area, SSTs, amphitheater, 40-50 camp sites, and a water tank. New environmental analysis would be instigated for work beyond currently planned proposal.

- Road Improvement:
- Parking Area
- Amphitheater
- SSTs

- Camping Area
- Water Tank

Phase 1
- Develop Assembly area with fire pit, flag poles and parking lot.
- Install water system with water sources running to all potential campsites.
- Develop one or more campsites.

Phase 2
- Completion of seating for assembly area.
- Construct campsite pavilions and finish development of campsites.

Phase 3
- Main Pavilion constructed.

Motocross Track

Phase 1

- Construction of motocross track. Estimated total cost would be $3000 (see appendix, motocross layout).
- Complete parking facility for motocross area estimated to be approximately $5000 for equipment, material and labor.
- Picnic/camping site development would begin: 1-2 sites at a cost of $3800 each.
- One pre-fabricated vault toilet would be installed at an estimated cost of $25,000.
- Survey and design of the access road would occur, with base construction being completed. Interior roads would be ditched and crowned. Estimated to be $10,000.

Phase 2

- Gravel surface main roads at an estimated cost of $10,000.
- Picnic/camping site development: 1-2 sites @ 3,800 each.

Phase 3

- Determine need for “chip sealing” main access road – cost estimated to be $10,000.
- Develop remaining picnic/camping sites @ $3,800 each.

Mountain Bike Trailhead and Parking Area

The Mountain Bike trailhead and parking area would be constructed proximal to the northeast corner of the existing R&PP parking lot. Parking for 7-10 vehicles, an SST vault toilet, an informational kiosk and signage would be associated with the trailhead.

Phase 1

- Development of parking lot, with appropriate fencing and barriers.
- Installation of kiosk with loop maps and interpretive information.

Phase 2

- Installation of SST vault toilet.

OHV Trailhead and Parking Area

The OHV trailhead and parking area would be constructed proximal to the motocross pit. Parking for 10-15 vehicles, an SST vault toilet, an informational kiosk and signage would be associated with the trailhead.

Phase 1

- Development of parking lot, with appropriate fencing and barriers.
- Installation of kiosk with loop maps and interpretive information.

Phase 2

- Installation of SST vault toilet.

APPENDIX C

Trail User Summary

Most of the following summary of trail user's characteristics was taken from Building Better Trails, International Mountain Bicycling Association, 2001.

Foot Travelers

Walkers: Usually out for a short jaunt, 2 miles or less. They prefer to be close to civilization and signs of human presence and may not be knowledgeable in outdoor ethics. They do fine on short trails that give them a direct path from one natural feature to another. They are often out for reasons other than trail use; heritage tourism, bird watching, fitness, or family activity.
Hikers: Are usually familiar with the outdoors and like a more strenuous walk. They can handle difficult terrain and steep grades. They usually stay on trails if they are direct and interesting.

Trail Runners: Enjoy connecting trail loops to add variety in their workouts. Most runners want several miles of rolling contours with occasional challenging sections.

Equestrians: The heaviest, widest, and tallest non-motorized users. Their trails require a wide corridor and high ceiling. Contour trails with durable tread are the most sustainable. Hoofs can tend to cause divots in softer soils and could pose a danger to foot travels or cyclists. Horses can spook easily from approaching traffic and narrow crossing divides. When designing trails for horses, include water crossings where possible, but make them wide and safe.

Bikers

Beginning Cross County: Mountain bikers are casual cyclists that like gentle, relatively short trails with a few challenges. As they improve their skill they would seek longer, more difficult trails. Rough, arduous or twisty sections satisfy the need for technical challenge and help control speed. Mountain bikers tend to stay on trails, if the ride is enjoyable.

Avid Cross-Country: Mountain bikers are experienced cyclists that are comfortable in the back country. They're typically self sufficient, carrying tools, water, food, clothing and sometimes a first-aid kit. Avid riders seek trails that let them cover from 10-100 miles in search of solitude, nature and challenge. Desirable trails feature several miles of connecting loops with natural obstacles.

Downhillers: Advanced riders use sophisticated equipment that is specifically designed for descending steep and technical trails. They like going fast and should

not share trails with uphill travelers. The most sustainable trails for them are rocky contour trails with grade reversals. Because of the weight and geometry of their equipment it is very difficult to travel uphill. Systems should provide a shuttling option.

Technical /Trail Riders: Like challenges such as drop-offs, ledges, logs, elevated bridges, sharp exposure, dirt jumps, and seesaws. Some riders want technical features incorporated into their cross-country rides. Others prefer stand alone experiences such as in a skate park. On back country trails, technical features should blend with nature, flow with the trail and be well built.

Other Considerations

Endurance Athletes: Some trail runners, mountain bikers, and equestrians like to push their limits. These people seek trail networks that are as much as a hundred miles long. A large network is more appealing than multiple laps of a short loop.

Disabled Trail Users: Come in all abilities. With improved skill, endurance and equipment such as off-road wheelchairs, more trail opportunities are being sought. Suitable trails have a wide, smooth tread with gentle grades. Proper signage about trail conditions and obstacles would allow users to customize a trip to their ability. In addition, many disabled users adopt common modes of trail transportation such as Mountain Bikes, Horses, or ATVs. It is important to note that even if trails are not designed “accessible” that trailhead features such as restrooms should be to ADA standards.

Motorized Users: Consist of ATV’s, motorcycles, or Trucks that travel off road. Their needs are as diverse as any non-motorized user. One distinctive difference is that some prefer traveling cross country with no apparent designation. It is the joy of using the machine for a challenge rather than as a mechanism to reach a place. There are larger and larger groups who do enjoy trail riding and they have specific trail specifications.

Motorcycles: Are similar to a bicycle in that they prefer single track trails. They can often travel long distances and prefer trails that offer a challenge. Trail should be curvy and have obstacles and most operators are skilled athletes.
ATVS: require a 4 – 5 foot wide trail that is open and flowing. Trail riders enjoy beautiful scenery and stops with educational opportunities. The vehicles do not travel as fast as a motorcycle but they can pack in supplies into the back country. Many enjoy multi-day trips.

APPENDIX D

Maps:

1. Map: Greater Three Peaks SRMA depicting locations of Mountain Bike Trailhead, Radio Control Flying Area, Orientation Kiosk, all camping areas, parking lots, Motocross Pit and Track Areas, Proposed R&PP, Equestrian Trailhead, East side Open Equestrian Area, Boy Scout area including camp, parking area, water tank, and amphitheater, roads/trails, land ownership, Nicholes exchange, and SITLA exchange.

Participants in the Planning Effort
Iron County
Cedar City Field Office
Desert Rose Arabians
Cedar City Radio Control Club
Wasatch Trails Association
Motocross Group
Color Country Cycling Club
Cedar Breaks Council, Boy Scouts of America
Color Country 4-Wheelers
High Desert Trail Committee
BLM Grazing Permittees
Back Country Horsemen