

BLM Trail Canyon Travel Management Plan

UT/AZ ATV Club Trail Canyon TMP Assessment & Guide

Guide Built From the Following Sources

This draft combines official sources, public-land advocacy sources, local stakeholder comments, and publicly available trail references. Advocacy and commercial trail pages were used only to support common-name/usage context; BLM documents and route reports should be used for final designations.

- **BLM Trail Canyon Travel Management Plan project page** - <https://eplanning.blm.gov/Project-Home/?id=bb8779e1-3464-f111-a824-001dd8084607>
- **BLM Draft Environmental Assessment, DOI-BLM-UT-P020-2026-0003-EA, June 2026** - Uploaded PDF: 20260618 Draft EA Trail Canyon TMP.pdf
- **UT/AZ ATV Club route comments** - Trail Canyon Comments.pdf
- **Utah Public Lands Alliance Trail Canyon analysis page** - <https://utahpla.com/trail-canyon-travel-plan-analysis/>
- **UPLA Trail Canyon advocacy spreadsheet, as indexed by Google Sheets web view** - https://docs.google.com/spreadsheets/d/1LOQpVWC0rA31hT1TKqN3_2PCKbfVR17E/
- **BLM announcement: Travel Management Planning across Utah** - <https://www.blm.gov/announcement/blm-advances-travel-management-planning-across-utah-three-initiatives>
- **Utah PLPCO Trail Canyon Travel Management Plan page** - <https://publiclands.utah.gov/uncategorized/trail-canyon-travel-management-plan/>
- **Trailforks - Barracks Trail page** - <https://www.trailforks.com/trails/barracks-trail/>
- **American Adventure Lab - Barracks Trail, Kanab UT** - <https://americanadventurelab.com/routes/barracks-trail-kanab-ut/>
- **BlueRibbon Coalition Trail Canyon summary** - <https://blueribboncoalition.org/trail-canyon-ohv-trails-kanab/>
- **UT/AZ ATV Club website** - <https://utazatvclub.org/>

Purpose of this Guide

The BLM Trail Canyon EA is organized written in BLM language e.g. route IDs etc.

Local recreationist, county/city officials, businesses, and the public usually understand the roads, waypoints and geographical areas by trail names, staging areas, loops, landmarks, and local use. This guide translates the planning document into our language.

- Route ID's translated into common/local name crosswalk.
- Routes translated and grouped by locally recognized areas that are subject to proposed changes.
- Annotated map atlas and route locator key.
- What we have identified as critical & Priority route profiles for public comments.
- Safety, loop-connectivity, economic, accessibility, and stewardship talking points.

Understanding the Travel Management Plan and Alternatives

The Trail Canyon Travel Management Plan (TMP) evaluates four transportation management alternatives for approximately 469 miles of inventoried routes across 182,760 acres of Bureau of Land Management (BLM) administered public lands. Each alternative represents a different approach to balancing recreation access, resource protection, public safety, and long-term land management.

Alternative A serves as the No Action Alternative and represents the existing designated transportation network. It establishes the baseline against which Alternatives B, C, and D are evaluated. While Alternative A does not propose new management changes, it is critical because it provides the reference point for understanding the potential impacts of each action alternative.

The table below summarizes the transportation network evaluated in the Draft Environmental Assessment. Minor mileage differences between sources reflect GIS segmentation, route accounting methods, and rounding.

Alternative	Open Miles	Limited Miles	Closed Miles	Approx. New Closures vs. A	Summary
A – No Action	450–473	0	19	Baseline	Existing transportation network and current recreation management.
B	325.8–326	1.5–2	141–142	~129.8 miles (277 routes per UPLA)	Most restrictive alternative. Produces the greatest reduction in recreation access and network connectivity.
C	422.7–423	4.7–5	41–42	~40.2 miles (148 routes per UPLA)	Moderate approach that retains substantially more of the existing network while implementing targeted resource protection.
D	445.4–446	0	23–24	~23.3 miles (88 routes per UPLA)	Most access-preserving action alternative. Retains the greatest amount of existing public motorized access while still addressing identified resource concerns.

What This Means for you and I?

While total mileage provides useful context, the overall number of miles open or closed does not fully represent the recreation experience or community impacts.

The most significant effects are driven by the loss of specific connector routes that:

- Maintain loop riding opportunities.
- Connect trail systems and recreation areas.
- Provide access to scenic overlooks, camping areas, and trailheads.
- Reduce the need for OHVs to travel on paved highways.
- Support tourism and local businesses.
- Improve accessibility for families, seniors, and mobility-limited users.

Consequently, this guide emphasizes network connectivity, recreation value, safety, accessibility, stewardship, and community benefit rather than simply the total number of miles proposed for closure.

From a community perspective:

- Alternative A represents today's transportation network and serves as the benchmark for evaluating change.
- Alternative B proposes the largest reduction in public motorized access and includes most of the route changes identified by the UT/AZ ATV Club as having significant recreation, connectivity, safety, and tourism impacts.
- Alternative C preserves substantially more of the existing network and may provide opportunities for route-specific refinement.
- Alternative D preserves the greatest amount of public recreation access while still implementing targeted management actions.

Top Priority Routes to Reference by Name

These are the routes with the clearest community story: iconic use, connectivity, safety, accessibility, economic value, or apparent documentation inconsistency.

Rank	BLM Route ID	Community / trail name	Primary argument	Priority
1	20WSA	The Barracks Trail	Iconic loop, East Fork river route, Mt. Carmel economic value	Critical
2	61A	Peekaboo Connector	Safety: avoids OHVs being forced onto/along Hwy 89	Critical
3	40Q	Bay Bill / Barracks / Zion Overlook	Major overlook, family/older/disabled access, SITLA access	Critical
4	28WSA	Harris Mountain - Elephant Gap Connector	High-use connector; reduces cross-country disturbance	Critical

5	51 + 52	Coral Pink Overlook / Rock Art Loop	Maintains scenic loop and educational rock-art access	Critical
6	70WSA	Poverty Canyon / East Fork Scenic Route	High-use WSA route; volunteer stewardship history	Critical
7	93	Zion Narrows / Private Property Access	Clarify conflicting BLM materials; access to iconic trailhead	Critical
8	19A	Warriors Walk Access	Popular cultural/scenic stop; inconsistency concern	High
9	32D/32E/32CC/32X/32Z	Coral Pink West Loop	Prevents compression of State Park OHV traffic	High
10	18WSA / 20M / 28L	Barracks-Poverty Overlooks	Scenic/hunting access; existing Class D routes	High

What You Can Do?

The Trail Canyon Travel Management Plan is still under review. Public comments are most effective when they are specific, route-focused, and supported by personal experience or documented information.

We encourage you to:

- Focus your comments on Alternative B (Most Restrictive) and Alternative D (Least Restrictive). See Priority routes below to comment on for remaining open
- Comment on the routes that matter most to you, rather than submitting general statements about the entire plan.
- Reference specific BLM route numbers using the Route Crosswalk and Route Profiles included in this guide.
- Explain how you use the route and why it is important for recreation, connectivity, safety, accessibility, tourism, hunting, camping, or local businesses.
- Describe the impacts the proposed closure or restriction would have on your experience or the community.
- Offer constructive alternatives, such as retaining the route, modifying the proposal, or using stewardship, monitoring, signage, or seasonal management where appropriate.
- Submit your own original comments. Personalized comments are more effective than form letters or copied responses.

Priority Routes for Public Comment

If you only have time to comment on a few routes, consider focusing on the priority routes identified throughout this guide:

- **20WSA** – The Barracks Trail
- **61A** – Peekaboo Connector
- **40Q** – Bay Bill / Zion Overlook
- **28WSA** – Harris Mountain–Elephant Gap Connector
- **51 & 52** – Coral Pink Overlook Loop
- **70WSA** – Poverty Canyon Scenic Route
- **93** – North Fork / Zion Narrows Access

Every thoughtful, route-specific comment helps improve the final Travel Management Plan and ensures local knowledge is considered alongside the technical analysis.

Public Comment Toolkit

The most effective comments are route-specific, evidence-based, and explain what would be lost if a route is closed. Avoid generic statements like "keep all trails open" without supporting details.

Comment Formula

1. Identify the route by both BLM Route ID and common/local trail name.
2. State your experience with the route and how often it is used.
3. Explain the specific use: loop connectivity, hunting, camping, scenic overlook, hiking access, private-property access, safety, or local economy.
4. Explain why another route does not adequately replace it.
5. Offer mitigation: signage, education, barriers, monitoring, volunteer maintenance, or designated pullouts.
6. Ask BLM to correct any inconsistency between route reports, maps, and the EA.

Sample route-specific comment:

Please keep Route [ROUTE ID] open. This route is known locally as [COMMON NAME] and is important because [specific use]. Closing it would [specific impact: break a loop / reduce access / create a safety issue / harm local businesses / push use onto fewer routes]. The existing alignment is already established and should be managed with signage, education, monitoring, and volunteer maintenance rather than closure. Please ensure the final decision explains any inconsistency between the route report and the proposed map designation.

Submission Details to Verify

- BLM ePlanning project page: use the Documents tab and Participate Now link.
- Email listed by BLM/UPLA: blm_ut_kn_mail@blm.gov.
- Mail: BLM Paria River District, Kanab Field Office, Trail Canyon TMP EA, 669 South Hwy 89A, Kanab, Utah 84741.
- Public comment deadline reported by BLM/UPLA/PLPCO: July 22, 2026.

Area-by-Area Community Guide

Canaan Mountain / Rosey Canyon

Access to Canaan Mountain WSA, Rosey Canyon overlook, hiking and photography routes.

Routes to reference: 11, 11A, 11B, 11FC, 17A

Core comment theme: Route closures here can convert vehicle-assisted access into longer foot access and reduce accessibility for older users, families, and photographers.

Barracks / East Fork Virgin River / Mt. Carmel

The iconic Barracks Trail and East Fork Virgin River corridor; scenic water crossings and loop rides.

Routes to reference: 18WSA, 20M, 20WSA, 28L, 28WSA, 40Q, 70WSA

Core comment theme: This is the highest-story-value area: scenic access, local economy, loop continuity, WSA existing-use arguments, and volunteer stewardship.

Coral Pink / Sand Dunes / White Cliffs

Riding surrounding Coral Pink Sand Dunes State Park; west-border loops and scenic overlooks.

Routes to reference: 31J, 32CC, 32X, 32Z, 32D, 32E, 51, 52, 60G

Core comment theme: Closures here can compress State Park users onto fewer routes and reduce experiences beyond sand dunes.

Harris Mountain / Elephant Gap / Bay Bill Canyon

Harris Mountain routes, Elephant Gap connectors, challenging alternate loops and scenic overlooks.

Routes to reference: 28WSA, 40P, 40Q, 45F, 20M

Core comment theme: Major network-connectivity theme; use existing established roads rather than forcing concentration or new disturbance.

Peekaboo / U.S. 89 Corridor

Connector between Peekaboo staging area and trails west of U.S. 89.

Routes to reference: 61A

Core comment theme: Primary safety argument: avoid forcing slower OHVs onto or beside a 65-mph highway.

North Fork / Zion Narrows access

Access to private property and the Zion Narrows trailhead area.

Routes to reference: 93

Core comment theme: Needs immediate BLM clarification where route report and interactive map appear inconsistent.

Mineral Gulch

Low-use hunting, biking, hiking and canyon-view route.

Routes to reference: 72D

Core comment theme: Lower-use route but meaningful access; low observed erosion strengthens keep-open argument.

Master Route Crosswalk: Route ID -> Common Name -> Comment

Theme

This table is the working crosswalk. "Common/local label" means a practical rider-facing label, not necessarily an official BLM or county route name. Use this to reference both the BLM route ID and the name riders recognize.

BLM Route ID	Common/local label	Area / locator	Recommended position	Priority	Primary reason	Confidence
11 / 11A / 11B	Canaan Mountain WSA hiking + photography access	Canaan Mountain / Rosey Canyon	Keep open; closure adds approx. 2.5 miles to hikes	High	Access to Rosey Canyon overlook and Canaan Mountain WSA; comments state public/recreation uses cannot be adequately met by another route.	Medium - local name needs validation
11FC + TC1011	Elephant Cove loop connector	Elephant Cove / Canaan-Moquith transition	Keep open	High	Creates loop between 11F and 37A; rising OHV use from Elephant Cove staging; concentrates use on existing alignment.	Medium
17A	17-to-10Z connector / alternate loop	Canaan/Moquith local loop area	Keep open	High	Connector route; closing pushes users onto fewer routes and can increase crowding, resource pressure, and unauthorized travel.	Low-Medium
19A	Warriors Walk access spur	Route 19 area / cultural-scenic stop	Question B closure; keep open	High	Short sandy track to well-known Warriors Walk; comments flag inconsistency between 2020 evaluation and new Alt B closure.	High for name; area needs validation
18WSA	Barracks overlook / East Fork access route	Parunuweap / East Fork Virgin River	Oppose Alt B closure	Critical	Long-established Kane County Class D route; scenic Barracks viewpoint; foot/equestrian access to East Fork; WSA memo supports continued existing use under less restrictive alternatives.	Medium

20M	East Fork Virgin River cliff overlook / hunter access spur	Elephant Gap / East Fork overlook	Question B closure; keep open	High	Approx. 2.5-mile established sandy track used by hunters; comments flag inconsistency from prior open recommendation.	Medium
20WSA	The Barracks Trail / East Fork Virgin River route	Barracks / Mt. Carmel Junction / East Fork Virgin River	Oppose Alt B closure; keep open	Critical	Iconic scenic route; river crossings; loop through Mt. Carmel Junction; important economic, scenic, and recreation value.	High
25G	Broad Hollow / Shunesburg Mail Drop lunch spur	Broad Hollow	Keep open	Medium	Short spur used as shaded stop while visiting Shunesburg Mail Drop; low/negligible impact asserted in comments.	High for landmark
28L	Barracks - Poverty - Zion viewpoint spur	Harris Flat / Barracks-Poverty overlook	Oppose Alt B closure	High	Short sandy two-track to major scenic viewpoint; Kane County Class D route; WSA memo suggests closure not needed in less restrictive alternatives.	High
28WSA	Harris Mountain - Elephant Gap connector	Harris Mountain / Elephant Gap	Keep open	Critical	High-use connector from Harris Mountain Route 40 to Route 20 in Elephant Gap area; comments cite BLM rationales for network connectivity and reducing cross-country disturbance.	Medium-High
31J	White Cliffs access spur	Coral Pink / White Cliffs	Keep open	Medium	Short route from paved road to bottom of white cliffs; hiking, photography and hunting access.	Medium
32CC / 32X / 32Z	Coral Pink west-border loop	Coral Pink Sand Dunes west side	Oppose Alt B closure	High	Together create loop along west border of Coral Pink Sand Dunes State Park and diversify riding beyond sand dunes.	Medium-High
32D	Coral Pink south parallel	Coral Pink / Piute	Keep open	High	Well-established sandy track;	Medium

	/ 32B-to-32 connector	Reservation boundary area			comments cite BLM rationale that continued use minimizes disturbance by using existing alignment.	
32E	Coral Pink west connector / 32-to-32D link	Coral Pink Sand Dunes west side	Keep open	High	Connector near State Park; closure would compress same use onto fewer miles of road.	Medium
40P	Route 40 challenge loop / Harris Mountain alternate	Harris Mountain / Elephant Gap	Keep open	High	Alternative loop with forest, sand and rocky sections; comments cite challenging OHV opportunity with minimal adverse effects.	Medium
40Q	Bay Bill Canyon / Barracks / Zion overlook	Harris Mountain / Bay Bill Canyon	Oppose Alt B closure	Critical	One of the best overlooks in Trail Canyon; supports dispersed camping, family/older/disabled access, and SITLA access; Kane County Class D route.	High
45F	45-to-48 connector / recreation connector	Sand Dunes / Elephant Gap vicinity	Keep open	High	Medium-use established sandy route connecting 45 and 48; comments cite BLM rationales for resource protection via use concentration.	Medium
51	Coral Pink overlook / rock art route	Coral Pink / Sand Dunes	Oppose Alt B closure	Critical	Fun scenic loop, historic Kane County route, viewpoint over Coral Pink, rock art education opportunity.	High
52	Coral Pink overlook loop connector with 51	Coral Pink / Sand Dunes	Oppose Alt B closure	Critical	Maintains loop with Route 51; scenic, hiking, photography and OHV challenge value.	High
60G	60-to-60H sandy connector	Coral Pink / Sand Dunes	Keep open	High	Kane County Class D route; concentrates use on existing alignment; use appears to have increased.	Medium

61A	Peekaboo Staging Area connector / Hwy 89 west network link	Peekaboo / U.S. 89 corridor	Critical - proposed closed in B, C & D per comments	Critical	Safety issue: eliminating connector may force OHVs onto or along 65-mph Hwy 89; connects enlarged Peekaboo staging to west-side network.	High
70C	70B-to-70D scenic loop connector	Red Knoll / Sand Dunes vicinity	Question B closure; keep open	High	Connector between 70B and 70D; Kane County Class D; comments flag inconsistency from prior open recommendation.	Medium
70WSA	Poverty Canyon / East Fork scenic WSA route	Poverty Canyon / East Fork Virgin River	Oppose Alt B closure	Critical	High-use Kane County route with scenic views; club notes prior hand-tool maintenance and willingness to continue stewardship.	Medium-High
72D	Mineral Gulch access route	Mineral Gulch	Keep open	Medium	Low-use Class D route; hunting, biking, hiking and canyon-view access with minimal erosion asserted.	Medium
93	Zion Narrows / private property access route	North Fork / Zion Narrows trailhead access	Clarify conflict: route report vs interactive map	Critical	Access to private property and iconic Zion Narrows hike trailhead; comments say draft route evaluation kept open in all four alternatives, while interactive map showed Alt B closure.	High for destination

Critical Route Profiles

Barracks overlook / East Fork access route (18WSA)

Area / Locator	Parunuweap / East Fork Virgin River
BLM Map Reference	Parunuweap maps C.14-C.17
Recommended Comment Position	Oppose Alt B closure
Why it matters	Long-established Kane County Class D route; scenic Barracks viewpoint; foot/equestrian access to East Fork; WSA memo supports continued existing use under less restrictive alternatives.
Confidence / Validation	Medium

Suggested public comment sentence: Please keep Route 18WSA open because it is known locally as/associated with Barracks overlook / East Fork access route, provides Parunuweap / East Fork Virgin River access, and closing it would create avoidable recreation, access, safety, connectivity, or economic impacts that can be better managed through signage, education, monitoring, and stewardship of the existing alignment.

The Barracks Trail / East Fork Virgin River route (20WSA)

Area / Locator	Barracks / Mt. Carmel Junction / East Fork Virgin River
BLM Map Reference	Parunuweap / Sand Dunes maps
Recommended Comment Position	Oppose Alt B closure; keep open
Why it matters	Iconic scenic route; river crossings; loop through Mt. Carmel Junction; important economic, scenic, and recreation value.
Confidence / Validation	High

Suggested public comment sentence: Please keep Route 20WSA open because it is known locally as/associated with The Barracks Trail / East Fork Virgin River route, provides Barracks / Mt. Carmel Junction / East Fork Virgin River access, and closing it would create avoidable recreation, access, safety, connectivity, or economic impacts that can be better managed through signage, education, monitoring, and stewardship of the existing alignment.

Harris Mountain - Elephant Gap connector (28WSA)

Area / Locator	Harris Mountain / Elephant Gap
BLM Map Reference	Sand Dunes maps C.22-C.25
Recommended Comment Position	Keep open
Why it matters	High-use connector from Harris Mountain Route 40 to Route 20 in Elephant Gap area; comments cite BLM rationales for network connectivity and reducing cross-country disturbance.
Confidence / Validation	Medium-High

Suggested public comment sentence: Please keep Route 28WSA open because it is known locally as/associated with Harris Mountain - Elephant Gap connector, provides Harris Mountain / Elephant Gap access, and closing it would create avoidable recreation, access, safety, connectivity, or economic impacts that can be better managed through signage, education, monitoring, and stewardship of the existing alignment.

Bay Bill Canyon / Barracks / Zion overlook (40Q)

Area / Locator	Harris Mountain / Bay Bill Canyon
BLM Map Reference	Sand Dunes maps C.22-C.25
Recommended Comment Position	Oppose Alt B closure
Why it matters	One of the best overlooks in Trail Canyon; supports dispersed camping, family/older/disabled access, and SITLA access; Kane County Class D route.
Confidence / Validation	High

Suggested public comment sentence: Please keep Route 40Q open because it is known locally as/associated with Bay Bill Canyon / Barracks / Zion overlook, provides Harris Mountain / Bay Bill Canyon access, and closing it would create avoidable recreation, access, safety, connectivity, or economic impacts that can be better managed through signage, education, monitoring, and stewardship of the existing alignment.

Coral Pink overlook / rock art route (51)

Area / Locator	Coral Pink / Sand Dunes
BLM Map Reference	Sand Dunes maps C.22-C.25

Recommended Comment Position	Oppose Alt B closure
Why it matters	Fun scenic loop, historic Kane County route, viewpoint over Coral Pink, rock art education opportunity.
Confidence / Validation	High

Suggested public comment sentence: Please keep Route 51 open because it is known locally as/associated with Coral Pink overlook / rock art route, provides Coral Pink / Sand Dunes access, and closing it would create avoidable recreation, access, safety, connectivity, or economic impacts that can be better managed through signage, education, monitoring, and stewardship of the existing alignment.

Coral Pink overlook loop connector with 51 (52)

Area / Locator	Coral Pink / Sand Dunes
BLM Map Reference	Sand Dunes maps C.22-C.25
Recommended Comment Position	Oppose Alt B closure
Why it matters	Maintains loop with Route 51; scenic, hiking, photography and OHV challenge value.
Confidence / Validation	High

Suggested public comment sentence: Please keep Route 52 open because it is known locally as/associated with Coral Pink overlook loop connector with 51, provides Coral Pink / Sand Dunes access, and closing it would create avoidable recreation, access, safety, connectivity, or economic impacts that can be better managed through signage, education, monitoring, and stewardship of the existing alignment.

Peekaboo Staging Area connector / Hwy 89 west network link (61A)

Area / Locator	Peekaboo / U.S. 89 corridor
BLM Map Reference	Red Knoll / Sand Dunes atlas
Recommended Comment Position	Critical - proposed closed in B, C & D per comments
Why it matters	Safety issue: eliminating connector may force OHVs onto or along 65-mph Hwy 89; connects enlarged Peekaboo staging to west-side network.
Confidence / Validation	High

Suggested public comment sentence: Please keep Route 61A open because it is known locally as/associated with Peekaboo Staging Area connector / Hwy 89 west network link, provides Peekaboo / U.S. 89 corridor access, and closing it would create avoidable recreation, access, safety, connectivity, or economic impacts that can be better managed through signage, education, monitoring, and stewardship of the existing alignment.

Poverty Canyon / East Fork scenic WSA route (70WSA)

Area / Locator	Poverty Canyon / East Fork Virgin River
BLM Map Reference	Parunuweap / Sand Dunes atlas
Recommended Comment Position	Oppose Alt B closure
Why it matters	High-use Kane County route with scenic views; club notes prior hand-tool maintenance and willingness to continue stewardship.
Confidence / Validation	Medium-High

Suggested public comment sentence: Please keep Route 70WSA open because it is known locally as/associated with Poverty Canyon / East Fork scenic WSA route, provides Poverty Canyon / East Fork Virgin River access, and closing it would create avoidable recreation, access, safety, connectivity, or economic impacts that can be better managed through signage, education, monitoring, and stewardship of the existing alignment.

Zion Narrows / private property access route (93)

Area / Locator	North Fork / Zion Narrows trailhead access
BLM Map Reference	North Fork maps C.10-C.13
Recommended Comment Position	Clarify conflict: route report vs interactive map
Why it matters	Access to private property and iconic Zion Narrows hike trailhead; comments say draft route evaluation kept open in all four alternatives, while interactive map showed Alt B closure.
Confidence / Validation	High for destination

Suggested public comment sentence: Please keep Route 93 open because it is known locally as/associated with Zion Narrows / private property access route, provides North Fork / Zion Narrows trailhead access access, and closing it

would create avoidable recreation, access, safety, connectivity, or economic impacts that can be better managed through signage, education, monitoring, and stewardship of the existing alignment.

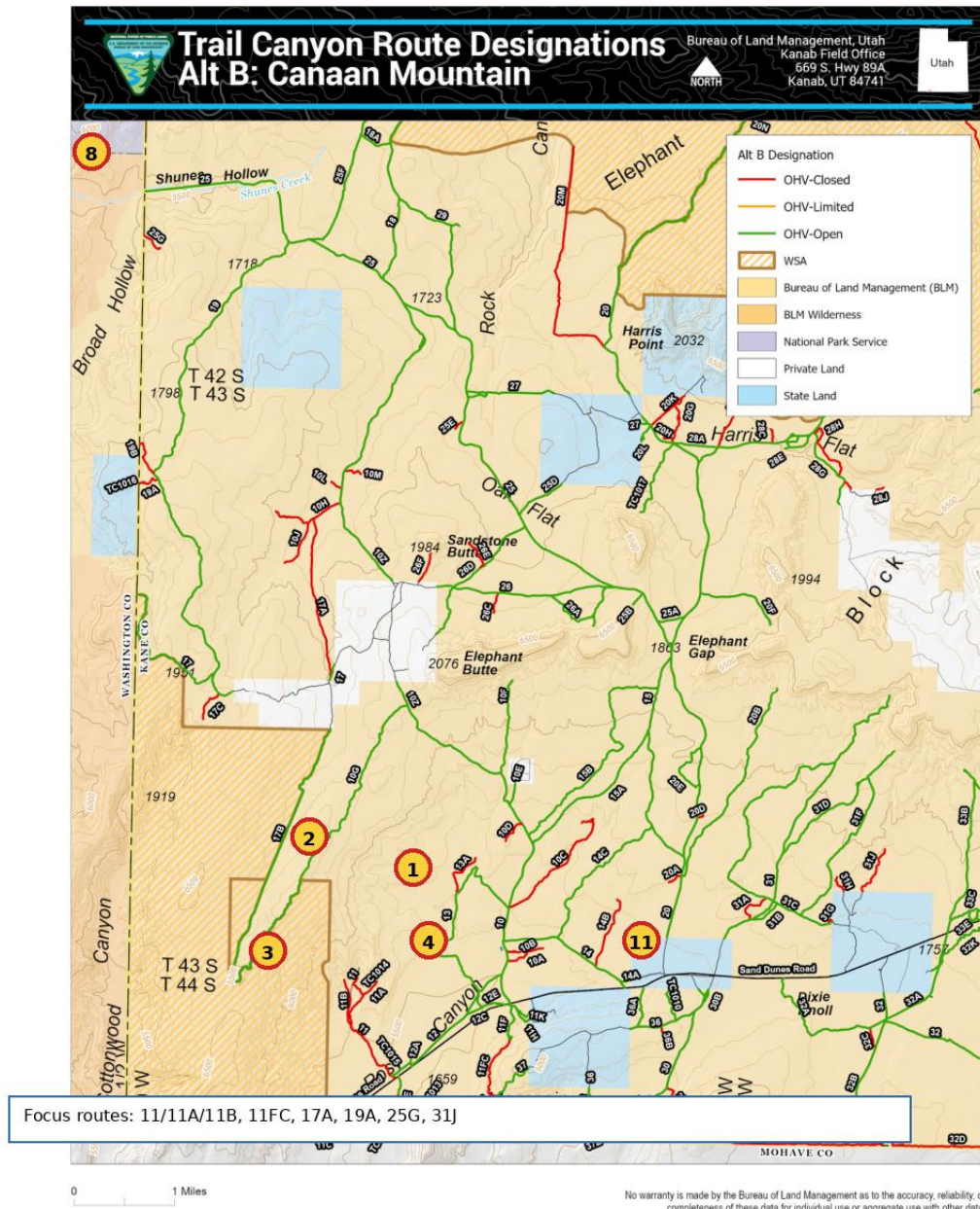
Map Atlas and Reference Key

The following atlas uses BLM EA maps and locally annotated focus maps. Because the BLM map set is route-ID based, this guide uses the route crosswalk above to translate each route into a rider-facing reference. The most important next step is to validate the common/local names with UT/AZ ATV Club riders and county route data.

Canaan / Rosey Canyon - Alternative C annotated focus map

Canaan / Moccasin / Elephant Cove - Alt B map

C.3 Map 3: Alternative B, Canaan Mountain Area

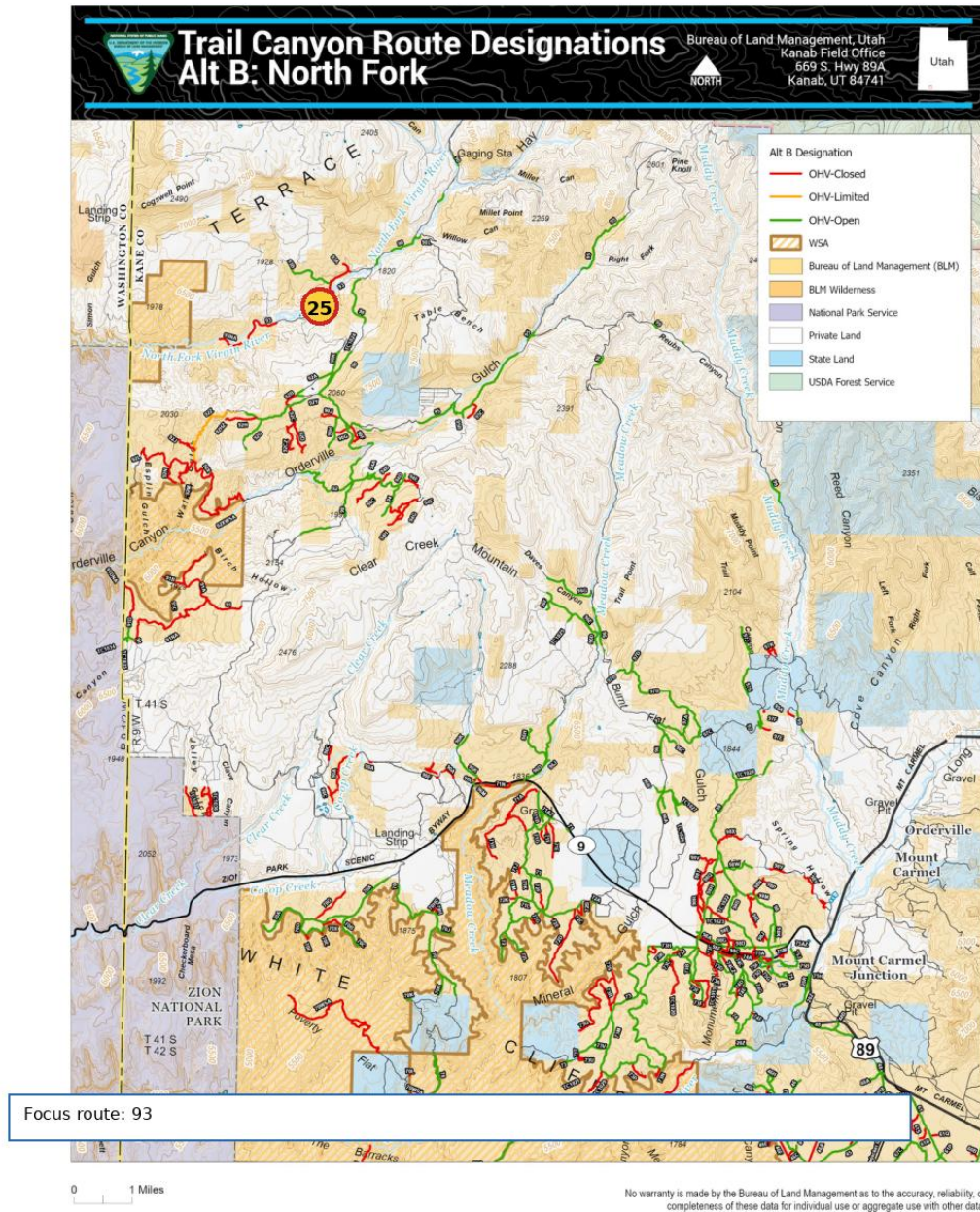


Use with the master crosswalk to identify routes by both route ID and common/local name. Verify final alignment in the BLM interactive map and route reports before submitting comments.

North Fork / Route 93 - Alternative C annotated focus map

North Fork / Zion Narrows Access - Alt B map

C.11 Map 11: Alternative B, North Fork Area



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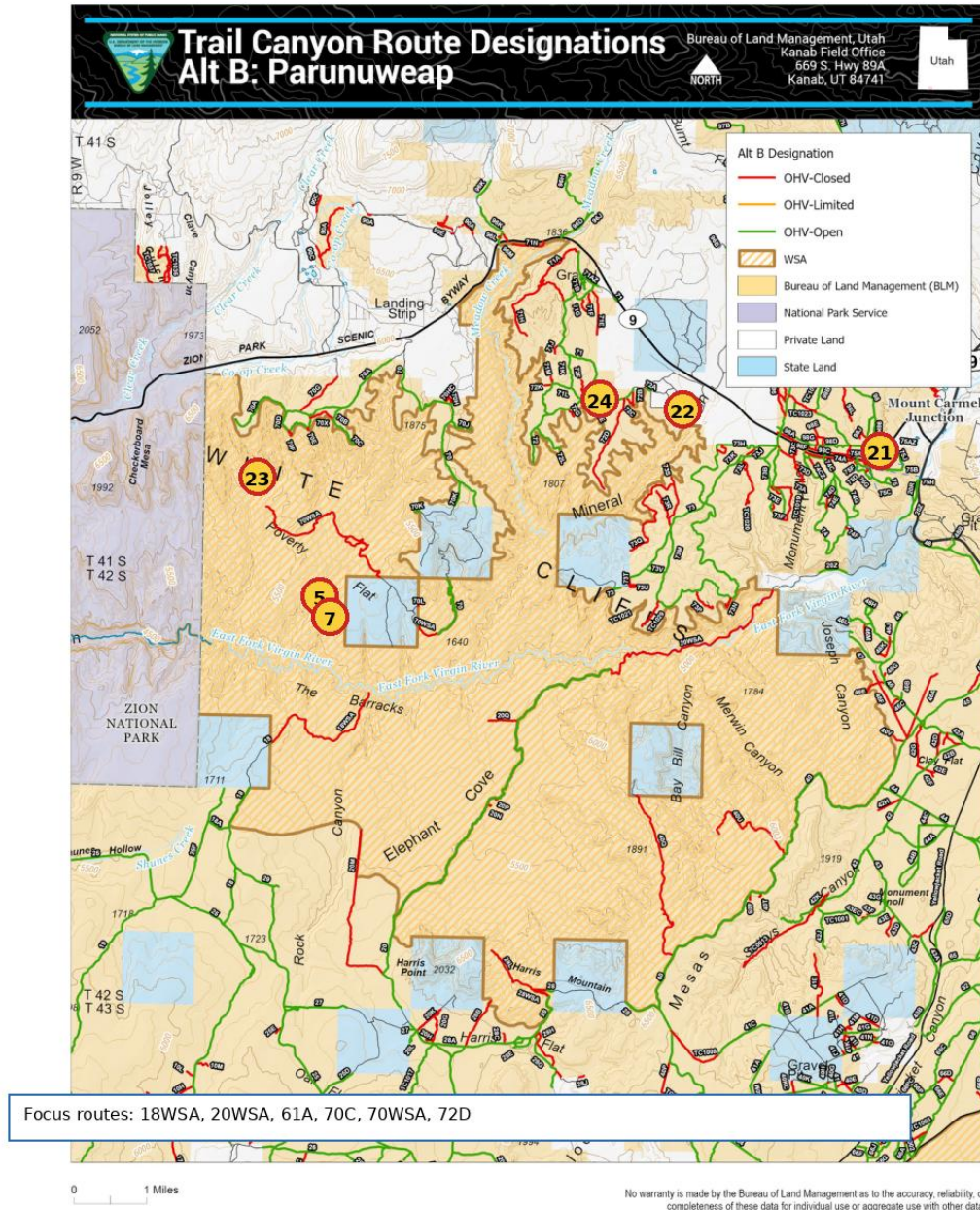
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Use with the master crosswalk to identify routes by both route ID and common/local name. Verify final alignment in the BLM interactive map and route reports before submitting comments.

Parunuweap / Barracks - Alternative C annotated focus map

Parunuweap / Barracks / Mineral Gulch / Mt. Carmel - Alt B map

C.15 Map 15: Alternative B, Parunuweap Area



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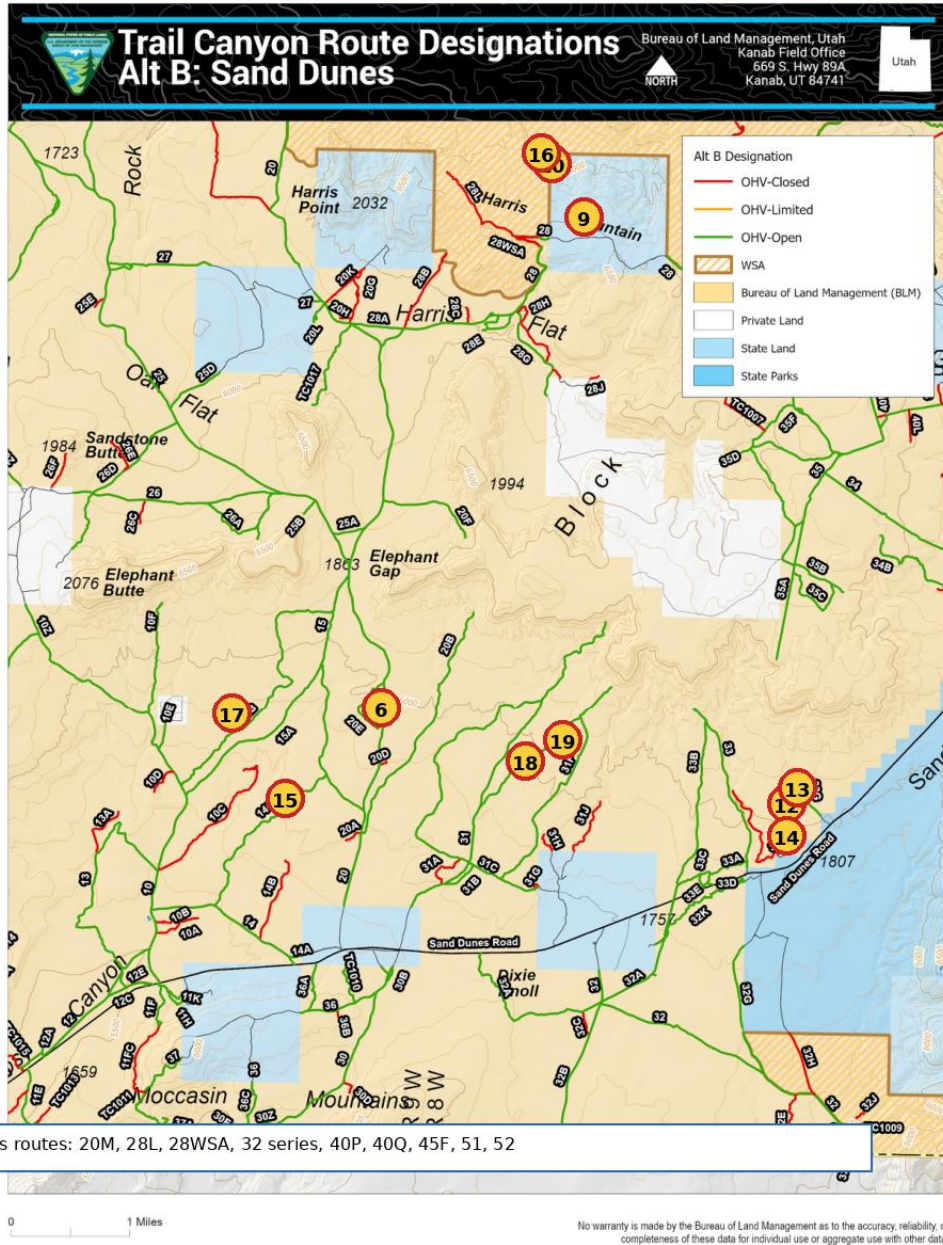
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Use with the master crosswalk to identify routes by both route ID and common/local name. Verify final alignment in the BLM interactive map and route reports before submitting comments.

Sand Dunes / Harris Flat / Elephant Gap - Alternative B annotated focus map

Sand Dunes / Harris Flat / Elephant Gap - Alt B map

C.23 Map 23: Alternative B, Sand Dunes Area



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Use with the master crosswalk to identify routes by both route ID and common/local name. Verify final alignment in the BLM interactive map and route reports before submitting comments.

BLM Map Index

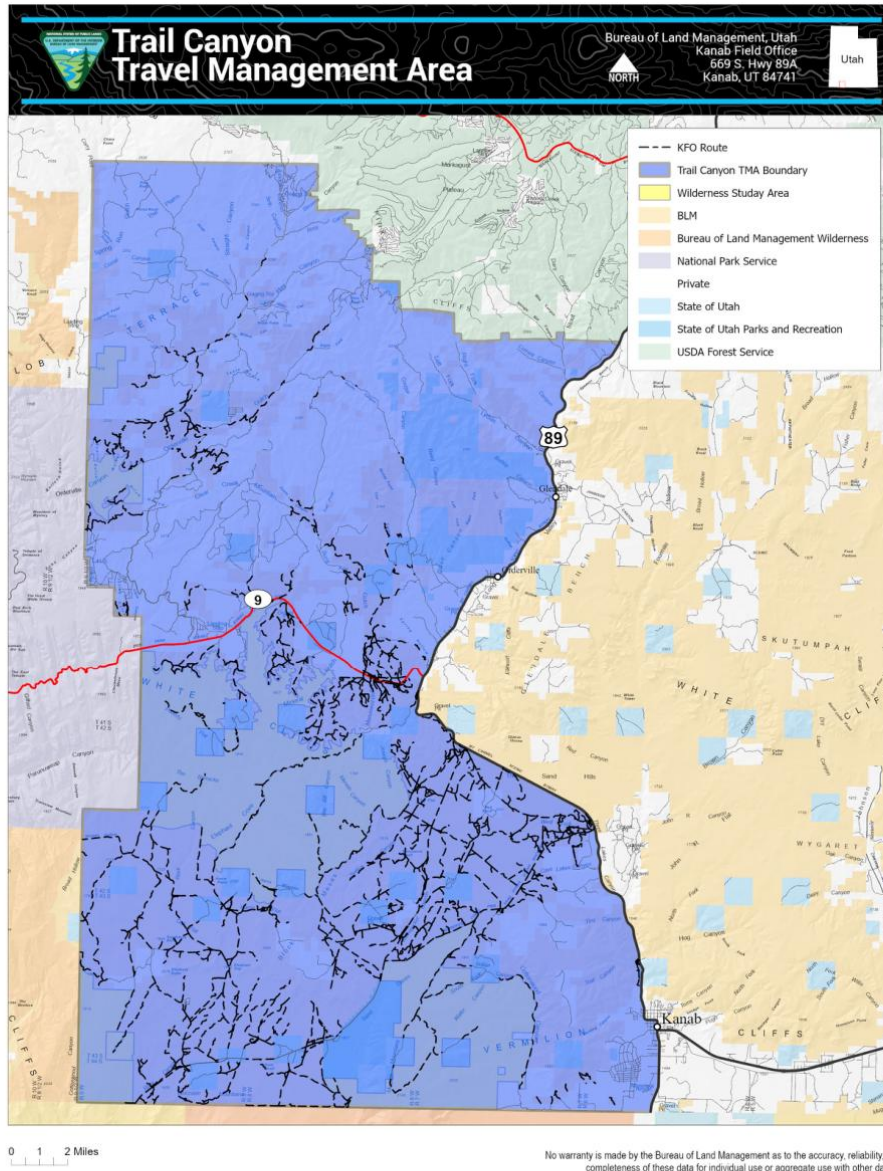
Area	Alt A	Alt B	Alt C	Alt D
Canaan Mountain	Map 2 / p.110	Map 3 / p.111	Map 4 / p.112	Map 5 / p.113
Moquith Mountain	Map 6 / p.114	Map 7 / p.115	Map 8 / p.116	Map 9 / p.117
North Fork	Map 10 / p.118	Map 11 / p.119	Map 12 / p.120	Map 13 / p.121
Parunuweap	Map 14 / p.122	Map 15 / p.123	Map 16 / p.124	Map 17 / p.125
Red Knoll	Map 18 / p.126	Map 19 / p.127	Map 20 / p.128	Map 21 / p.129
Sand Dunes	Map 22 / p.130	Map 23 / p.131	Map 24 / p.132	Map 25 / p.133

Canaan Mountain BLM Alternative Maps

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C. Appendix C: Maps

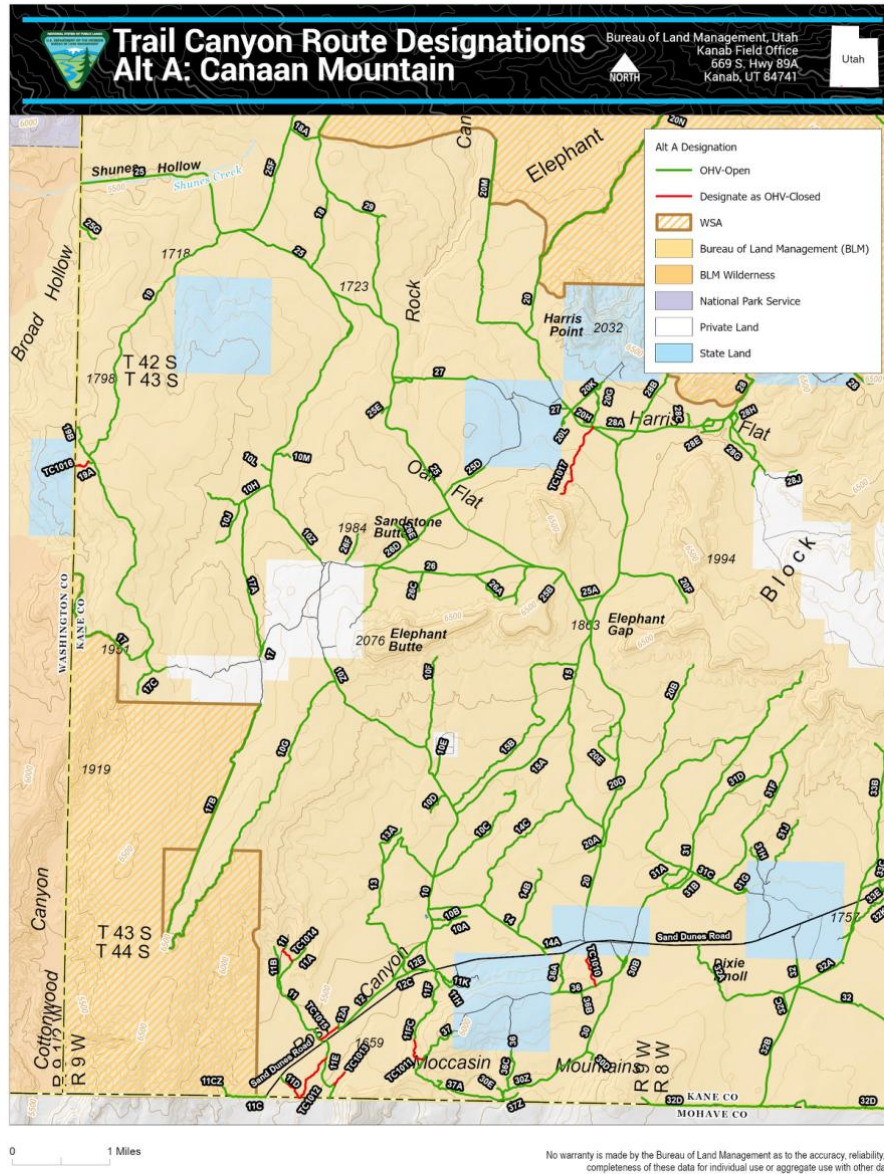
C.1 Map 1: Trail Canyon TMA



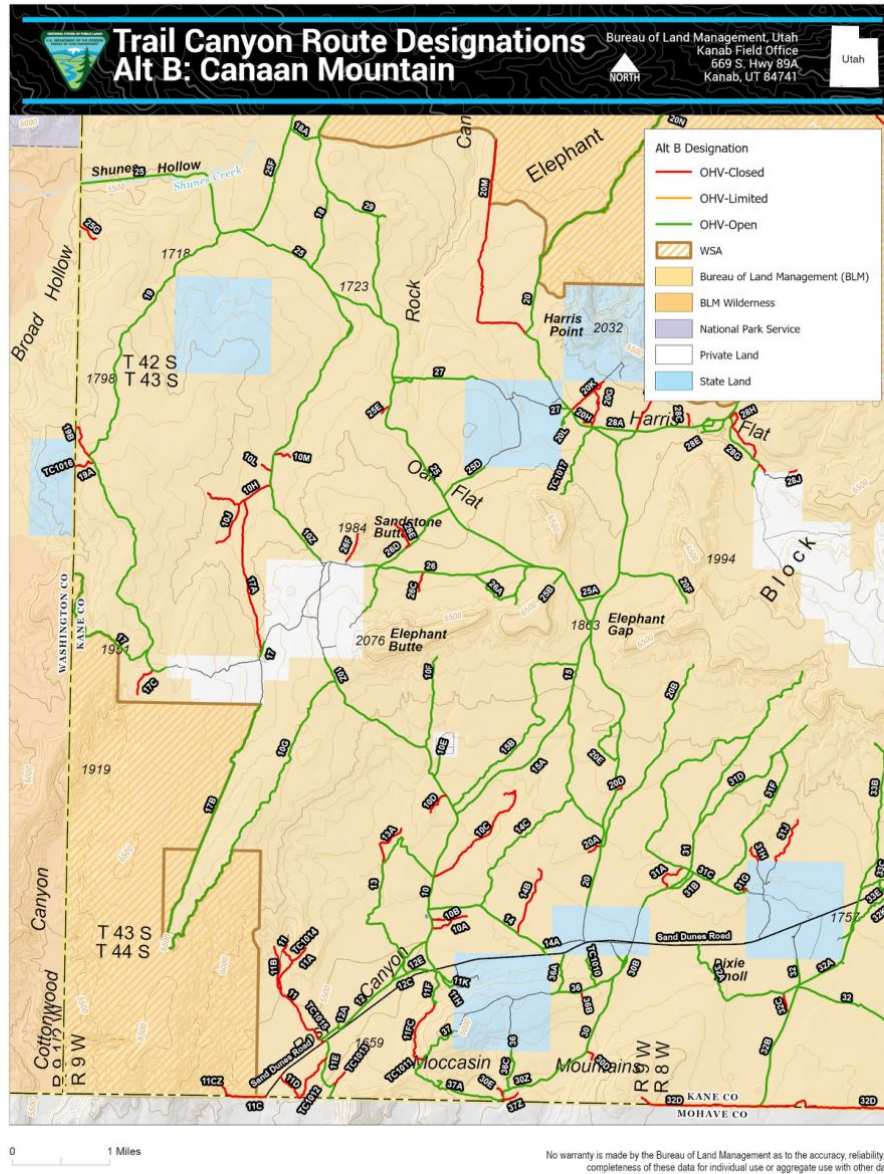
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C.2 Map 2: Alternative A, Canaan Mountain Area



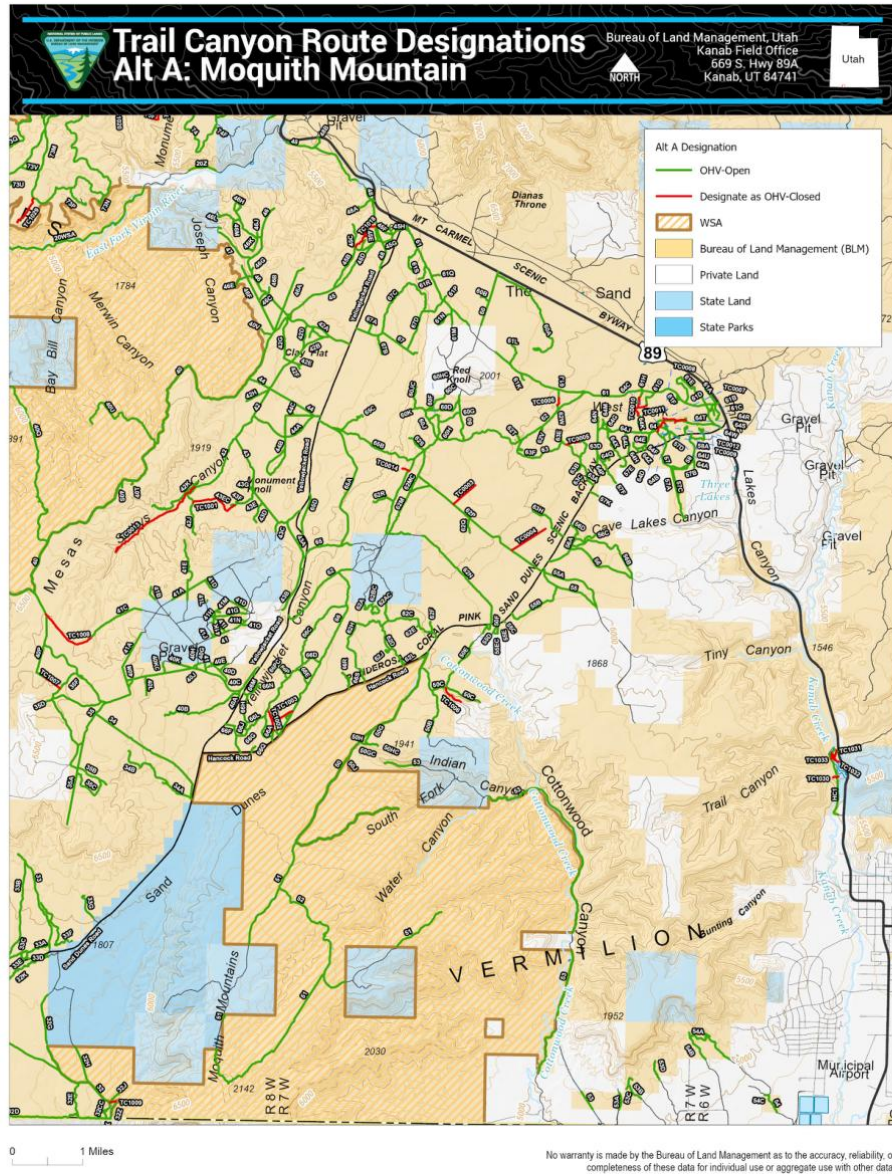
C.3 Map 3: Alternative B, Canaan Mountain Area



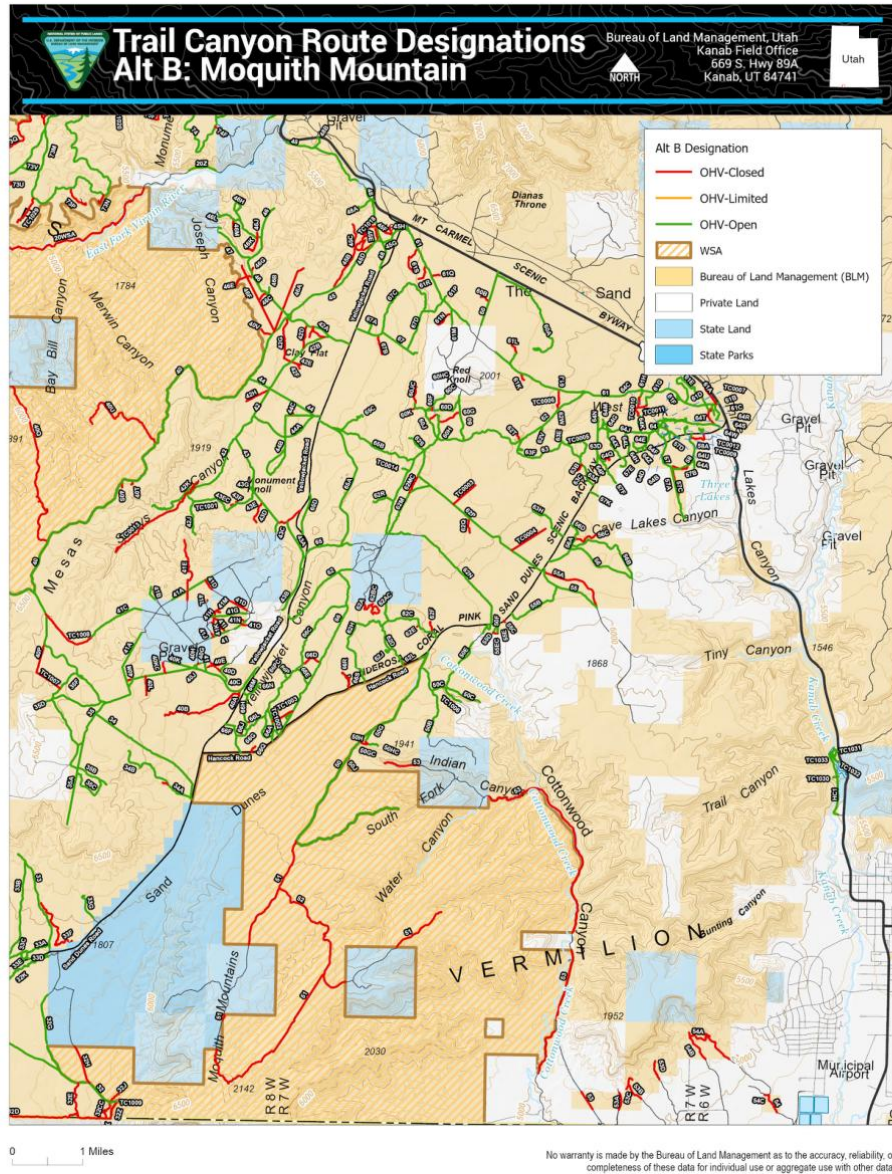
C.4 Map 4: Alternative C, Canaan Mountain Area



C.6 Map 6: Alternative A, Moquith Mountain Area

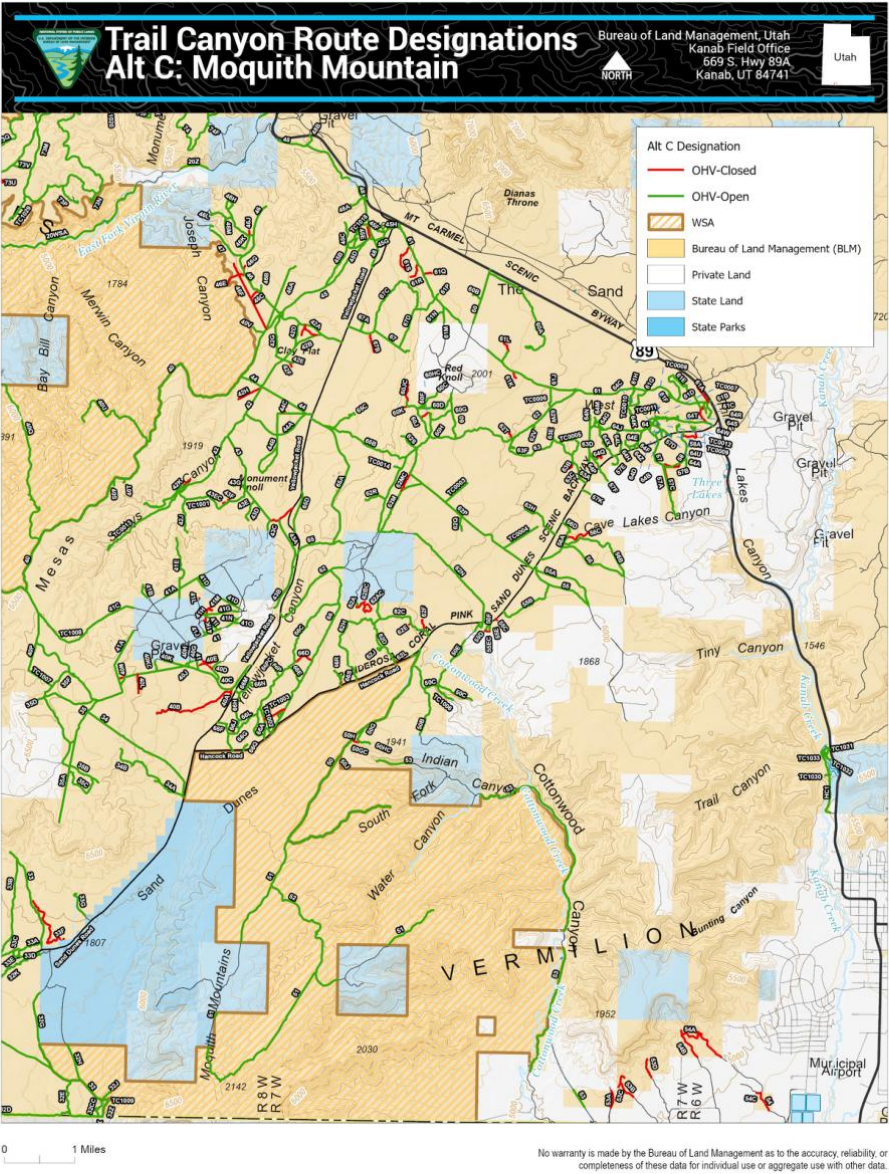


C.7 Map 7: Alternative B, Moquith Mountain Area



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C.8 Map 8: Alternative C, Moquith Mountain Area

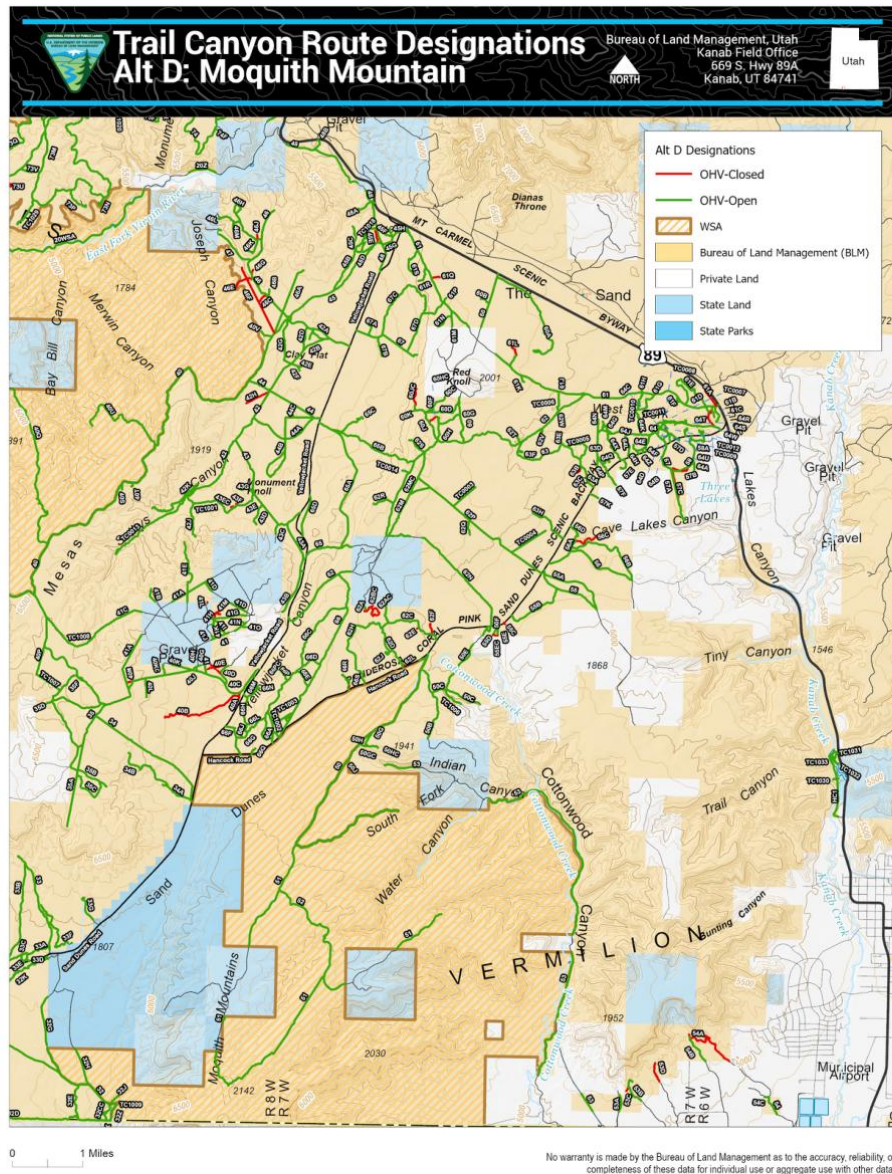


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North Fork BLM Alternative Maps

BLM EA page 118

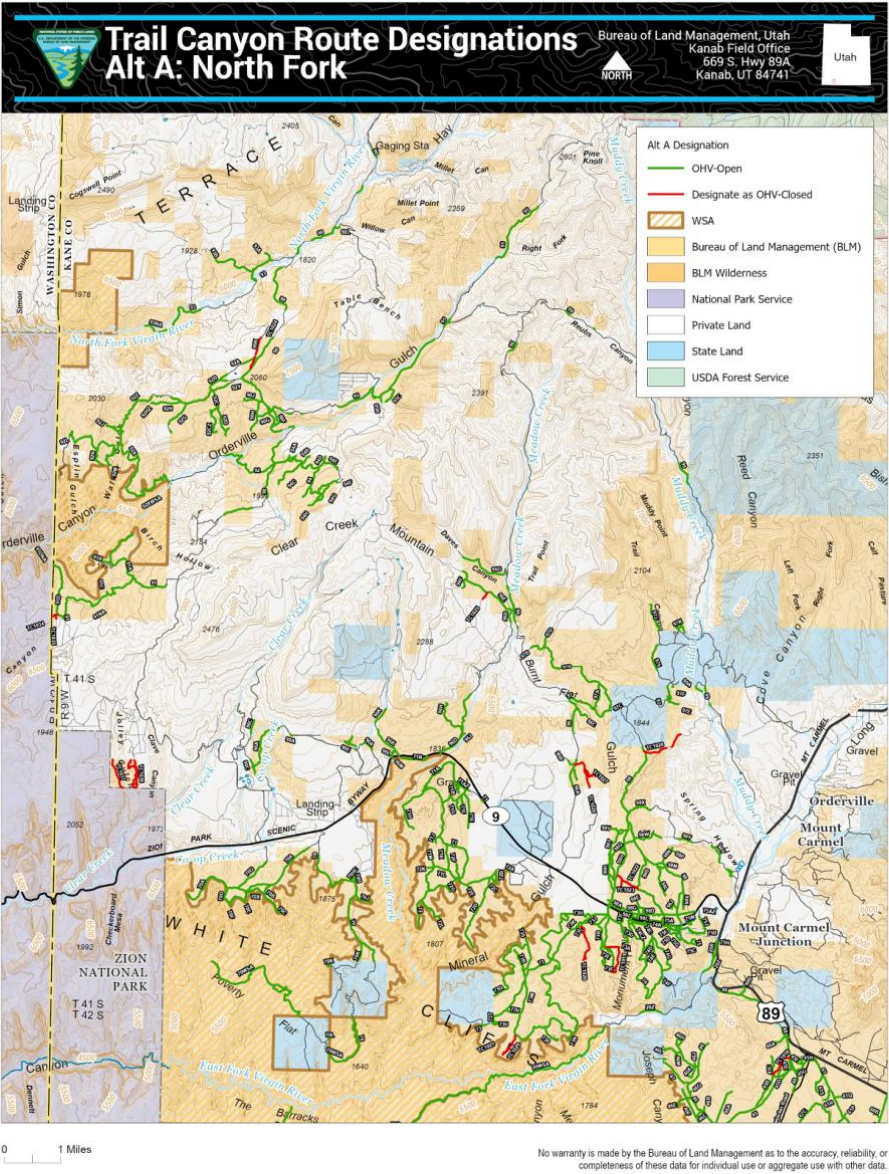
C.9 Map 9: Alternative D, Moquith Mountain Area



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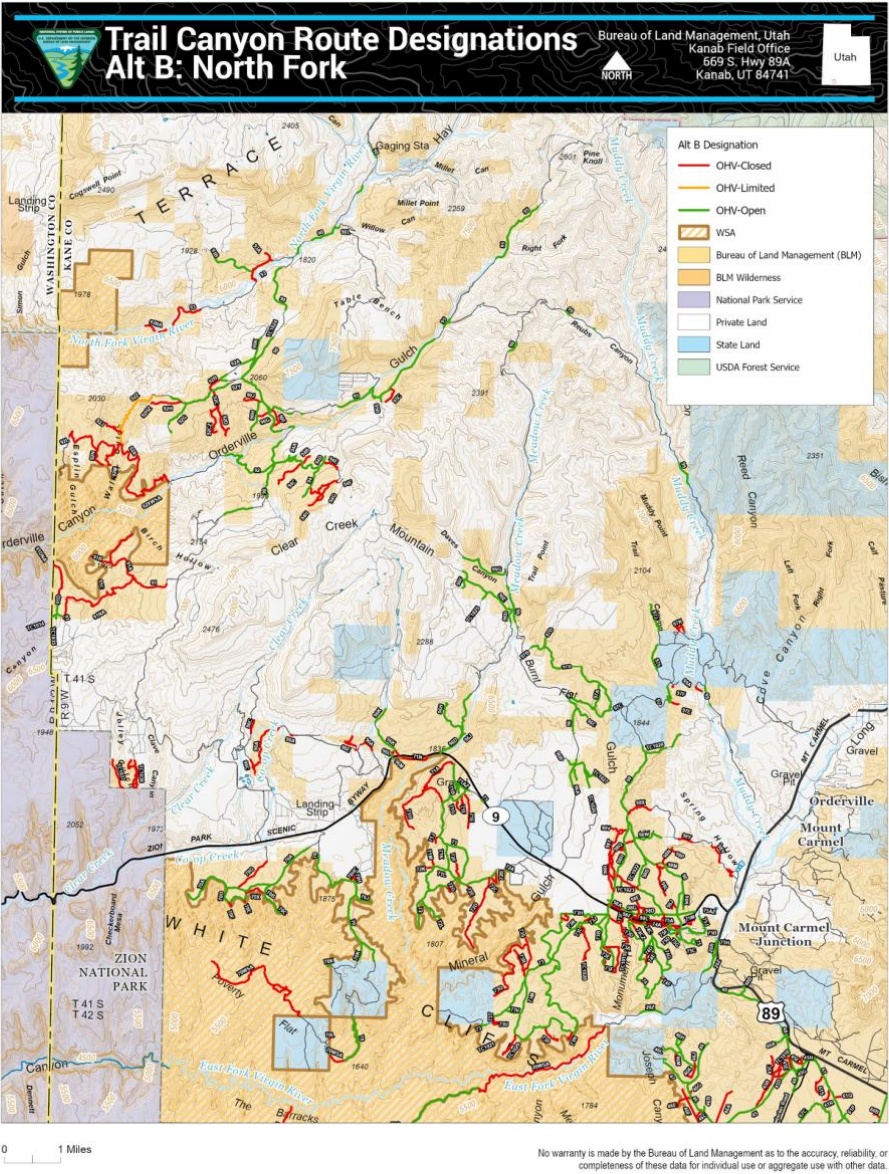
117

C.10 Map 10: Alternative A, North Fork Area



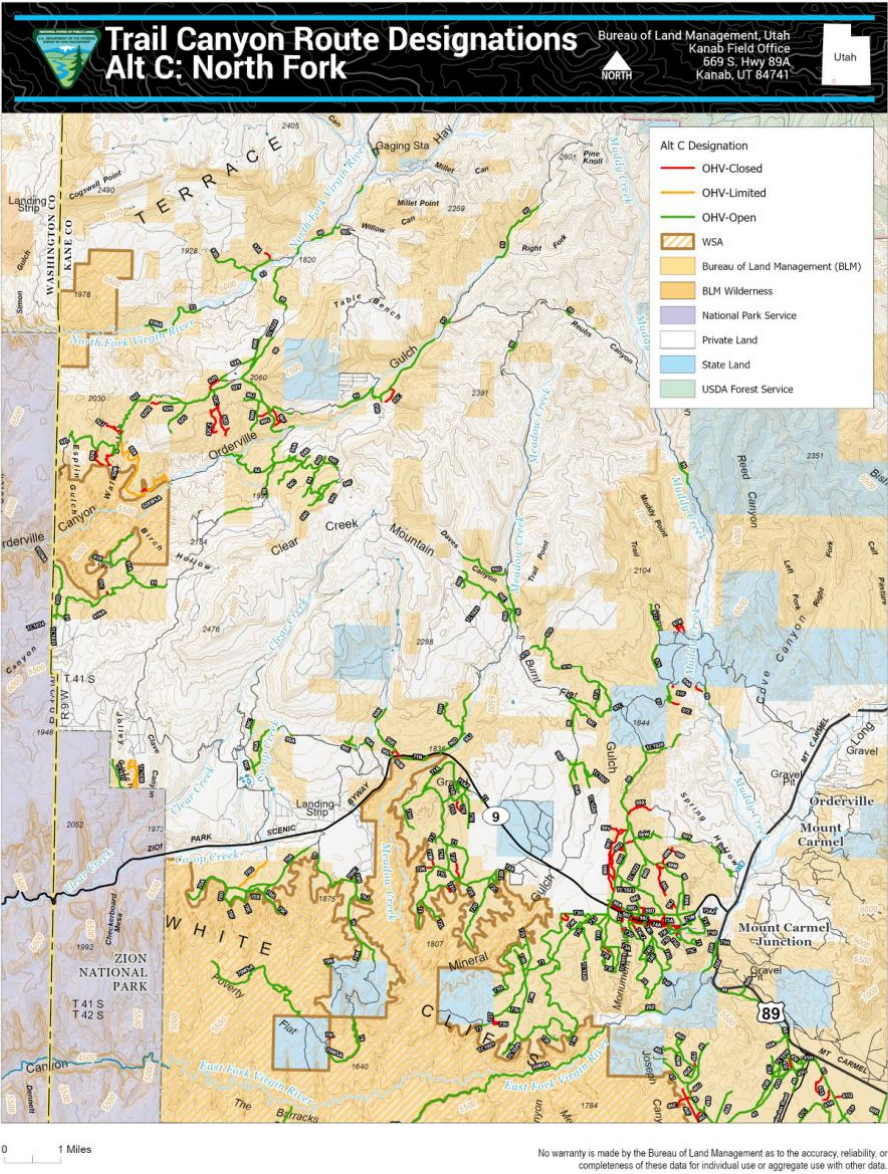
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C.11 Map 11: Alternative B, North Fork Area



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C.12 Map 12: Alternative C, North Fork Area

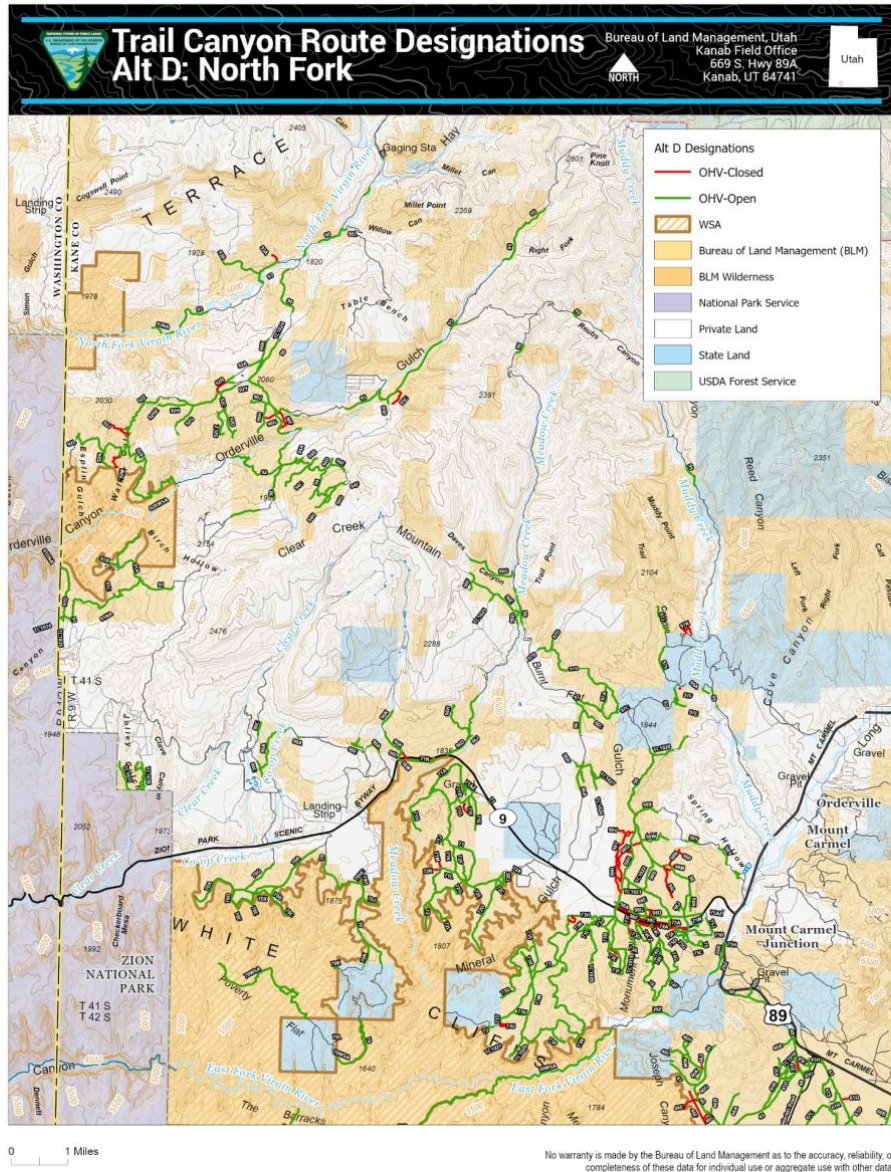


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Parunuweap BLM Alternative Maps

BLM EA page 122

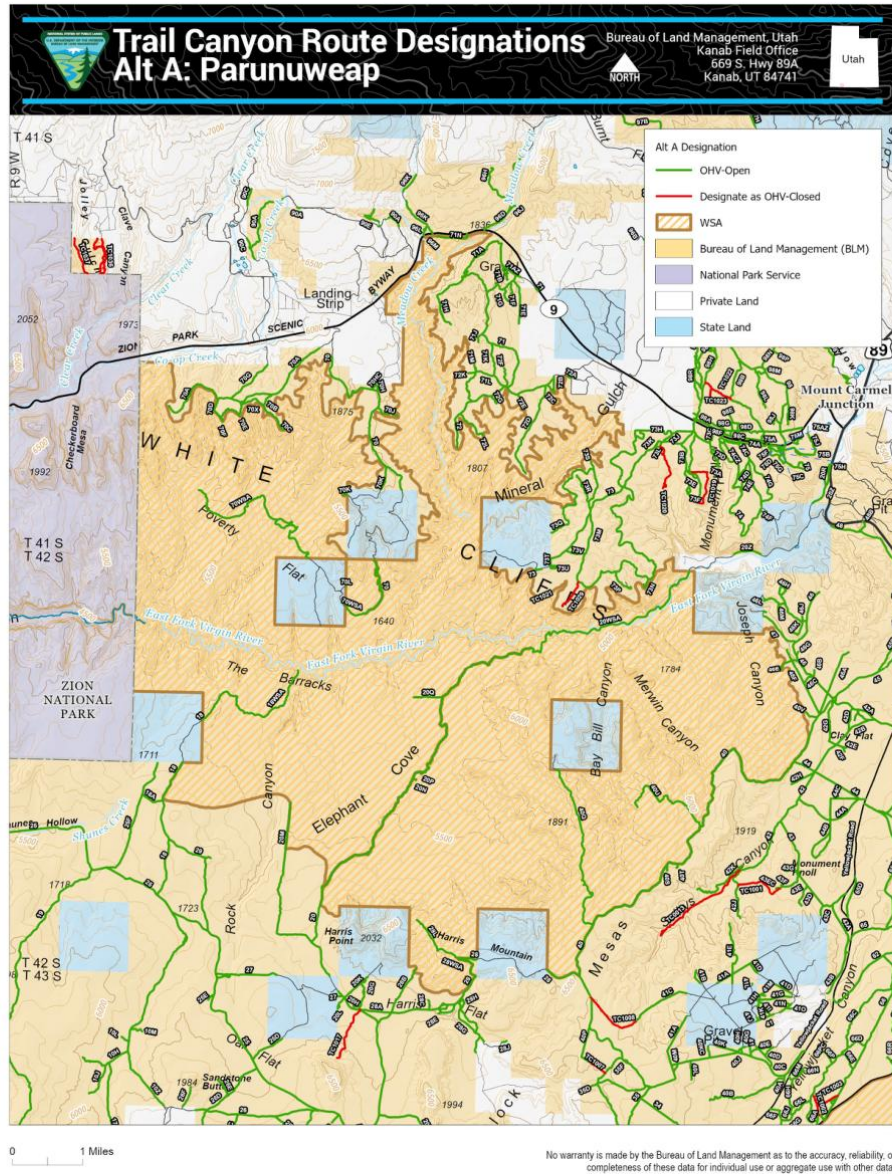
C.13 Map 13: Alternative D, North Fork Area



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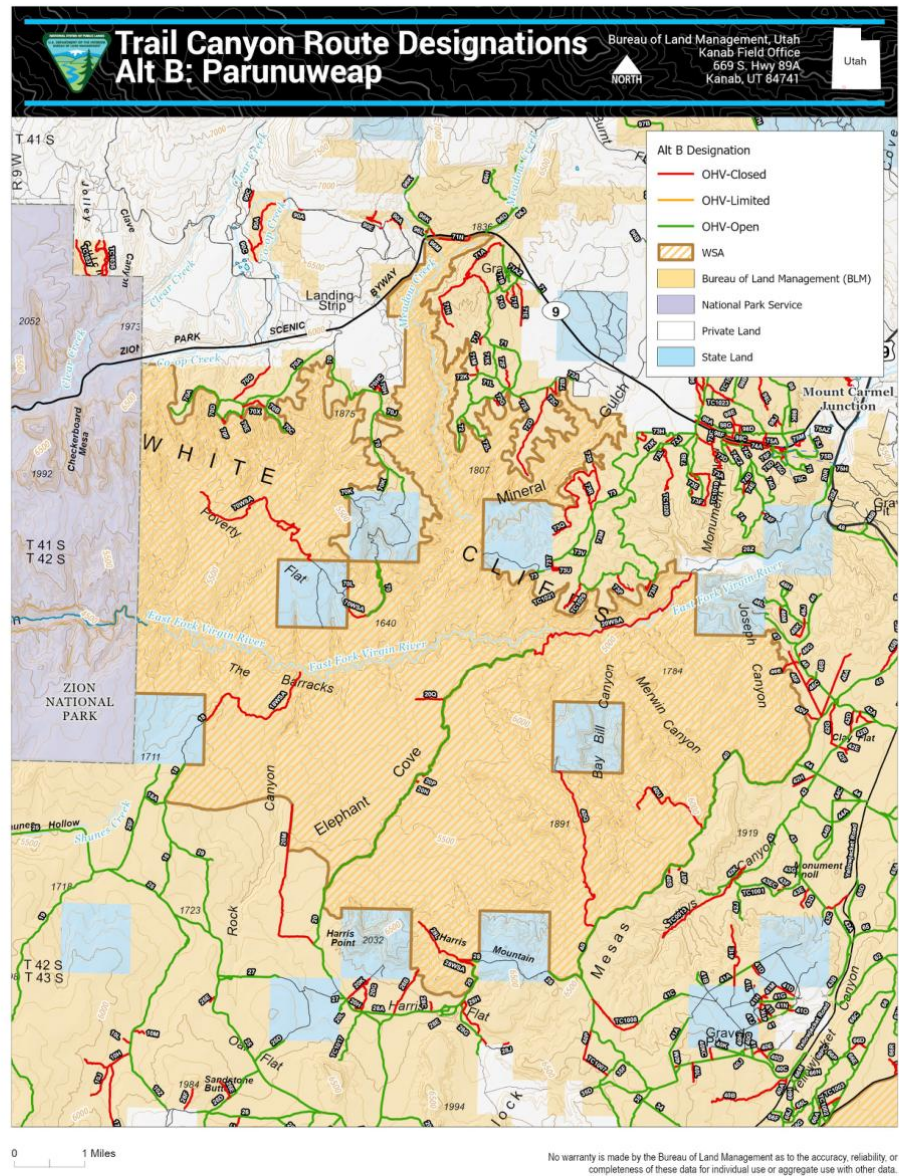
121

C.14 Map 14: Alternative A, Parunuweap Area



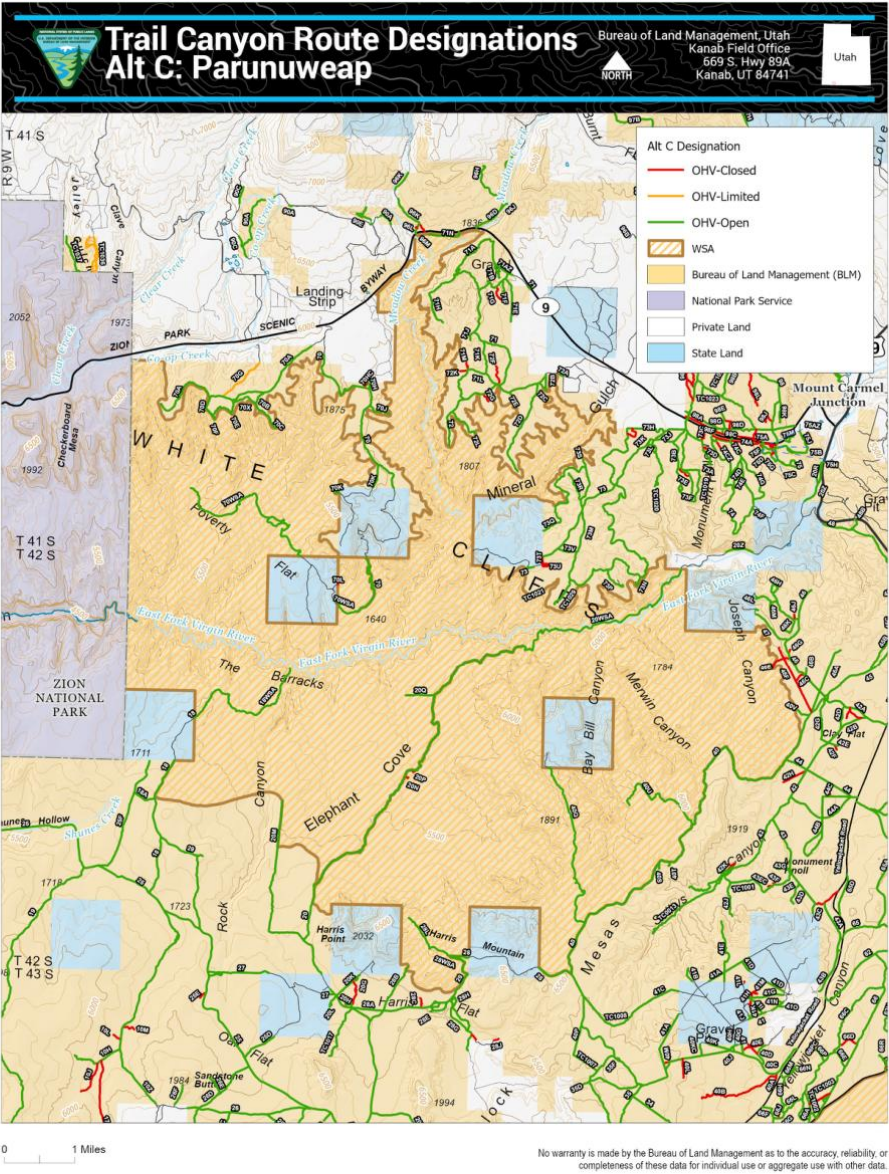
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C.15 Map 15: Alternative B, Parunuweap Area



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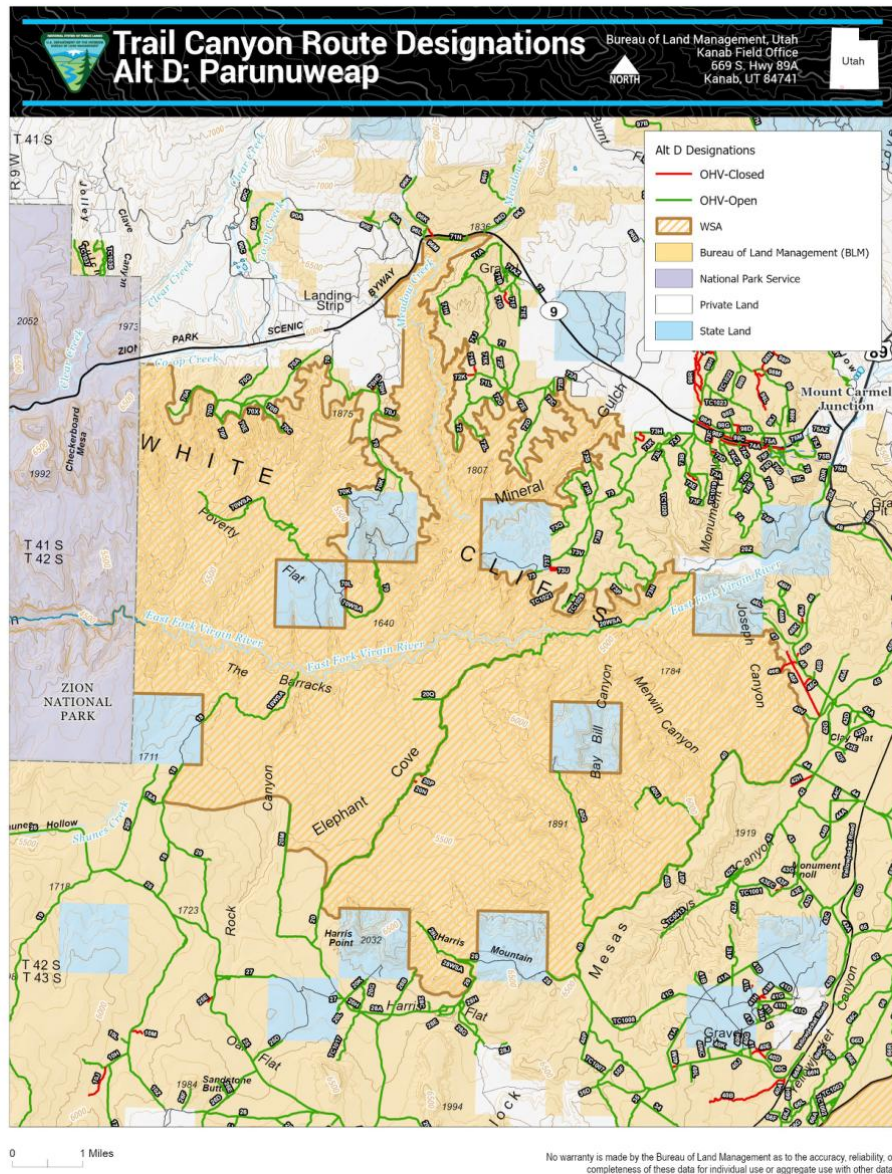
C.16 Map 16: Alternative C, Parunuweap Area



Red Knoll BLM Alternative Maps

BLM EA page 126

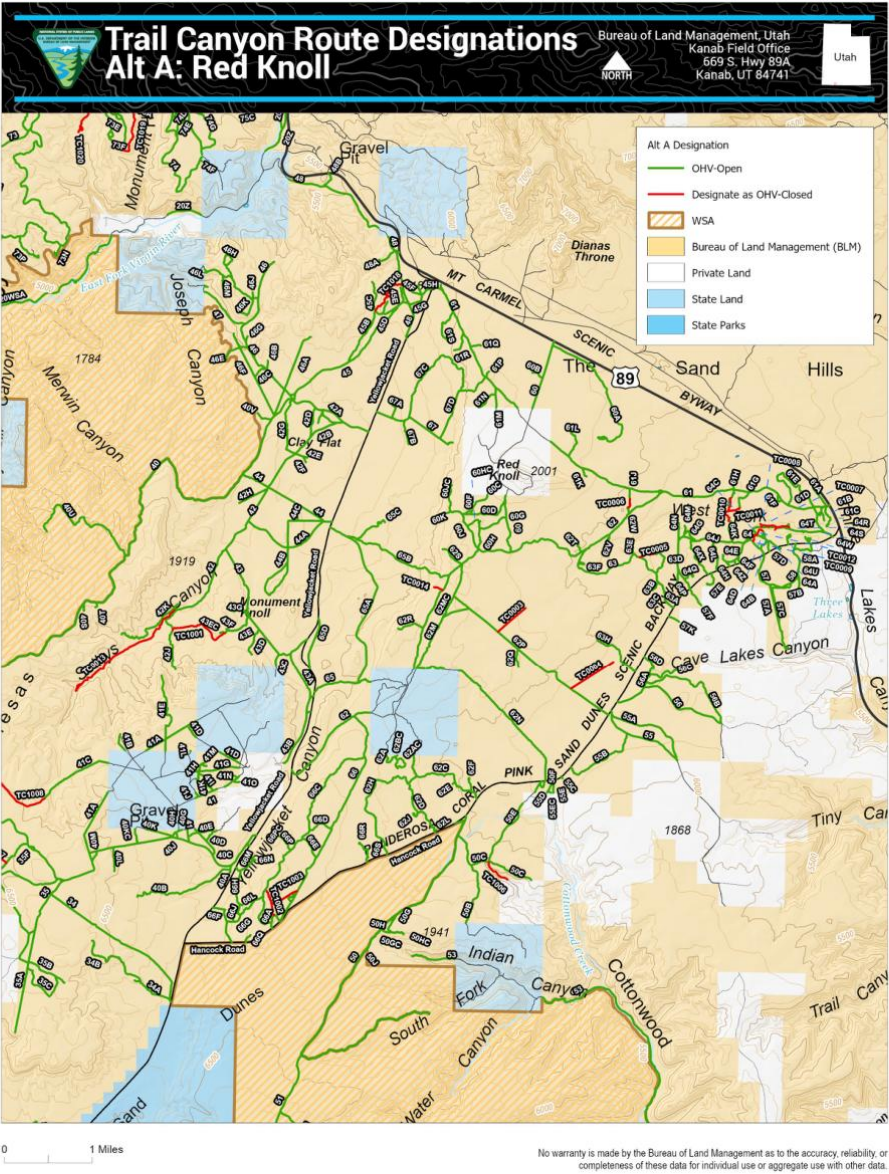
C.17 Map 17: Alternative D, Parunuweap Area



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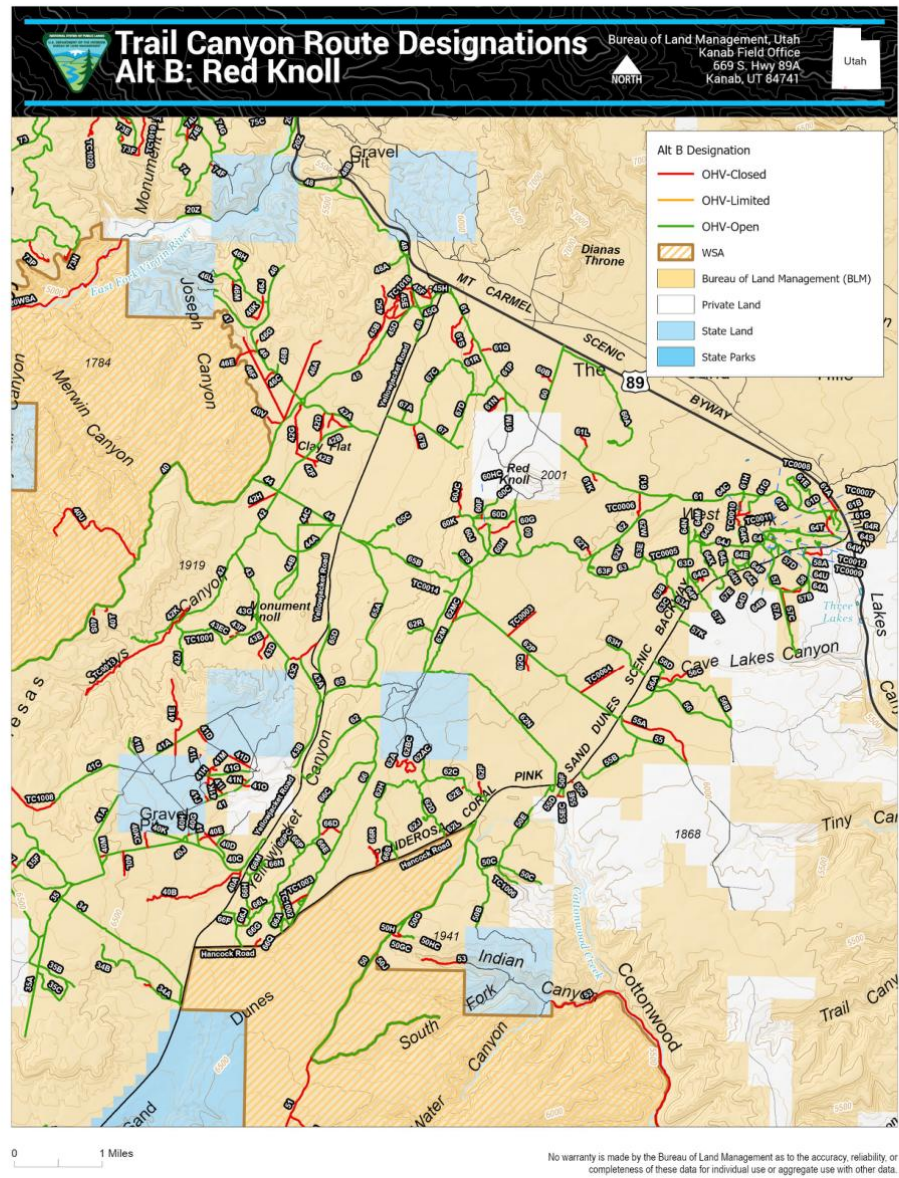
125

C.18 Map 18: Alternative A, Red Knoll Area



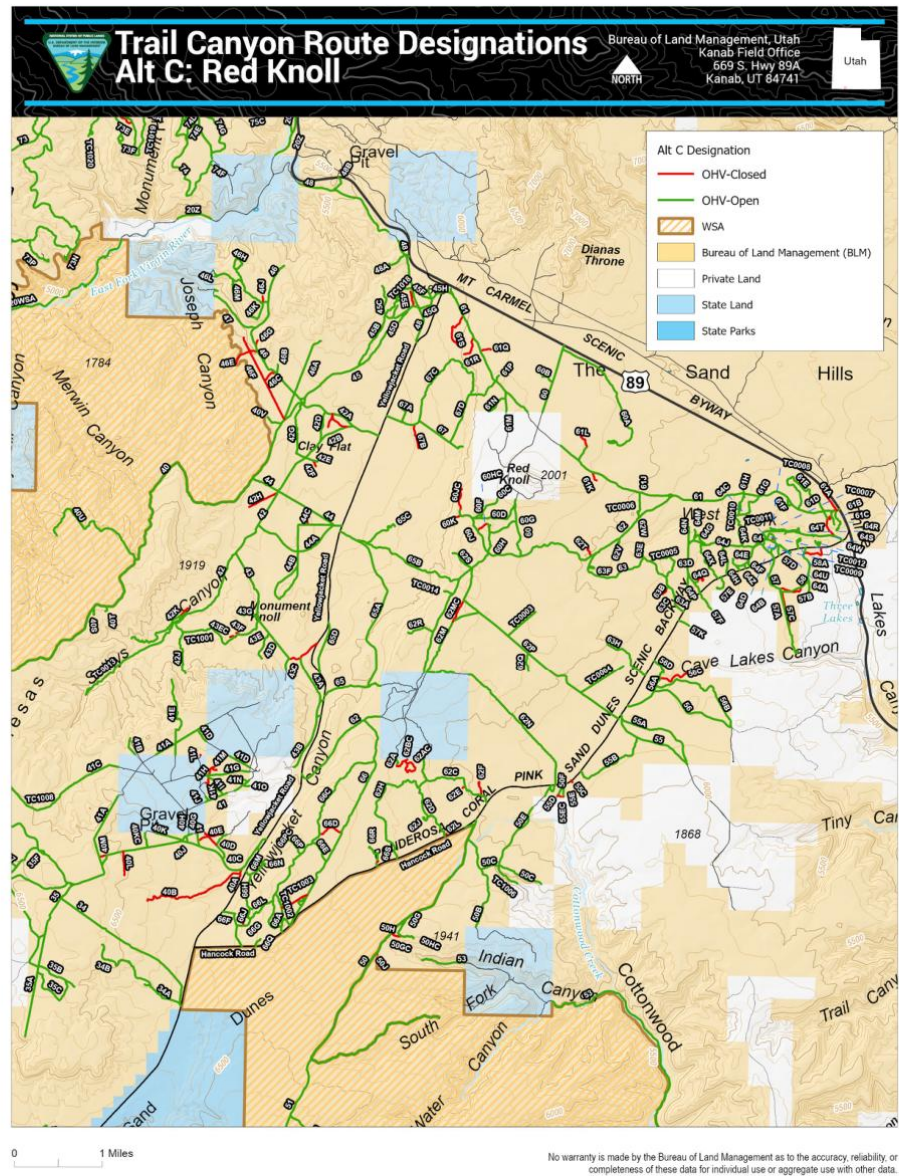
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C.19 Map 19: Alternative B, Red Knoll Area



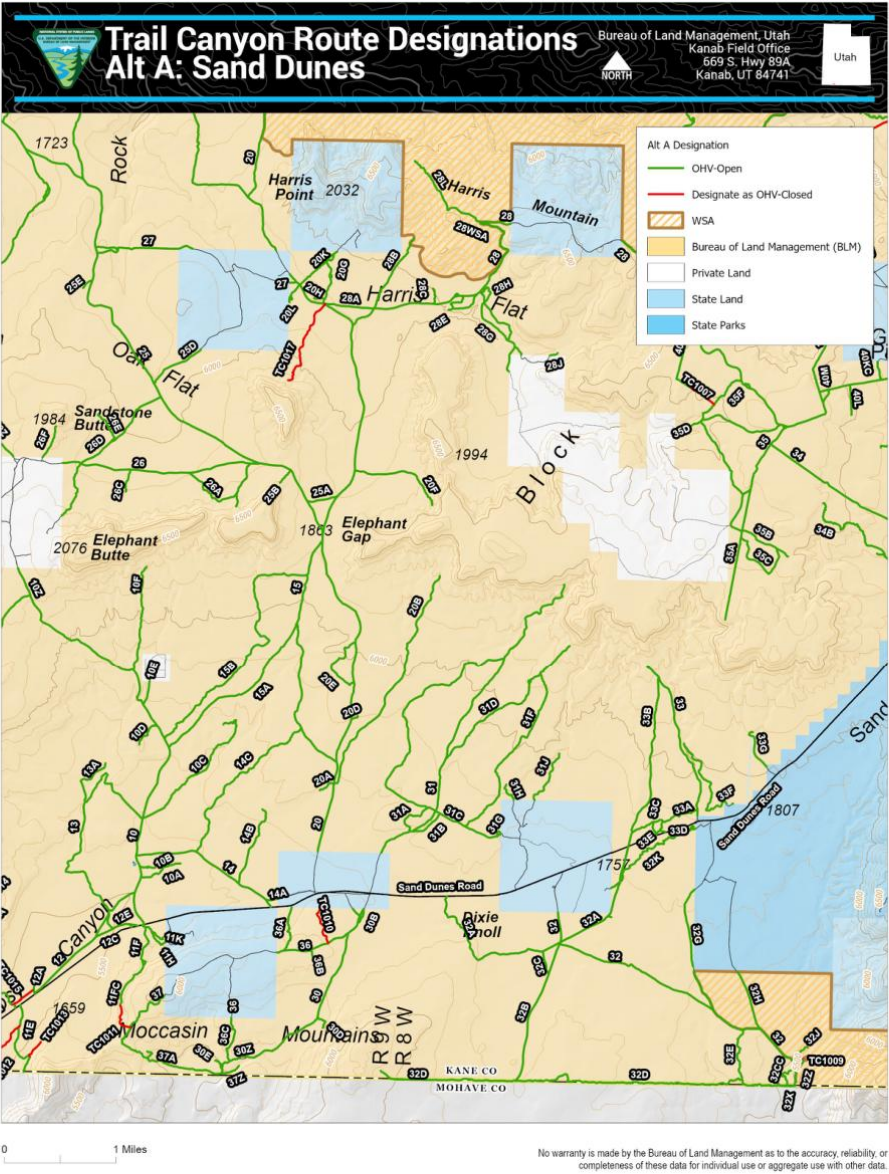
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C.20 Map 20: Alternative C, Red Knoll Area

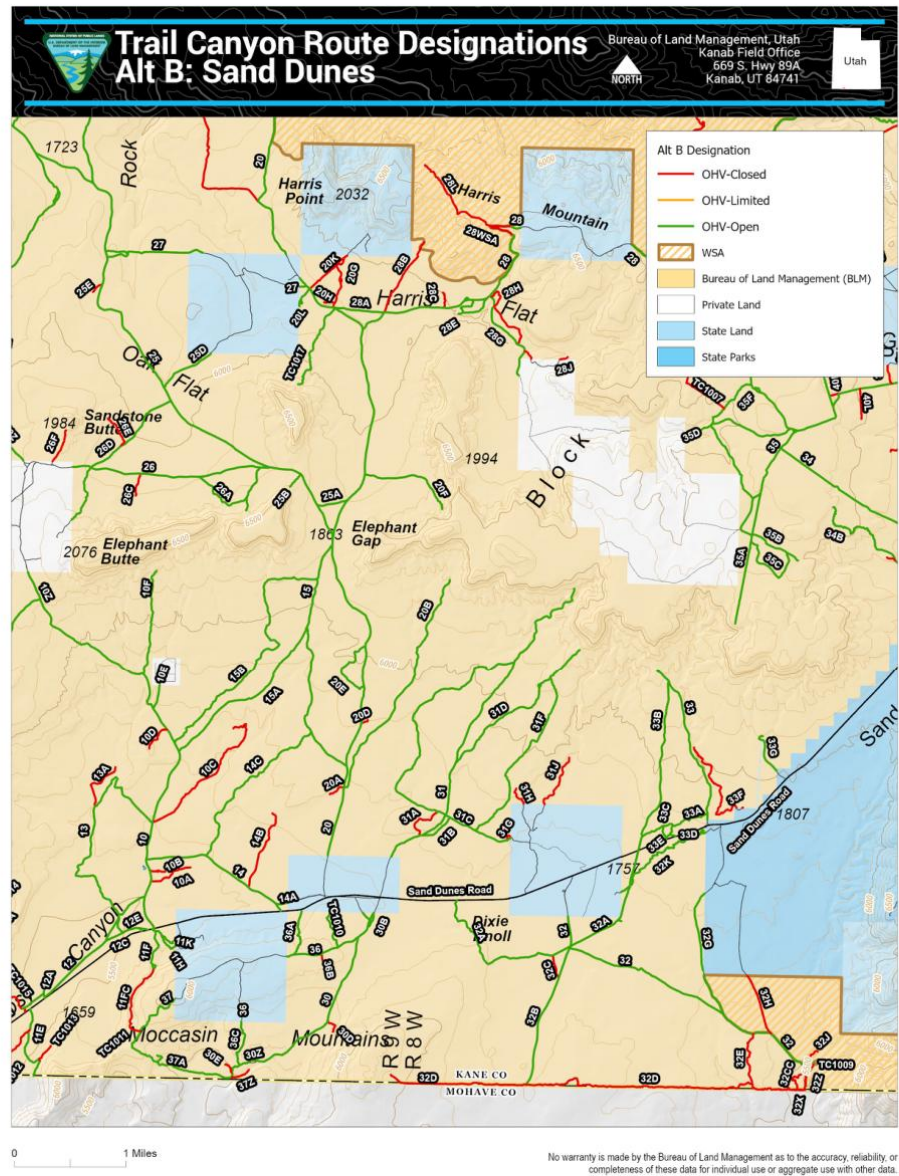


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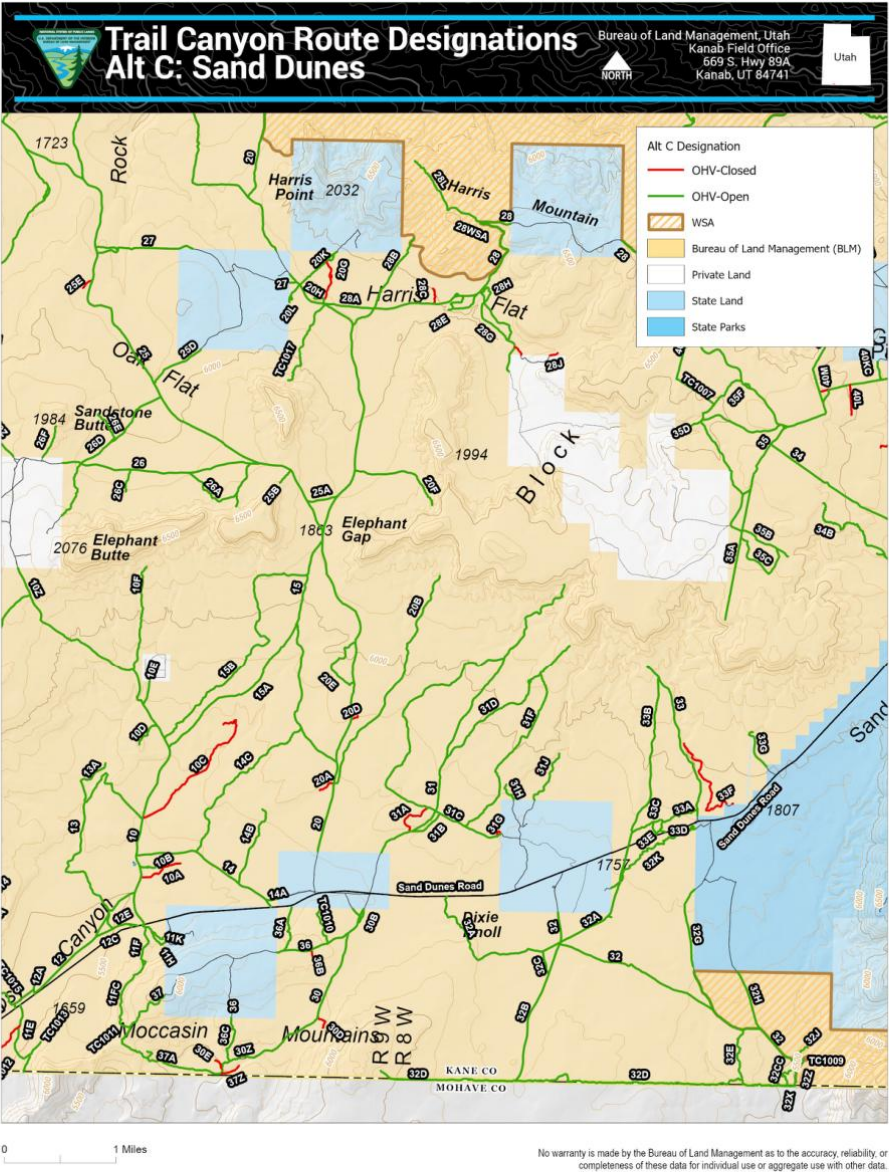
C.22 Map 22: Alternative A, Sand Dunes Area



C.23 Map 23: Alternative B, Sand Dunes Area



C.24 Map 24: Alternative C, Sand Dunes Area



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Loop and Connectivity Analysis

Mileage alone understates the impact of closures. A short connector can determine whether a full loop remains usable, whether families can access a scenic destination, or whether traffic is concentrated onto fewer routes.

Loop / Network	Routes to reference	Impact if broken
Barracks / Mt. Carmel / East Fork loop	20WSA, 18WSA, 20M, 28L, 28WSA, 40Q, 70WSA	Loss of iconic loop experience; reduced Mt. Carmel economic spillover; WSA existing-use issue.
Coral Pink west-side loop	32CC, 32X, 32Z, 32D, 32E, 51, 52, 60G	Fewer non-dune experiences; concentrated traffic; lost scenic overlook and rock-art education route.
Harris Mountain / Elephant Gap loop	28WSA, 40P, 40Q, 45F, 20M	Breaks high-value connectors and overlook access; reduces challenge diversity.
Peekaboo-to-west network connector	61A	Safety concern if OHVs are pushed to Hwy 89 corridor.
North Fork / Narrows access	93	Access and inconsistency concern; verify route report vs interactive map conflict.

Safety Assessment

- Route 61A should be elevated as a safety priority because local comments state that eliminating this connector could force OHVs onto or along U.S. 89, where speeds are much higher than OHV traffic.
- Connector closures can concentrate traffic onto fewer routes, potentially increasing user conflict and vehicle encounters.
- Routes that provide emergency, private-property, hunting, or trailhead access should not be evaluated only as recreation mileage.

Economic and Community Impact

- Barracks Trail and East Fork routes can create visitor flow through Mt. Carmel Junction for fuel, food and supplies.
- Coral Pink and Sand Dunes area routes support longer visitor stays by creating riding variety beyond the dune field.
- Kanab, Mt. Carmel Junction, and nearby lodging/campground/outfitter businesses benefit when loop networks remain intact and understandable to visitors.

Accessibility and Quality of Experience

- Several short routes provide practical access for older riders, families, photographers, hunters, and people who cannot add miles of hiking to reach overlooks.
- Closing short spurs can have outsized impacts when they are the only practical way to reach a viewpoint, trailhead, campsite, or shade/lunch stop.
- Public comments should describe the people affected, not just the vehicle type: families, older users, disabled users, hunters, photographers, hikers, equestrians, and visitors.

Stewardship Alternative to Closure

- Use signage, education, route markers, kiosks, and seasonal monitoring before closure where impacts are manageable.
- Expand volunteer maintenance partnerships with UT/AZ ATV Club and other local riders, especially where clubs have already performed hand-tool work.

- Use route-specific mitigation: barriers at problem spots, designated pullouts at overlooks, rock-art etiquette signage, trash cleanup, and adopt-a-trail commitments.
- The goal should be keeping use on established alignments rather than dispersing use or forcing new social trails.

Research Notes and Limitations

- The BLM EA primarily uses route IDs, not common trail names. Common/local names in this guide are best-available labels from comments, public trail references, and local landmark names.
- Some route names are confirmed by public trail references (e.g., Barracks Trail). Others are landmark-based labels that should be validated by local riders.
- The UPLA analysis spreadsheet was accessible through Google Sheets web preview for high-level mileage and route-count data, but not all route-level cells were harvestable through this environment.
- The guide should be treated as a comment-preparation tool, not a substitute for route-specific BLM route reports and the live interactive map.