

Utah's Patchwork Parkway

SCENIC BYWAY CORRIDOR MANAGEMENT PLAN

(SR 143)

Adopted May 18, 2006 as amended through November 6, 2008



The Quilt Walk

Three years after Mormon pioneers arrived in the Great Basin, an exploration party led by Parley P. Pratt arrived at the valley of the Little Salt Lake, 250 miles south of Great Salt Lake City. The explorers recommended settlement as soon as possible, in order to access nearby iron ore deposits and plentiful grass. Southern Utah's first settlers arrived on January 13, 1851 and established Parowan, the "mother town" of many settlements across the region. In March 1864 fifty-four pioneer families led by Jens Neilson left Parowan and crossed the high plateau to the east to settle what would become Panguitch. Land was soon cleared and irrigation ditches and canals were surveyed and dug. However, weather in the high mountain valley did not allow crops planted the first year to mature. In the face of possible starvation, seven men left for Parowan to get supplies for the starving settlers. They drove a light wagon as far as the base of the mountain, where they bogged down in heavy snow. They resorted to laying a quilt on the snow, walking across one, then spreading another, and so on, all the way across the mountain. One of the seven, Alex Matheson, recorded the story:

At one time we were about to give up but we had a little prayer circle and asked God for guidance. We decided if we had faith as big as a mustard seed we could make it and bring back flour to our starving families. So we began our quilt laying in prayerful earnest. In this way we made our way over the deep crusted snow to Parowan. The return trip was harder with the weight of the flour, but we finally made it to our wagon and oxen and on home.

The trek became known as the Quilt Walk, and cemented a close tie between the two settlements. Scenic Byway 143, Utah's Patchwork Parkway, provides a modern-day tie between these two pioneer communities, while weaving through a breathtaking patchwork of colors, cultures and climates, including Brian Head, Utah's highest elevation town, sure to astound all who venture across this route to discover world-class archeological, cultural, historic, natural, recreational and scenic wonders.

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Corridor Management Plan Document

Prepared for:

Iron County Commission
Garfield County Commission
Brian Head Town Council
Panguitch City Council
Parowan City Council

Prepared by:

Five County Association of Governments

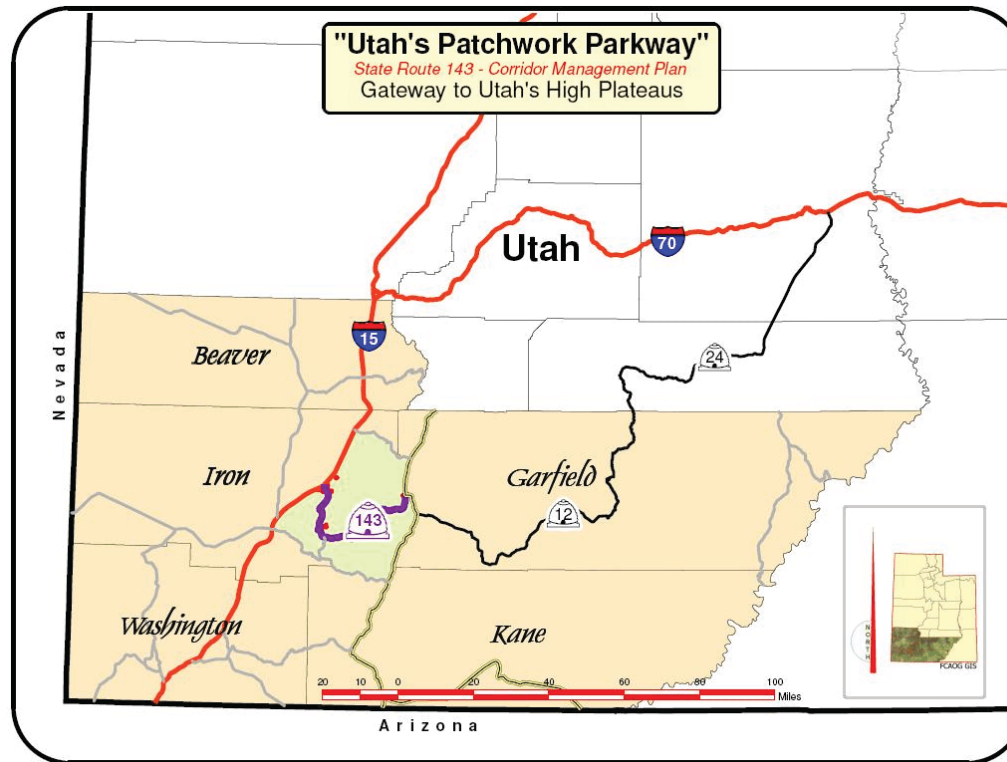
Introduction

Chapter 1

Utah's Patchwork Parkway (State Route 143), located in the heart of Utah's southwest, serves as the gateway to a breathtaking route across High Plateaus. The route connects travelers to Heritage Highway 89, the backbone of the Mormon Pioneer National Heritage Area, Scenic Byway 12, Utah's first All American Road, and Capitol Reef Scenic Byway (State Route 24); creating a nationally-renowned passage between I-15 and I-70. This 55 mile long gateway follows ancient migration routes used by native family clans moving from their western desert wintering grounds to high summer hunting and gathering lands. Brian Head, Utah's highest elevation community, hosts year-round recreational activities including the state's southernmost ski resort. Panguitch Lake is a renowned sport fishery that draws crowds from throughout the west. The

county seats of Iron and Garfield counties bracket the route with opportunities to experience Parowan, the "mother town" of

Brian Head Peak offer spectacular views stretching more than 100 miles in all directions. This westernmost extension of Utah's High Plateaus overlooks the Great Basin laying to the west, and is known as the Markagunt Plateau. Geologic deposits found atop the plateau form the uppermost rise of the "Grand Staircase" of geologic deposits which make their way to the bottom of the Grand Canyon more than 100 miles to the south. Relatively new lava flows about 1,000 years old atop the plateau surround unique isolated communities of plant and animal life. Alpine meadows sport astounding displays of wildflower blooms from early July until late summer. Abundant timber and cool summers brought native inhabitants and early settlers to the region in order to gather building materials, fuel wood, and herbs; graze domestic animals and to hunt game. These activities continue to the present day.



southern Utah and Panguitch, the first pioneer settlement in Garfield County. Cedar Breaks National Monument and



Panguitch Lake as viewed from SR143
(Photo by Angel Crane, used with permission)

The Parkway weaves through a patchwork of geologic formations, forests, streams, lakes, heritage cultures, wildlife and wild flowers, capped by the breathtaking views of Cedar Breaks National Monument. Beginning at an elevation of near 5,990 feet in Parowan the road climbs to Mammoth Summit- the highest point along the highway- at just over 10,400 feet, before descending to around 6,600 feet in Panguitch.

Travelers on this occasionally steep and twisting roadway shouldn't choose this route as a speedy path to distant places. Because of areas with steep grades, the drive may take one and a half hours or longer, depending on the explorer's ventures along this scenic drive.

Snow tires or chains are advised during winter months and the road is not plowed at

night. Because of 13% grades and some sharp switchbacks, large trailers are not recommended from Parowan Canyon to Brian Head. The plateau top is accessible for travel trailers from Panguitch to the east.

Utah's Patchwork Parkway offers new sights and adventures at nearly every twist and turn. Travelers encounter archeological sites, cultural events and activities, historical sites and structures, natural and geologic wonders, recreational

opportunities and scenic beauty.

State Route 143 received State Scenic Byway designation in 1989 and National Forest Byway designation in 2000.

In 2002 local stakeholders began to plan for the future of this resource and pursue additional federal designation. This Corridor Management Plan is a result of that collaborative effort.

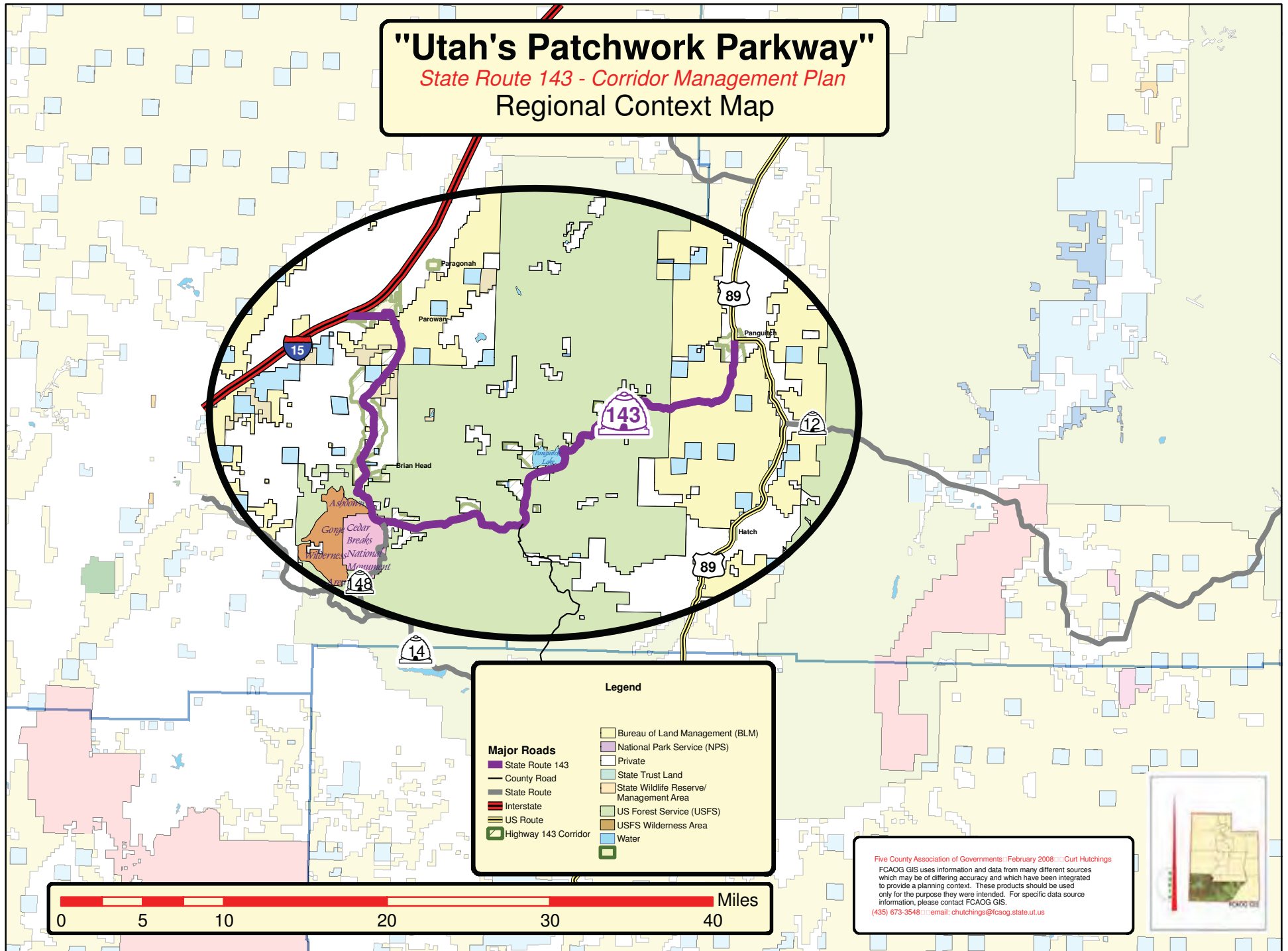


Early summer wildflowers blooming atop the Markagunt Plateau near junction of SR143 and SR148
(Photo by Ed Carroll, used with permission)

"Utah's Patchwork Parkway"

State Route 143 - Corridor Management Plan

Regional Context Map



Five County Association of Governments: February 2008
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 (435) 673-3548 email: chutchings@fcaog.state.ut.us



Planning Process & Public Participation

Chapter 2

The year 2002 was a high point for southwestern Utah civic and tourism leaders and federal land management partners. Scenic Byway 12 was designated as Utah's first "*All American Road*" in June. This two-year process brought community, business, tourism, natural resource and economic interests together across two counties to craft a comprehensive plan for promoting Scenic Byway 12 as a major destination unto itself.

State Route 143 exhibits many intrinsic qualities on par with those found along Scenic Byway 12, but in a more compact stretch of highway. A meeting was called in late 2002 to bring together a broad cross-section of local elected officials, regional economic development staff, tourism representatives and land managers to discuss the feasibility of pursuing national designation for State Route 143. Participants formed the core Highway 143 Organizing Committee. A number on the Committee had participated in the Scenic Byway 12 planning process, and were very familiar with the steps that had to be taken to become eligible for national designation. The first step was to prepare a Corridor Management Plan. The Committee worked with Color Country

Resource, Conservation & Development (RC&D), Inc. to prepare an application to the national scenic byways organization through the Utah Department of Transportation for funding needed to



Identifying Intrinsic values locations on topographical map during public meeting in Panguitch (Photo by Five County Association of Governments)

undertake the corridor management planning process. Participants also solicited local matching funds from county commissions, tourism offices, and communities. More than \$16,000 were committed as matching funds. The corridor management planning grant of \$48,000 was submitted in August 2003. The grant was approved in November 2004.

Organizing Committee members contracted with the Five County Association of Governments to prepare a Corridor Management Plan (CMP). Association staff had authored the Scenic Byway 12 CMP, and the committee wanted to utilize the expertise of local professionals who know the area and key local contacts. A contract was executed on July 18, 2005, and the planning process commenced. The planning process documents the uniqueness of the area and the resources it contains and showcases the pride that local residents have in their area. Whether or not the CMP will be used for application for federal designation, the planning process was very useful in bringing a variety of stakeholders along the highway together to collaboratively plan for the future.

Locally elected officials support the process to create a locally developed CMP, and wish to keep promotion and maintenance decisions at the local level. They retain the right to withdraw from CMP development or the federal designation process at any time. This does not indicate the lack of support for a locally developed and managed CMP, but provides for the termination of the application process if necessary.

Additionally, the County Commissions retain the right to de-designate should it be felt at any time in the future that federal designation is not a benefit to their counties.



Scenic Byway Town Meeting at Brian Head City Offices
(Photo by Five County Association of Governments)

Highlights of Important Events

- 1850s: Wagon roads follow Native American trails onto the plateau in order to access timber.
- 1960's: Roadway improved and paved to its existing cross section.
- 1989: State of Utah designates Highway 143 a Scenic Byway.
- 2000: Designated as a Scenic Byway by the U.S. Forest Service.
- 2001: Corridor Study drafted by the Utah Department of Transportation.
- October 2002: Highway 143 Organizing Committee formed and the decision was made to develop a CMP for federal designation.
- October 2002: Color Country Resource Conservation and Development Council selected as financial manager.

- August 2003: CMP development grant package submitted to the state of Utah.
- November 2004: Notice received of CMP Grant Award.
- June 2005: State Contract Executed.
- June 2005: Five County Association of Governments hired to prepare the CMP.
- August 23-25, 2005: First series of town meetings were held in three highway communities.
- September 23, 2005: Meeting with a group of elders from the Paiute Indian Tribe of Utah.
- February 7-9, 2006: Final round of Town Meetings.

Town Meetings

The first series of town meetings was held during August and September 2005 in Parowan, Brian Head, Panguitch and Cedar City (Paiute Indian Tribe of Utah). These meetings provided a forum to explain the purpose of the CMP and allowed local residents to identify, locate, and describe meaningful intrinsic values along the corridor. The National Scenic Byways program was summarized and the concept of intrinsic qualities was explained. Participants took part in a mapping exercise to locate important intrinsic qualities along the corridor. These important values serve as the backbone for this planning effort.

A second round of Town Meetings were

conducted in February 2006. The Draft CMP was presented and discussed at length. The application process for federal designation was described. Participants had the opportunity to register their concerns and support regarding federal designation.

The Iron and Garfield County Commissions were then briefed regarding the planning process, and authorized the Committee to proceed with an application for federal designation.


Other Public Outreach

Throughout the CMP process various public relations tools and techniques have been used to inform the public of meetings and updates. Press releases were used and public notices posted throughout communities along the corridor.

Ongoing Public Outreach

Public input will continue through future public meetings sponsored by the county commissions, state and federal agencies and the cities and towns. Further input will be coordinated through the Five County Association of Governments as the mayors, commissioners and other agency leaders meet throughout the years.

Town meetings will be held periodically to review the annual report on the CMP and to gather public input used to modify the annual report prior to finalization by the county commissions, mayors and agency leaders.



Vision & Goals

Chapter 3

Vision Statement

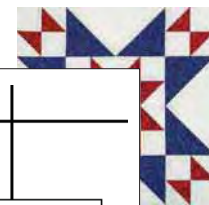
Utah's Patchwork Parkway will serve as the western gateway to Utah's High Plateaus, allowing those interested in a slower, leisurely pace to explore the heritage of native peoples and later settlers in the pioneer communities of Parowan and Panguitch.

Visitors may also enjoy year-round developed recreational opportunities in and around the Brian Head resorts and access the breathtaking vistas of Cedar Breaks National Monument. Panguitch Lake provides fishing and other water-related activities. The route eventually links to other spectacular scenic byways that lead across southern Utah's plateau country.

In addition to the many varied recreational uses enjoyed for many years by visitors and local residents alike, local residents will also continue to use the route as a primary access for other traditional uses such as livestock grazing, timber harvest, fuel wood gathering, and hunting as authorized by responsible land management agencies.

Goal Statements

- Utah's Patchwork Parkway will remain a two lane state highway with the west portion not suited for heavy truck traffic or high speed commuting.
- Improvements will focus on safe travel and separating bicycle traffic from travel lanes.
- Passing lanes will be installed at strategic locations as determined by the Utah Department of Transportation in consultation with local elected officials.
- Additional turnouts identified in this plan will be constructed in order to provide interpretive opportunities and locations for slower traffic to pull out of the travel lane.
- Livestock trailing will continue to occur. Additional safety measures will be deployed during livestock trailing operations.
- The Highway 143 Organizing Committee will transition to a long term management entity with the intent to oversee the implementation of this CMP. This will include the creation of a 501(c)3 non-profit entity.
- Opportunities to educate the traveling public on the significance of the livestock industry in colonizing/developing the area will be developed through an interpretive plan.
- While the corridor traverses both public and private lands, the existence of a designated scenic byway corridor does not imply public access onto private lands.



Corridor Boundary

Chapter 4

Utah's Patchwork Parkway traverses privately owned holdings inside of established communities; public lands managed by the Bureau of Land Management, Forest Service, and National Park Service; and private recreational and ranching lands outside of incorporated communities. Approximately 34 percent of the route crosses private lands. The remaining 66 percent is divided between the Forest Service (44%), Bureau of Land Management (19%) and Cedar Breaks National Monument (3%). The existence of the scenic byway corridor along or across private lands does not imply or grant any rights to public access.

Scenic Byway Corridor

The corridor is defined by the ridge lines bordering Parowan Canyon, lines of sight atop the plateau, and the ridge lines along South Canyon leading into Panguitch (See Map 2). This boundary was established because the highway is a primary determining factor in land uses and management.

Area of Influence

The intrinsic qualities identified in this plan are not limited to those located within the

identified corridor. These unique attributes are found in locations not immediately adjacent to the corridor. Examples include much of Cedar Breaks National Monument, Parowan Gap west of Parowan, and the Mammoth Creek area. A seven-mile long segment of U.S. "Heritage" Highway 89 serves as a connector between Highway 12, Utah's first All American Road and Utah's Patchwork Parkway. The plateau is headwater to the Sevier River, one of the longest of the few south to north flowing inland rivers in the entire country. Committee members and the public expressed strong desires to recognize these influences on the Parkway, therefore the Area of Influence is more expansive than the Corridor. This plan does not provide guidance or strategies for properties within the Area of Influence.

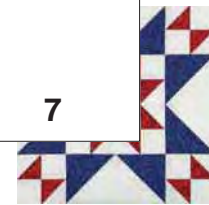
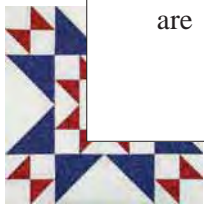
The greater southwestern Utah area surrounding this corridor includes many premier destinations including Zion National Park, Bryce Canyon National Park, Capitol Reef National Park and Grand Staircase Escalante National Monument. The influence of such world-renown wonders on regional tourist traffic directed through this corridor area cannot be

overlooked and should be promoted. In addition to national parks, there are also a number of state parks in the area.



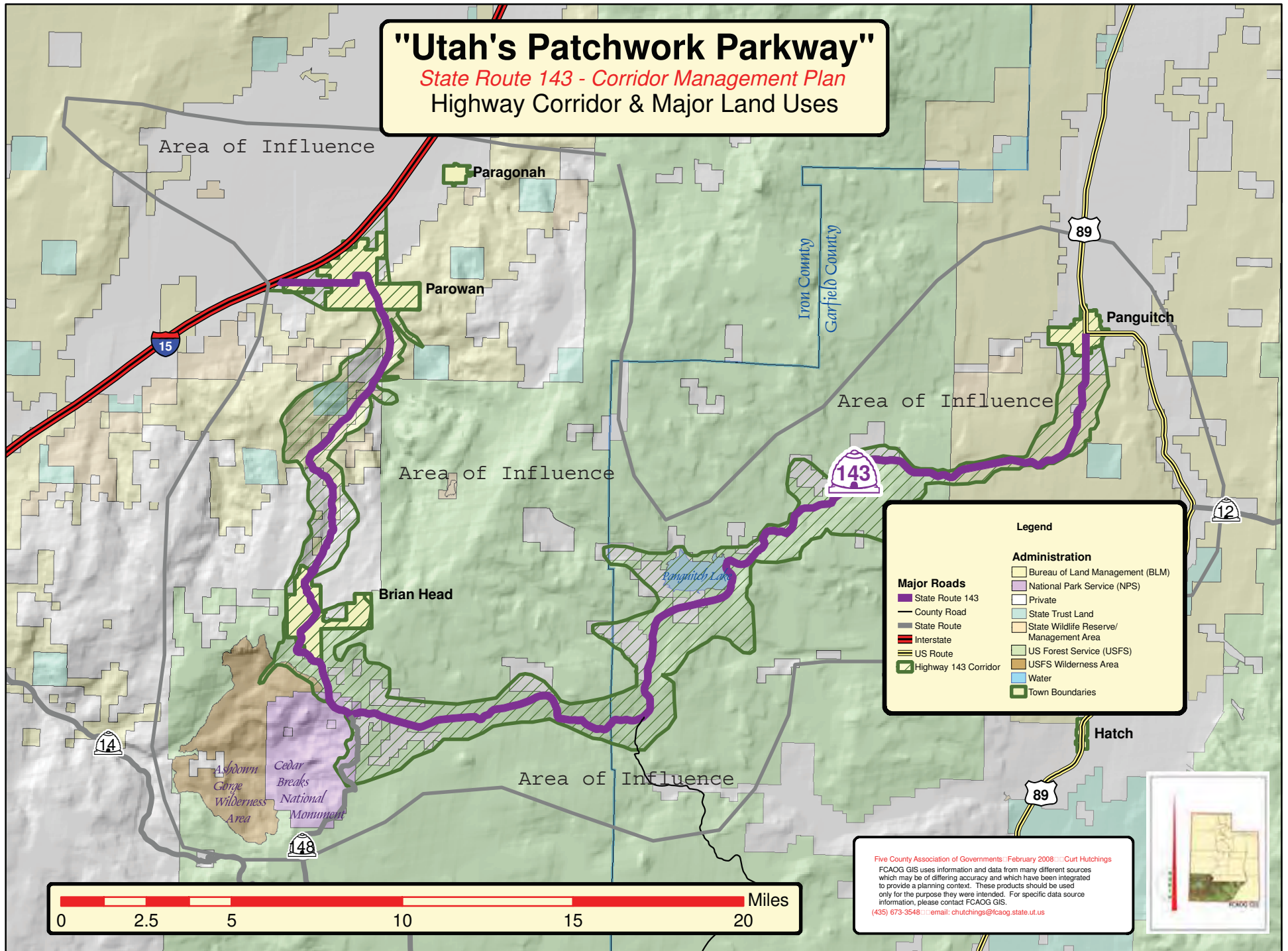
Parowan Gap located just west of Parowan has regional significance beyond the Byway corridor itself and cannot be overlooked in terms of being an important tourism draw for byway travelers. This is deemed a site in the "area of influence" of the Byway. (Photo courtesy of Five County Association of Governments)

An Iron County land use committee charged with considering countywide land use issues recently entertained a suggestion to change the designation of Cedar Breaks National Monument to National Park status. If this proposal is accepted, Utah's sixth national park would be added literally at the top of Utah's Patchwork Parkway.



"Utah's Patchwork Parkway"

State Route 143 - Corridor Management Plan
Highway Corridor & Major Land Uses





Archeological

Chapter 5

Archeological

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

Utah's Patchwork Parkway follows ancient migration routes used by native family clans moving from their Great Basin wintering grounds to high summer hunting and gathering lands. The Sevier Fremont culture and earlier Archaic hunter-gatherers left evidence of their passage, especially with rock art. This is especially apparent at nearby Parowan Gap just west of Parowan, where more than fifty inhabited sites, hunting places and rock art panels give evidence that the people who once lived in the area were familiar with the Mesoamerica calendar used by ancient cultures in the southwest and Mexico

Southern Paiute peoples inhabited the region at the time of European settlement. Sizable villages were located in or near many of the locations eventually used as town sites. Some of the highest elevation prehistoric Paiute village sites known occur near Brian Head.



Petroglyphs at Parowan Gap west of Parowan
(Photo from Utah Education Network, used with permission)

Much of the Markagunt Plateau was used for hunting and gathering. Panguitch Lake was a focal point of processing fish, game and plants. Panguitch actually means 'big fish' in the Paiute language. Trout were so abundant in the lake that the natives had

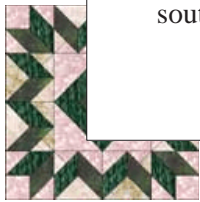
only to walk along the shore and spear the fish.

Navajo traders followed migration routes off of this plateau to trade with the Paiutes and new settlers. The Old Spanish Trail passed just to the north of the plateau and made its way through what is now Parowan.

This long history of human use provides a myriad of archeological resources in and near the highway corridor. Because some sites are also often considered sacred and are subject to damage, planning for possible interpretative sites will take these sensitive factors into consideration.



Many petroglyphs at Parowan Gap are readily visible from the roadway. Some, however, necessitate a short hike for a closeup look.
(Photo courtesy of Five County Association of Governments)



Existing Archeological Qualities			
#	Resource	Location	Agency
A1	Parowan Gap	West of Parowan	Bureau of Land Management
A2	Indian Village Remains	Parowan	Private Ownership
A3	Petroglyphs	Parowan Canyon	Private Ownership
A4	Numerous archeological sites	Brian Head Vicinity	US Forest Service
A5	Petroglyphs	Panguitch Lake Vicinity	US Forest Service
A6	Petroglyphs	White Rocks Vicinity	US Forest Service
A7	Archeological Scatters	Panguitch Creek	Private Ownership
A8	Old Navajo Trail (Paragonah)	Unsure Alignment	US Forest Service

Strategies for Archeological Resources

- Ensure that a responsible organization or agency maintains archeological sites that have been identified as available for interpretation and public access.
- Utilize interpretive facilities and materials to educate the public about archeological sites and their preservation.

Proposed Actions for Archeological Resources

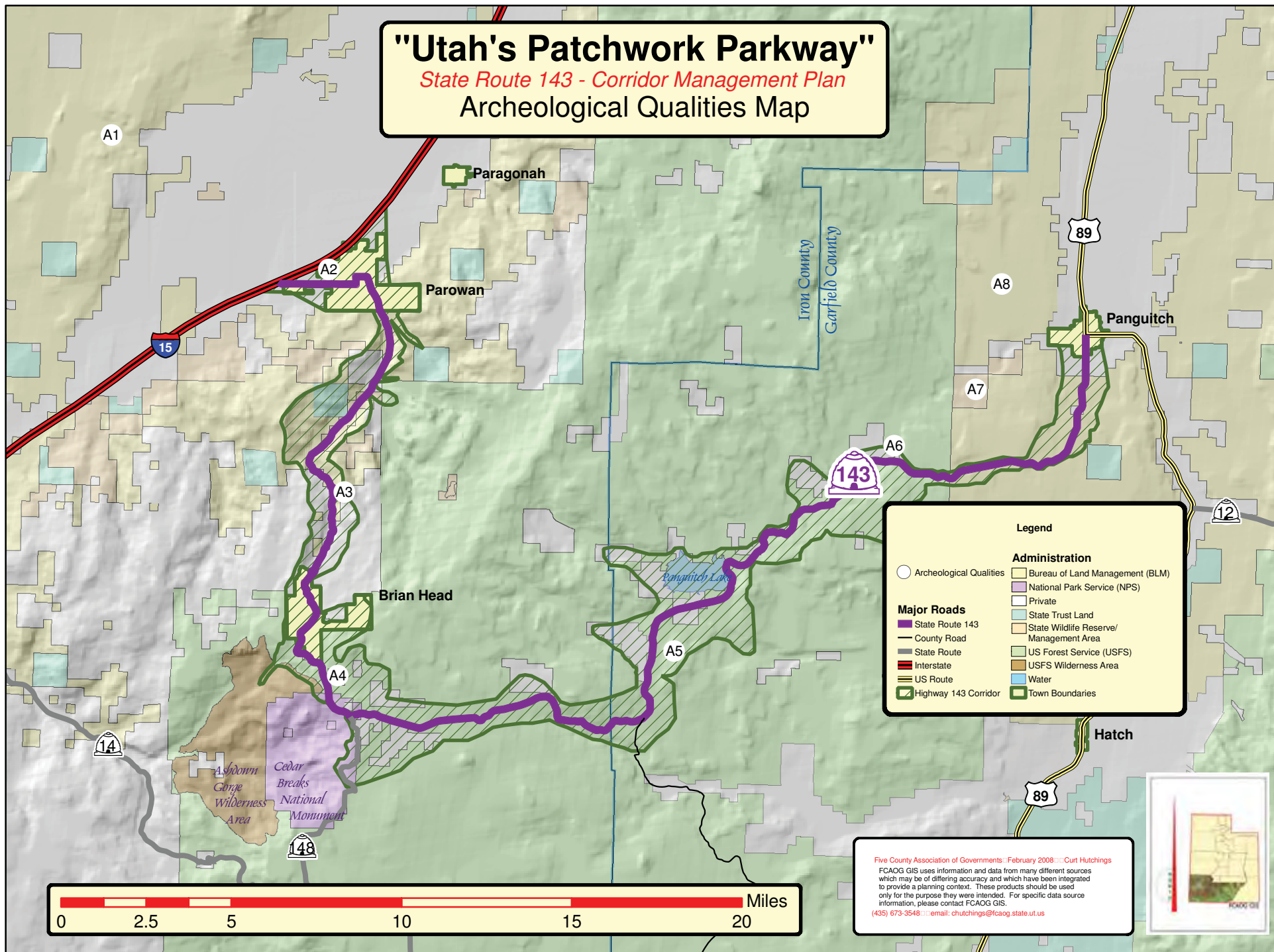
- Develop a strategic plan for archeological resources in the corridor for the protection of the promoted sites.
- Educate the public about the archeological sites as a unique resource that may be considered sacred.
- Involve the Paiute Indian Tribe of Utah in the strategic planning process and interpretive efforts.
- Involve the Utah Division of Indian affairs in the strategic planning process and interpretive efforts.

- Involve the Utah Division of State History in the strategic planning process and interpretive efforts.

"Utah's Patchwork Parkway"

State Route 143 - Corridor Management Plan

Archeological Qualities Map





Cultural

Chapter 6

Cultural

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

Cultural resources along Utah's Patchwork Parkway are a reflection of the events and traditions of the communities along the route. The people of Parowan, Brian Head, Panguitch and the Paiute Tribe of Utah are proud of their heritage and have numerous unique stories. The traditions presented in annual events, activities and festivals celebrate each community's uniqueness.

The Panguitch Quilt Walk delights local residents and out of town visitors with colorful displays of home made quilts crafted by local artisans. Panguitch also hosts an annual hot air balloon festival. An annual Pow Wow is held in Panguitch providing an ideal opportunity to view and experience the colors, music, dance and regalia of Native American culture.



Native American Pow Wow in Panguitch
(Photo by Tom Barlow, used with permission)

The town of Brian Head holds an annual Oktoberfest celebration at the resort. The resort also holds annual cultural events related to skiing.

Parowan celebrates its rich heritage as the first southern Utah town with an annual birthday party including a town luncheon, pioneer dancing, singing and a town meeting. The town has traditional pioneer celebrations of federal and state holidays, annual musicals and dramatic performances in the historic theater. There is also an annual summer solstice observation program at Parowan Gap and Autumn Fest. Events such as these are an example of some of the regional cultural traditions. All of the

cultural events held in the area are celebrations of the heritage of the people and the uniqueness of this region. A cultural tradition that is not an event, but is strongly valued, is the tradition of ranching and cattle and sheep drives along the corridor. This ranching tradition is treasured in this rural region.



The 1939 John Ford directed movie classic "Drums Along the Mohawk" was filmed along the byway corridor.
(Photo provided by Parowan Heritage Foundation)

Strategies for Cultural Resources

A. Provide a forum for local governments, businesses, and state and federal agencies to work together regarding commercial development along the byway.

B. Do not restrict traffic use (i.e. log trucks, cattle trucks, bicycles or agricultural equipment, etc.), but continue to adhere to UDOT regulations already in place.

C. Accommodate growth and development in a manner sensitive to existing cultural concerns.

D. Support the following goals that are in concert with local general plans:

- *Promote a regular interface between representatives from agriculture and tourism through scheduling training seminars with Utah State University and with the Utah Department of Agriculture.*
- *Through agricultural diversification, also known as “agritainment”, promote opportunities for tourism and tourist events/attractions.*
- *Encourage grant and foundation research towards the establishment of museums, art galleries and Main Street projects in the byway communities.*

E. Encourage the promotion and preservation of heritage activities that highlight local traditions, handiwork, arts and crafts.

F. Encourage local communities to become active participants in the Utah State Pioneer Communities / Main Street Program.

Proposed Actions for Cultural Resources

A. Continue to provide a comprehensive list of cultural activities to be included in marketing packets.

B. Partner with the Heritage Highway 89 Alliance and Scenic Byway 12 Committee.



The cowboy in America is alive and well along Utah's Patchwork Parkway. There are many opportunities for horseback riding on trails that range from the sagebrush covered lowlands and pinon forests to high altitude alpine meadows. (Photo courtesy of Cedar City & Brian Head Tourism Bureau)



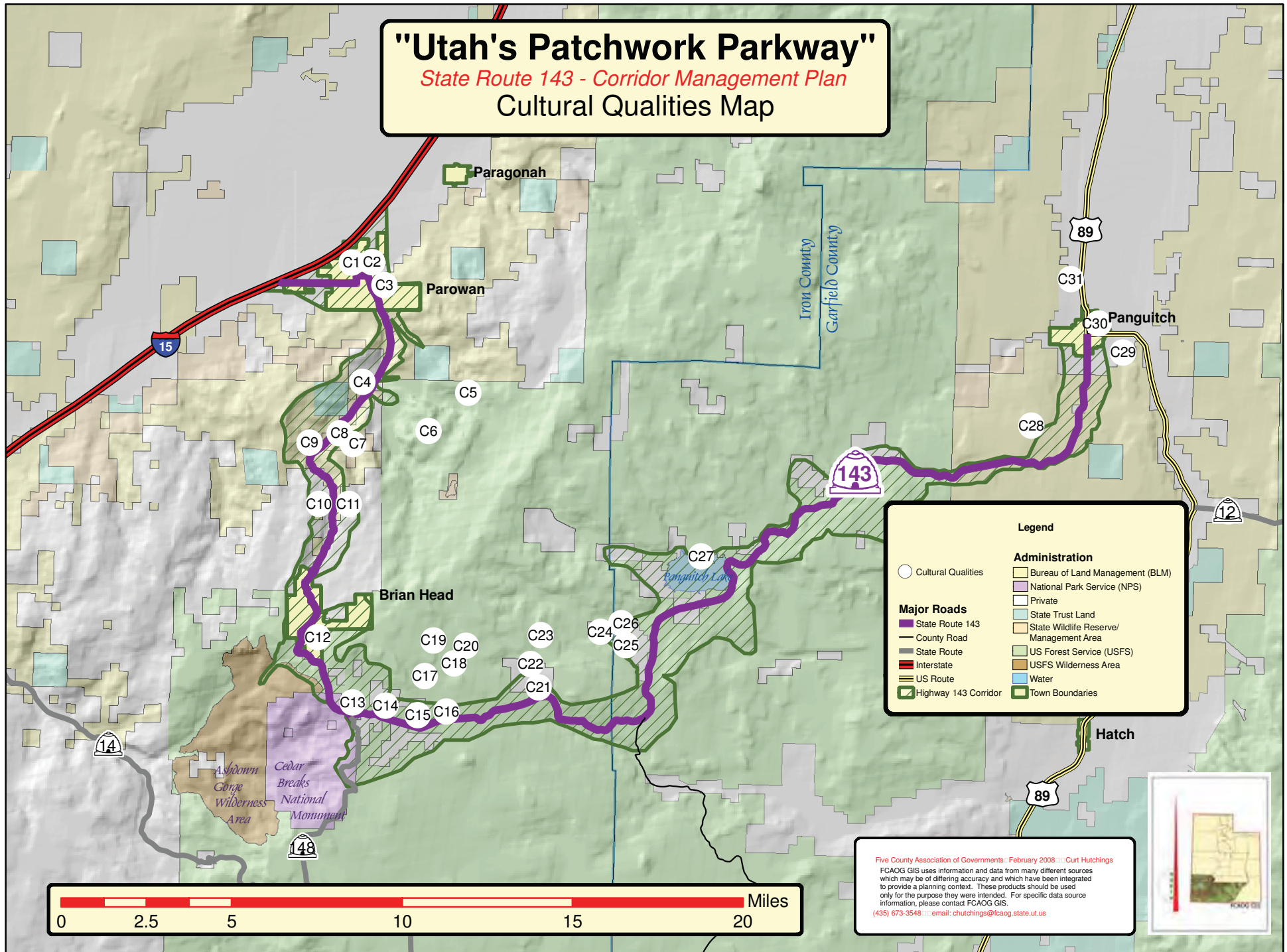
Agriculture and ranching continues to play a significant cultural role in the lives of local residents in the Byway area. (Photo courtesy of SURWEB)

Existing Cultural Resources			
#	<i>Resource</i>	<i>Location</i>	<i>Agency</i>
C1	Historic District	Parowan	Parowan City
C2	Past Rodeo/County Fair	Parowan	Iron County
C3	Cemetery	Parowan	Parowan City
C4	Livestock Trail	Parowan Canyon	Private Ranch Owners
C5	Camping/Hunting	Parowan Canyon and Tributaries	US Forest Service
C6	Berry Collecting/Rockchuck Hunting	Markagunt Plateau	US Forest Service
C7	Hidden Haven Waterfall	Parowan Canyon	Unknown
C8	Willow Collection	Parowan Canyon	Various Landowners
C9	Livestock Trail	Parowan Canyon	Private Ranch Owners
C10	Livestock Trail	Parowan Canyon	Private Ranch Owners
C11	Mt Messiaen Monument	Parowan Canyon	UDOT
C12	Brian Head Resort	Brain Head Town	Private Resort Owners
C13	Site of "Minnie's Mansion"	Intersection of SR 143 and SR 148	US Forest Service
C14	Site of Holyoak Sheep Camp	Markagunt Plateau	US Forest Service
C15	Site of "Shepherd Of The Hills" movie set	Sidney Valley	US Forest Service
C16	Sheep Grazing	Markagunt Plateau	US Forest Service & Private Ranches
C17	Site of historic Creamery	Lowder Creek	US Forest Service
C18	Wild Vegetables	Markagunt Plateau	US Forest Service
C19	Squirrel Trail	Lowder Creek	US Forest Service
C20	Site of "Drums Along The Mohawk" movie set	Sidney Valley	US Forest Service
C21	Willow Collection	Markagunt Plateau	US Forest Service
C22	Juniper Berries	Markagunt Plateau	US Forest Service
C23	Native Forbs	Markagunt Plateau	US Forest Service
C24	Site of "Bob, Son of Battle" movie set	Markagunt Plateau	US Forest Service
C25	CCC Camp	Markagunt Plateau	US Forest Service
C26	Blue Spring	West of Panguitch Lake	Private Landowners
C27	Historic Paiute and Pioneer Summer Camps	Panguitch Lake	Private Landowners & US Forest Service
C28	Pinon Pine Nut Harvesting	Foothills south of Panguitch City	BLM
C29	Panguitch Cemetery	Panguitch	Panguitch City
C30	Panguitch Main Street	Panguitch	Panguitch City
C31	Heritage Highway 89	Panguitch	Heritage Highway 89 Alliance

"Utah's Patchwork Parkway"

State Route 143 - Corridor Management Plan

Cultural Qualities Map



Historic

Chapter 7

Historic

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

History of the Utah's Patchwork Parkway

Archaic hunter-gatherers and the Sevier Fremont culture were the first known inhabitants of the region. Petroglyphs, pit houses, arrowheads and pottery dating from A.D. 750 to 1250 have been found in the area and are evidence that it contained a major thoroughfare of early Native Americans.

At nearby Parowan Gap, a natural mountain pass twelve miles northwest of Parowan, ancient inhabitants inscribed petroglyphs on smooth-surfaced boulders that feature snakes,

lizards, mouse-men, bear claws, and mountain sheep.

The Old Spanish Trail traverses the northern and western fringes of the byway's Area of Influence. The Trail linked two provinces of Mexico separated by such difficult topography and climatic extremes that, despite attempts beginning as early as 1776, a route was successfully opened only in 1829. In that year Antonio Armijo, a merchant from Santa Fe, led 60 men and 100 mules on the known trails blazed northward by trappers and traders with the Utes, and backtracked along the route Spanish padres Dominguez and Escalante recorded as they returned to Santa Fe from southern Utah more than fifty years earlier.

News of the opening of trade with California resulted in immediate commerce between Santa Fe and Los Angeles. With a few exceptions, pack trains made annual treks between New Mexico and California, bringing woven Mexican products to California, which lacked sheep, and bartering them for horses and mules, scarce in New Mexico. Emigrants from New Mexico began to take the Spanish Trail to California in the late 1830s, and outlaws used the trail to raid the California ranchos. Raids for Indian slaves became common, with victims sold at

either end of the trail despite official condemnation of the practice. The traffic in human beings reverberated among the peoples who lived along the trail for many years longer than the caravans plied their trade.

Early in 2002, Senator Campbell introduced the Old Spanish Trail Recognition Act. In 2002, Congress passed the bill unanimously.

Southern Paiutes were the first to meet the early pioneers. Mormon settlers moved into the Parowan area in 1851, forging a wagon trail up Parowan Canyon to access timber for the settlement that would become the staging ground for settlement across southern Utah and the greater southwest. Parowan is now known as the "Mother Town of the Southwest".



Monument to Parley P. Pratt located in the Parowan Heritage Park marking the spot where the first party of LDS settlers camped while exploring the region in 1850. The flagpole they erected is still standing.

Parowan City The western gateway to Utah's Patchwork Parkway is Southern Utah's first pioneer settlement, Parowan. Many original and turn-of-the-20th-Century homes and businesses in the center of Parowan are still standing. A number of museums and heritage parks commemorating the past are open to the public. Parowan City blends a rich historical past with present-day, small-town hospitality. Set in a beautiful natural location, it serves as a year-round gateway to Brian Head resorts and Cedar Breaks National Monument. According to the Five County Association of Governments, Parowan City's population in 2005 was approximately 2800.

An annual birthday celebration commemorates Parowan's founding on January 13, 1851, just twelve months after Parley P. Pratt, a Mormon apostle, and members of his exploring party discovered the Little Salt Lake Valley and nearby deposits of iron ore. On January 8, 1850 Pratt had raised a liberty flagpole above Heap's Spring (now known as Parowan Heritage Park) and dedicated the site as "The City of Little Salt Lake." Based on Pratt's exploration report, Brigham Young, the Mormon prophet, called for the establishment of Parowan as the center for colonization across a broad region.

Mormon apostle George A. Smith was appointed to head the establishment of this "Iron Mission" in 1850. The first company of 120 men, 31 women, and 18 children braved winter weather traveling south from Provo during December. They sometimes built

roads and bridges as they traveled, finally reaching Center Creek in Parowan on January 13, 1851.

Within days, the settlement organization was completed. Companies of men were dispatched to build a road up the canyon, a townsite was surveyed and laid into lots, and a fort and a log council house were established. The council house was used as church, schoolhouse, theater, and community recreation center for many years.



Parowan's historic "Crown Jewel", the Rock Church stands in the center of town square. Construction of the Rock Church began in 1863 and the work was completed in 1867. The Rock Church was designed after the Salt Lake City Tabernacle. Over the years, the rock church has been used as a place of worship, town council hall, school building, social hall, and a tourist camp. (Source: Parowan City Corp.)

In 1861 construction began on a large church building to stand in the center of the public square. The pioneers envisioned a building of three stories, built from the abundant yellow sandstone and massive timbers in nearby canyons. Known as the "Old Rock Church,"

the building was completed in 1867 and served as a place of worship, town council hall, school building, social hall, and tourist camp. In 1939 it was restored through the efforts of the Daughters of Utah Pioneers and a Parowan-sponsored WPA project. It is now a museum of Parowan's early history.

Parowan has been called the "Mother Town of the Southwest" because of the many pioneers who left to start other communities in southern Utah, Nevada, Arizona, Colorado, and even Oregon and Wyoming. In its first year, colonists were asked to settle Johnson Fort, now Enoch, where a stockade was built, and were also sent to settle along Coal Creek to manufacture iron. That settlement became Cedar City.

Parowan's first settlers were instructed to plant crops to sustain themselves and immigrants who would open up the coal and iron ore deposits. Parowan settlers also developed local industries including a tannery, sawmill, cotton mill, factories for making saddles and harnesses, furniture and cabinets, shoes, and guns; there also were both carpentry and blacksmith shops. By the early 1900s both sheep and dairy industries were well established. Eventually, local farms were noted for their quality Rambouillet sheep, and the Southern Utah Dairy Company, a cooperative venture begun in 1900, produced dairy products and was known for its "Pardale Cheese."

Iron mining in the twentieth century brought prosperity to Iron County. Economic forces forced the closure of the mines and the



In the 1870's lumber from Parowan Canyon sawmills was freighted to Salt Lake City for use in building the famous Mormon Tabernacle organ. Until the mid-1950's local sawmills produced fine lumber. This old sepia photograph of a local mill along the corridor (unknown name or exact location) is a good example of the types of historic industry that took place along the Patchwork Parkway corridor (Source: Parowan Main Street Corporation).

completion of Interstate 15 threatened economic depression in the early 1980s. Determined Parowan citizens pulled together to develop an economic plan of action to keep the community viable. Farmers and ranchers are working together to increase the number of agribusinesses and dairies. City officials have maintained financial stability while encouraging community projects that preserve the pioneer heritage and increase tourism during all seasons. Parowan is the site of the annual Iron County Fair on Labor Day weekend; it also is a host community for the Utah Summer Games and sponsor of the annual "Christmas in the Country" celebration each November.

In 1990 Parowan City and Parowan Heritage Foundation began development of Parowan Heritage Park at Heap's Spring. The park includes an amphitheater, a grotto and pond, a picnic site, and commemorative statuary.

In 1998 a cooperative venture between the city, Parowan Heritage Foundation, Parowan High School Agriculture Department, Utah Division of Wildlife Resources and the Utah Quality Growth Commission started restoring and developing the Dr. Meeks Pioneer Farmstead, urban fishery and Outdoor Learning Center on the original farmstead site of Parowan's first doctor.



Historic Meeks Cabin in Parowan. Dr. Priddy Meeks was the first doctor in Southern Utah. He came with his family to Parowan in May of 1865 and built his home and office just west of the fort. He later moved to other communities being settled by Parowan families before settling permanently in Orderville, Utah. (Source: Parowan Heritage Foundation.)

Other local historic sites include the original town square with the Old Rock Church, the War Memorial and Rose Garden, the Third/Fourth Ward LDS chapel built in 1919, and the Jesse N. Smith Home Museum. Parowan City supports a Parowan Community Theater, which produces outstanding theatrical productions throughout the year.

Brian Head

No one really knows the origin of Brian

Head's unique name. The highest peak of the Markagunt Plateau was originally known as Monument Peak because of its use by early surveying expeditions as a point of reference. Its name was changed at the turn of the 20th century. Some claim that the famous explorer John Wesley Powell named the peak for an official in the Geological Survey Office by the name of Bryan. Others say that the peak was named for the famous politician William Jennings Bryan. Still others say the wife of a United States government official lobbied for the name change. In any case, the spelling soon changed, and Brian Head became the accepted name for the peak of 11,307 feet.

Native American inhabitants used the lands surrounding the peak for hunting and gathering during the summer and fall seasons. Early settlers established small ranching operations on homesteads in the high mountain meadows atop the plateau. These summertime operations produced thousands of pounds of cheese and butter that were shipped to the booming mining towns of Silver Reef, Pioche and Frisco. This was an important source of cash for the settlers of Parowan and Panguitch.



A surviving historic photograph of visitors at Minnie's Mansion as it appeared over three quarters of a century ago. (Photo courtesy of town of Brian Head.)



Miriam "Minnie" Adams, photo date unknown. (Photo courtesy of town of Brian Head.)

These high mountain homesteads became known as "Little Ireland" due to the relatively lush vegetation atop the plateau.

Charles Adams, an enterprising young man from Parowan, built a large lodge in what is now Cedar Breaks National Monument in 1921 to entertain visitors and rent rooms. The business quickly became the focus of entertainment for residents and visitors alike. Charles Adams' daughter Minnie helped run dance hall operations. Local sheep herders dubbed the place "Minnie's Mansion." The business lasted only five years due to the short season and structural damage from heavy snows, but has become legendary as the beginning of the hospitality industry at Brian Head.

Brian Head is also traversed by the Old Sorrel Trail, the route used to haul timber to Cedar City for the first structure on the campus of what would become Southern Utah University. On January 5, 1898, a group of men, the first of a long line of townsmen to face the bitter winter weather of the mountains, left Cedar City. Their task was to cut logs necessary to supply the wood for the new building. They waded through snow that often was shoulder deep, pushing and tramping their way up the mountains, sleeping in holes scraped out of the snow and

covered with mattresses of hay. It took them four days just to reach the saw mills, located near the present day ski resort, Brian Head. Once they got there they realized they had to go back to Cedar City again. The wagons they brought with them could not carry logs through the heavy snows, and it was determined that sleighs were needed to do the task.

The way back was just as arduous as the trip up. The snow had obliterated the trail they had originally blazed and the snow was even deeper. The wagons could not make it and were abandoned at a clearing. It was in this phase of their march that an old sorrel horse proved so valuable. Placed out at the front of the party, the horse, strong and quiet, would walk steadily into the drifts, pushing and straining against the snow, throwing himself into the drifts again and again until they gave way. Then he would pause for a rest, sitting down on his haunches the way a dog does, heave a big sigh, then get up and start all over again. "Old Sorrel" was credited with being the savior of the expedition.

In 1964 Burton Nichols built a ski resort near Brian Head Peak. It included a T-bar, chairlift, and warming hut. In the 1970s the resort was expanded to include two lift areas, and in March 1975 the resort became an incorporated community. Recreation is the base of Brian Head's economy, and includes skiing, snowboarding and snowmobiling in the winter and spring, and backpacking, mountain biking, and hiking in the summer and fall. According to the Five County Association of Governments, Brian Head's



Photo of the "Old Sorrel" sculpture located on the campus of Southern Utah University in Cedar City, Utah (Photo courtesy of SUU)

population in 2005 was approximately 125. The town also hosts a seasonal transient guest population of about 5,000.

Immediately after incorporation Brian Head municipal government became highly involved in providing public services and promoting development. The town maintains signs advertising the resort and sponsors booths at ski shows to promote tourism in southern Utah. Town officials also work closely with Brian Head Enterprises in sponsoring recreational events and activities.

Town plans include roads, hiking trails, snowmobile and ATV trails, as well as the development of snow making capabilities. The community's overall objective is to "refine the overall pattern of land uses, such that the resulting town form takes advantage of Brian Head's unique setting, creates an attractive and livable community, preserves and enhances the alpine recreation experience and allows Brian Head to compete successfully within the regional resort marketplace."

Panguitch City

Panguitch, the county seat and largest community of Garfield County, is built on the south side of the Panguitch Valley between Panguitch Creek on the west and the Sevier River on the east. The settlement was first called Fairview, but the name was changed to Panguitch, a Paiute word meaning "big fish," for nearby Panguitch Lake. In March 1864 fifty-four pioneer families from Parowan and surrounding settlements were led by Jens Neilson across the Markagunt Plateau. A fort was built on the present school square. Cabins were built around the perimeter, pens and corrals were included for cattle, horses, and sheep. Land was soon cleared and irrigation ditches and canals were surveyed and excavated.

During the first winter, supplies ran out. Seven men were sent to Parowan for grain. Their trek, using quilts to stay atop deep snows, has been memorialized as the famous Quilt Walk described on the inside cover of this document.

On April 10, 1865 three men were killed by Indians in central Utah's Sanpete County--hostilities which started the Black Hawk War. Panguitch residents were advised to leave, and the town was abandoned in May 1866. Residents left their homes and crops and sought safety in Parowan and other communities.

In 1870 Brigham Young, the Mormon prophet, made a trip through the valley and decided it was time to resettle. He called George W. Sevy, a resident of Harmony, to gather a company and resettle Panguitch. The

following notice appeared in the Deseret News in early 1871: "All those who wish to go with me to resettle Panquitch Valley, will meet me at Red Creek on the 4th day of March, 1871 and we will go over the mountain in company to settle that country." The company arrived March 18th or 19th, found no snow on the ground, the dwellings and clearings unmolested, and even the crops of earlier settlers still standing.



Historic red brick home in Panguitch is a fine representation of many others found throughout this mountain valley community.

The settlers first moved into the fort. Progress later brought a gristmill, sawmills, a shingle mill, post office, tannery, shoe shop, lime and brick kilns, a hotel, and a co-op store. The meetinghouse built in the fort continued to be used as a school and for church services.

On March 9, 1882 the territorial legislature created Garfield County and set the current boundaries. Panguitch was named the county seat. The city was incorporated in 1899. Its 1890 U.S. Census population was 1,015

persons. Agriculture along with cattle and sheep raising formed the basic economy.

A dam was built at Panguitch Lake to enable it to hold more water for irrigation. The West Panguitch Irrigation Company operates ditches and canals that follow courses laid out by early surveyors.

Panguitch architecture is characterized by beautiful, locally made, red brick. Making brick was a community affair. The two-story brick structures are generally the oldest; the second generation of red brick homes were one-story dwellings.

Electricity arrived in 1910. The Social Hall, built about 1900 and destroyed by fire before 1920, was rebuilt and was the center of drama, dance, social, scout, and youth activities, including court games. It is still in use today. In 1940 Panguitch reached its largest population - 1,979 persons. During World War II, many people left town to work in war industries.

In 1954-55, Croft Sawmills began operations in Panguitch and brought many new people into town while allowing many area people to remain. In 1970 Kaibab Industries acquired the sawmill and became the largest employer. At the present time, tourism seems to be the most economically feasible industry. Panguitch is near five national parks as well as monuments and near class A trout streams and lakes. Campgrounds, recreation areas, a ski resort, and mixed conifer forests surround the town. According to the Five County Association of Governments, Panguitch City's

population in 2005 was approximately 1,600 persons.

July 24th, Utah's Pioneer Day, is celebrated as Homecoming, the largest local celebration. Events include a parade, reunions (family and class), community breakfast, pit barbeque dinner, races, games, rodeo, and dance. A beautiful historic cemetery lies about two miles east of the town on Highway 89. Tombstones date to the 1870s.

With the addition of new baseball diamonds, the Triple C Arena, Business Incubation Center and a very active Main Street Committee, Panguitch has become the host of many festivals and events. These include the Cowboys Aren't Dead Festival, Ice Breaker Baseball Tournament, Quilt Walk Festival, Balloon Festival, Homecoming, Garfield County Fair, Indian Pow Wow, and the 200 mile Desperado Dual road bicycle race.

Mormon Pioneer Heritage Area

As Utah was celebrating its heritage on Monday, July 24, 2006, the U.S. House of Representatives passed a bill establishing the National Mormon Pioneer Heritage Area. The national designation recognizes the history, architecture and culture along "the heritage highway," and includes U.S. Highway 89 in Panguitch,

The bill underwent several renditions through six years of negotiation and survived three sessions of Congress. The heritage area defines in a distinctly local blend of art

galleries and artisan studios, heritage lodging, western adventures, historic sites, celebrations, antiques and indigenous foods.

Panguitch Historic District

On November 16, 2006, The Panguitch Historic District was listed on the National Register of Historic Places. The district includes the historic town plat of Panguitch, which is only slightly smaller than the current city limits. There are 386 contributing primary resources, about 59 percent of the total number of resources. The historic district is significant for its association with the history and development of Panguitch from an agricultural outpost to a growing city with tourism as a major part of its economic base. The themes of Panguitch history have been early settlement, farming, ranching, mercantilism and tourism. An isolated pioneer outpost for many years, the residents of Panguitch formed a close-knit community consisting of mostly descendants of its earliest settlers.

Ranching made many residents prosperous and by the early 1920s, Panguitch was the richest per capita town in Utah. After the depression years, when many ranching fortunes were lost, tourism grew to augment ranching in the city's economy. Tourism in southern Utah grew with the proliferation of the automobile. The community's proximity to five national parks and other recreational areas has been a boon to Panguitch. Because of the significant impact tourism had on the landscape of Panguitch in the early 1960s,

the historic period extends from the earliest settlement resource, an extant log cabin constructed in 1864, to the construction of the last motel court in 1964. The historic and architectural resources of the district are eligible within the following areas of significance: Exploration/Settlement, Community Planning and Development, Agriculture, Commerce, Entertainment /Recreation and Social History. The District is also significant for an intact concentration of historic buildings, which exhibit a high level of integrity, craftsmanship, and creativity. The large number of historic buildings constructed of locally-made red brick is particularly impressive. This brick is distinct to the Panguitch community in color, and in the early twentieth century, in texture. Overall, the brick is darker red than in most Utah towns of the same age. Panguitch residents take great pride in their unique brick buildings. Although there are a number of architecturally significant institutional and commercial buildings, the district is primarily significant for the high number of architecturally significant residences from throughout the period of significance, including a large number of individualistic Arts & Crafts bungalows. The architectural legacy includes a distinct hybrid house-type of the 1920s and 1930s, unique to the Panguitch community. This Panguitch house-type of the 1920s and 1930s is large with a square footprint under a pyramidal-with-projecting-bays roof, and an eclectic mix of Victorian, Bungalow and Period Revival stylistic elements. The unique Panguitch house dominated the 1920s and 1930s; and unlike most Utah communities, only a few examples

of traditional period cottages are found in the town. Prior to listing, three buildings within the district were individually listed on the National Register of Historic Places. Despite some late twentieth century intrusions, the Panguitch Historic District represents and contributes to the history of Panguitch, Utah.

Strategies for Historic Resources

A. Work with counties and towns along the route to refine land use plans and ordinances to accommodate growth and development sensitive to existing historic concerns.

B. Work with counties and towns to develop an inventory and preservation plan for the historic structures in the corridor, such as pioneer houses and outbuildings and frontier fences.

C. Support fund raising efforts for restoration and renovation of important historic structures along the route (consider seeking National or State Historic Register listing, by district or structure).

D. Continue to develop interpretive materials that provide comprehensive historic highlights of the corridor.

E. Work with towns and individuals to identify and develop sites that highlight historic events along the corridor.

F. Involve the Utah Division of State History in interpretive efforts.

Proposed Actions for Historic Resources

A. Support the efforts of the Parowan Heritage Foundation and Panguitch Historic Society.



A historic pioneer era home in Parowan City displays a surreal winter wonderland appearance. There are opportunities along Utah's Patchwork Parkway (SR143) for similar discoveries during any season of the year. (Photograph used with permission courtesy of Ed Carroll Photography).

National Register of Historic Places Structures within Scenic Byway 143 Corridor Area of Influence

Garfield County

Property Name	Property Address	Property Significance	Year Listed	Federal Listing #
Owens Jr., William T. and Mary Isabell R., House	95 N. 100 E.; Panguitch	Historical Significance: Event, person, Architecture/Engineering. Architectural Style: Bungalow/ Craftsman Historic Function: Single Domestic Dwelling Current Function: Single Domestic Dwelling	1999	99000399
Panguitch Carnegie Library	75 E. Center; Panguitch,	Historical Significance: Event/ Education Area of significance: Education Historic Function: Education	1984	84000148
Panguitch Tithing Office - Bishops Storehouse	100 E. Center; Panguitch	Historical Significance: Event, Architecture/ Engineering Architectural Style: Late Victorian, Other Area of Significance: Architecture, Religion, Commerce Historic Function: Agricultural/Subsistence, Religion Current Function: Recreation and Culture, Social (Meeting Hall, Museum)	1985	85003664
Panguitch Social Hall (also known as Panguitch Playhouse; Panguitch Opera House)	50 E. Center; Panguitch	Historical Significance: Event Area of Significance: Entertainment/ Recreation Historic Function: Recreation and Culture (Auditorium, Music Facility, Sport Facility, Theater) Current Function: Recreation and Culture (Auditorium, Music Facility, Sport Facility, Theater)	1998	98001376
Pole Hollow Archeological Site	Address Restricted, near Panguitch	Historical Significance: Information Potential Area of Significance: Art, Prehistoric Cultural Affiliation: Native American Historic Function: Agricultural, Subsistence/ Animal Facility, Processing Current Function: Industry/Processing/Extraction, Landscape, Extractive Facility, Unoccupied Land	1981	not applicable

Iron County

Property Name	Property Address	Property Significance	Year Listed	Federal Listing #
Lyman, William and Julia, House	191 S. Main; Parowan	Historical Significance: Architectural/ Engineering Architectural Style: Gothic Area of Significance: Social History, Architecture Historic Function: Single Domestic Dwelling Current Function: Single Domestic Dwelling	2000	00000355
Meeks-Green Farmstead Building	Approximately 40 North 400 West; Parowan	Historical Significance: Event Area of Significance: Health/Medicine, Agriculture Historic Function: Agriculture/Subsistence Current Function: Vacant/Not in Use	1994	94000295
Parowan Meeting House (Also known as Parowan Rock Church)	Center Block of Main Street, Between Center and 100 South; Parowan	Historical Significance: Event, Architecture/ Engineering Architectural Style: Not listed Area of Significance: Architecture, Religion Historic Function: Religious Structure Current Function: Recreation and Culture (Museum)	1976	76001818
Parowan Tithing Office	21 N. 100 W.; Parowan	Historical Significance: Event Area of Significance: Religious/, Commerce Historic Function: Religion Current Function: Single Domestic Dwelling	1985	85003672

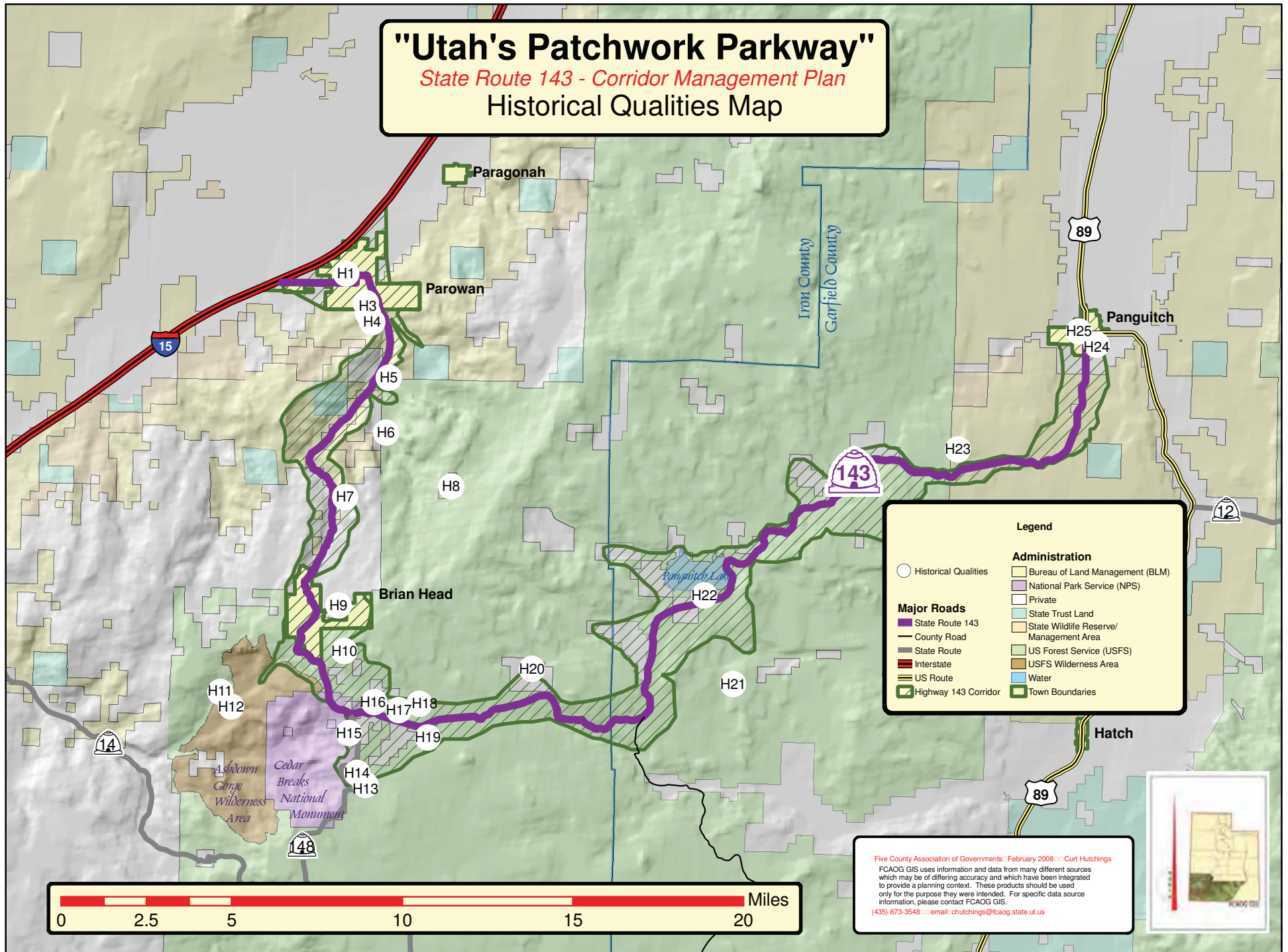
Smith, Jesse N., House	45 W. 100 S.; Parowan	Historical Significance: Person, Architecture/ Engineering Architectural Style: Other, Not listed Area of Significance: Architecture, Exploration/ Settlement Historic Function: Single Domestic Dwelling Current Function: Recreation and Culture (Museum)	1975	75001807
Parowan Gap Petroglyphs	Parowan Gap	Historical Significance: Information Potential Area of Significance: Art, Prehistoric Cultural Affiliation: Fremont Historic Function: Recreation and Culture- Work of Art (Sculpture, Carving, Rock Art) Current Function: Landscape/Park	1975	75001806

Existing Historical Qualities		
#	Resource	Location
H1	Historic Buildings	Parowan City
H2	Old Wooden Flume	Parowan Canyon
H3	Power Plant Ditch	Parowan Canyon
H4	Squaw Rock	Parowan Canyon
H5	Benson Sawmill	Parowan Canyon
H6	CCC Bridges	Parowan Canyon
H7	Silica Mine	Parowan Canyon
H8	Yankee Meadows Reservoir	First Left Hand Canyon
H9	Steam Engine Meadows	Brian Head
H10	Brian Head Peak	Brian Head
H11	Navajo Point	Brian Head
H12	Tinks Race Track	Brian Head
H13	Historic caretakers Cabin	Cedar Breaks
H14	CCC Visitor's Center 1937	Cedar Breaks
H15	Cedar Breaks Lodge	Cedar Breaks
H16	Adam's Ranch "Little Ireland"	Lowder Creek
H17	Ireland Meadows	Lowder Creek
H18	Lyman Ranch	Lowder Creek
H19	Boiler Springs	Mammoth Creek
H20	Historic Sheep Grazing (EA)	Markagunt Plateau
H21	Bristle Cone Pine	Birch Spring Knoll
H22	Old Horse Race Track	Panguitch Lake
H23	Size Mine	South Canyon
H24	Blackhawk Wars	Panguitch Valley
H25	Panguitch Historic District	Panguitch City
H##	Mormon Heritage Area	----
H##	Old Sorrel Trail	----
H##	Old Spanish Trail	----

"Utah's Patchwork Parkway"

State Route 143 - Corridor Management Plan

Historical Qualities Map





Natural

Chapter 8

Natural

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

Natural intrinsic qualities abound along Utah's Patchwork Parkway. Such qualities include geological formations, paleontological phenomenon, vegetation and wildlife.

Because the road passes through different ecosystems, vegetation and wildlife are quite diverse. Factors such as elevation, temperature, available moisture, soil makeup and slope direction effect plant distribution.

Erosion has played a major role in exposing many geologic formations throughout the corridor. The crown jewel of these formations is Cedar Breaks National Monument, a 2,000 foot deep amphitheater



Spectacular lava fields along SR143 provide the traveler with a sense of the awesome forces of nature that have shaped the terrain.

(Photo by Five County Association of Governments)

eroded from the Claron formation. The vegetation, wildlife and geology of the area become a living laboratory for those interested in natural and geologic aspects of the journey. For others it is simply a vivid display of color and natural sculpture that attracts their attention on this scenic drive.

The Markagunt Plateau is important because the natural lakes, riparian areas and high mountain habitat provide for a wide variety of wildlife. More than 350 fish and wildlife species live on the plateau. Utah prairie dog, peregrine falcon, three-toed woodpecker, northern goshawk, sage grouse, and boreal

toads are some species of special interest found along the Parkway. World-class hunting opportunities for mule deer, Rocky Mountain elk, pronghorn antelope and black bear abound.



Crystal clear water flows in Mammoth Creek along SR143 in this late fall photograph. Soon snow will provide a white blanket covering this area as the season changes into winter.

(Photo by Five County Association of Governments)

Sixteen species of rare plants also exist on the plateau. Several plants grow only on habitats provided by unique rock formations. Some of the last remaining tall forb plant communities remaining in Utah are found on the plateau.

Brian Head hosts an annual week-long Field Ecology course in June. Teachers use state-of-the-art equipment to learn various surveying techniques. They are also instructed how to take field notes, analyze data, and other research skills vital to strengthen secondary school science curriculums.

The abundance and diversity of natural resources were vital to sustaining early Native American cultures, early explorers and Mormon settlers. These included unique silica deposits and timber as well as other natural resources.

Strategies for Natural Qualities

A. Encourage communities to adopt ordinances that help ensure maximum protection of nighttime skies.

B. Develop sites and interpretive materials that highlight natural resources along the corridor.

C. Cooperate with all agencies on long range planning.

D. Cooperate in the efforts to develop a Cedar Mountain driving tour.



Two adventurers contemplate activities they have planned for a sunny morning near Cedar Breaks.

(Photo courtesy of Cedar City & Brian Head Tourism Bureau)



A young family enjoying a spectacular view at Cedar Breaks National Monument. A huge natural amphitheater has been eroded out of the variegated Pink Cliffs (Claron Formation) near the junction of Utah's Patchwork Parkway and SR148. Millions of years of sedimentation, uplift and erosion have created a deep canyon of rock walls, fins, spires and columns, that spans some three miles, and is over 2,000 feet deep. The rim of the canyon is over 10,000 feet above sea level, and is forested with islands of Englemann spruce, subalpine fir and aspen; separated by broad meadows of brilliant summertime wildflowers.

(Photo courtesy of the Cedar City & Brian Head Tourism Bureau)



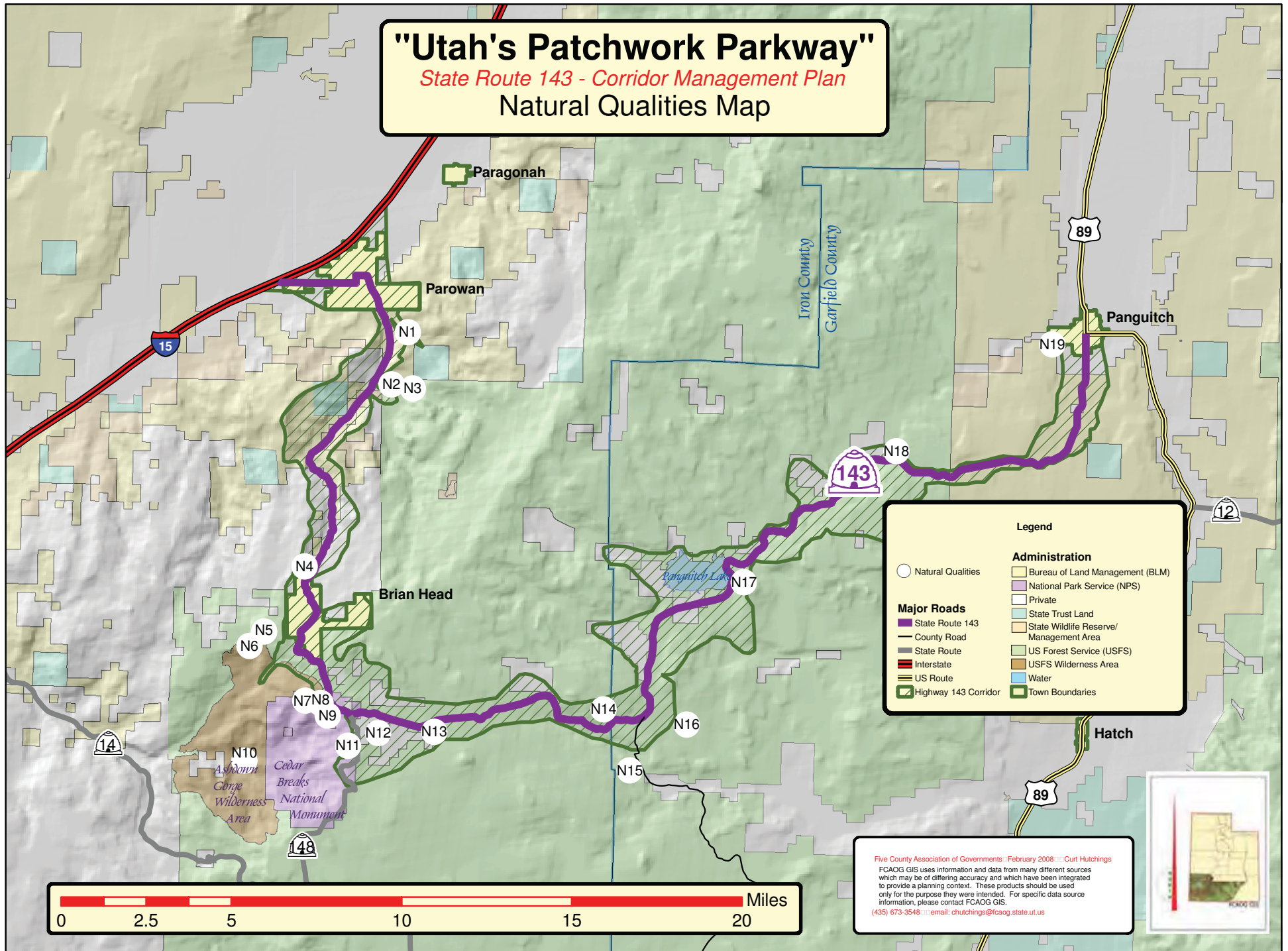
The natural beauty found along Utah's Patchwork Parkway is second to none. (Photo courtesy of Cedar City & Brian Head Tourism Bureau)

Existing Natural Qualities		
#	Resource	Location
N1	Sols Spring	Parowan Canyon
N2	Vermilion Castle	First Left Hand Fork Canyon
N3	Five Mile Campground	First Left Hand Fork Canyon
N4	Bear Caves	Parowan Canyon
N5	Sugarloaf Mountain	West of Brian Head
N6	Twisted Forest	Ashdown Gorge
N7	Top 10 Night Sky Site	Cedar Breaks
N8	Bristlecone Pine	Cedar Breaks
N9	Cedar Breaks Natl. Monument	Cedar Breaks
N10	Ashdown Gorge WA	West of Cedar Breaks
N11	Wildflowers/Fall Foliage	Markagunt Plateau
N12	Bark Beetle Infestation	Markagunt Plateau spruce forests
N13	Red Aspen Grove	Castle Creek
N14	Trophy Elk	Markagunt Plateau
N15	Mammoth Spring	Mammoth Creek headwater
N16	Lava Flow	Panguitch Lake
N17	Panguitch Lake	Panguitch Lake
N18	White Rocks	South Canyon
N19	Outdoor Classroom	Panguitch

"Utah's Patchwork Parkway"

State Route 143 - Corridor Management Plan

Natural Qualities Map





Recreational

Chapter 9

Recreational

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

Recreational opportunities abound along Utah's Patchwork Parkway. From hiking, road and mountain biking; skiing to trophy big game hunting; lake and stream fishing; rifle shooting and camping to snowmobiling; ATV travel; boating and photography; the highway corridor offers an abundance of memorable experiences.

The corridor offers recreation during all seasons of the year and for a range of physical abilities.

Two key recreational magnets along the corridor are Brian Head, Utah's highest elevation ski and summer resort and Panguitch Lake, a natural water body that has attracted visitors since prehistoric times.



Ski lift at Brian Head Ski Resort transporting guests upward on the mountain for a run down Utah's famous powder snow. During summer the resort caters to mountain bikers and hikers.

(Photo by Brian Head Ski Resort, used with permission)

The Markagunt Plateau has always been a place of refuge from desert heat; as well as a place where diverse groups of people meet to trade, compete and recreate.

Each major stop along the way offers its own type of opportunity: Parowan and its equestrian park, picnic areas campgrounds, and swimming pool; Brian Head with its

cross-country & downhill skiing and many hiking and biking trails; Cedar Breaks, with breathtaking views and clear night skies along its trails; Panguitch Lake's fishing, boating and camping opportunities; and Panguitch, offering rodeos, festivals, and sporting activities.



Yankee Meadow Reservoir accessed via Utah's Patchwork Parkway contains rainbow and brook trout. A perfect place to teach a future angler. (Photo courtesy Cedar City & Brian Head Tourism Bureau)

Strategies for Recreational Qualities

- A. Work with agencies and related businesses to provide recreational facilities that will accommodate travelers, including the physically challenged.
- B. Continue to update and produce comprehensive recreational materials to provide important directional and safety information.
- C. Encourage the extension of the recreational season to a year-round calendar.



Mountain Biking at Brian Head Resort is a popular summertime activity, Giant Steps chairlift #2 whisks you and your mountain bike to the top of an extensive trail network in their Mountain Bike Park. From there, you can enjoy the on-slope single track, or you can head on over to Brian Head Peak to combine on-slope trails with the area's backcountry network. You can even ride the lift back to the bottom. (Photo courtesy of Cedar City & Brian Head Tourism Bureau)



Mountain biker enjoying single track trail across a wildflower covered hillside in summer along Utah's Patchwork parkway. (Photo courtesy of Cedar City & Brian Head Tourism bureau)

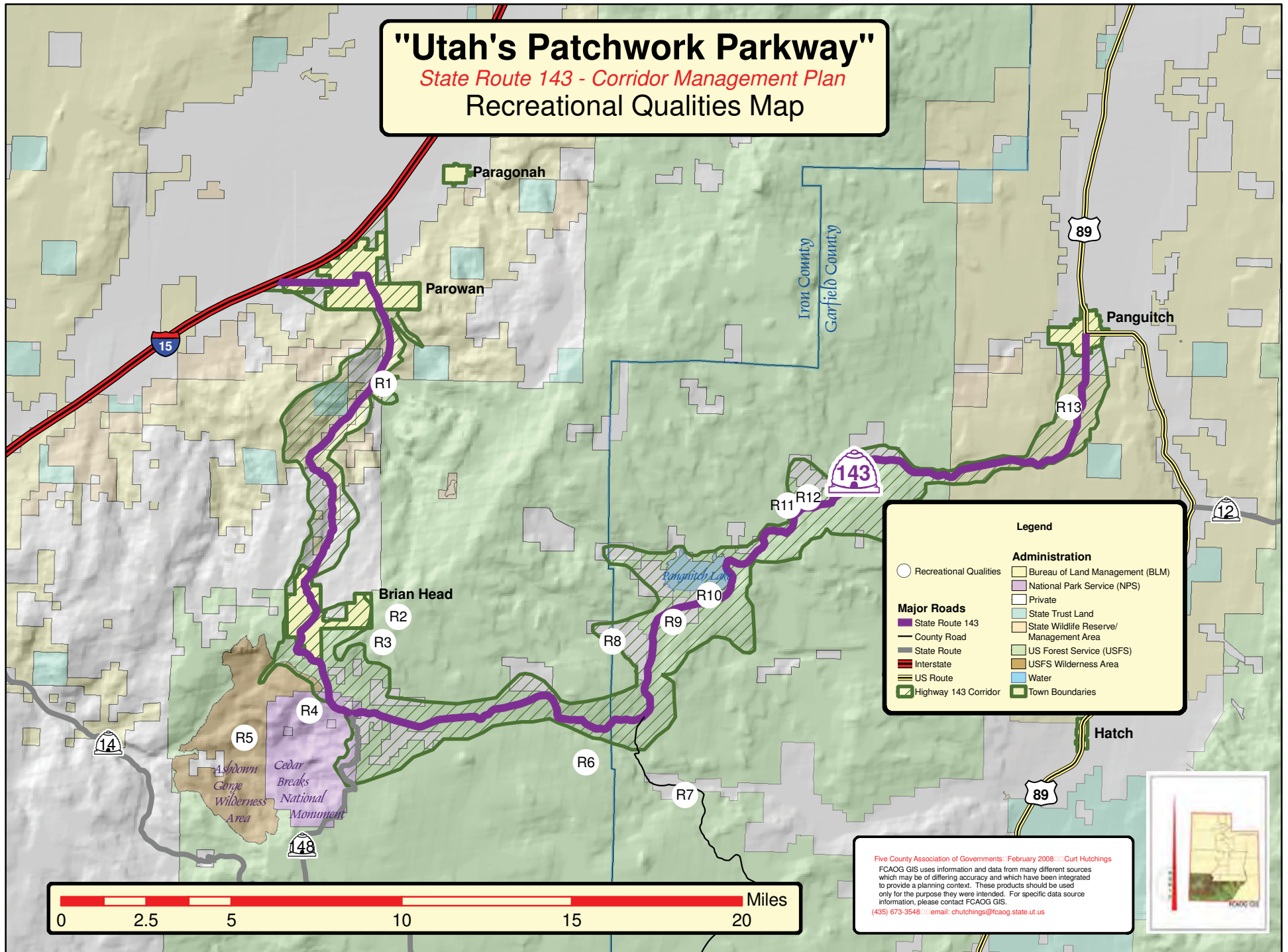


A spectacular time-exposure photograph of the annual Torchlight Celebration held on New Years Eve night at Brian Head Resort. Brian Head Resort offers skiers over 500 acres of uncrowded terrain with up to 400 inches of legendary Utah powder snow each season served up with homespun hospitality deeply rooted in southwestern Utah's heritage. (Photo courtesy of Brian Head Resort)

Existing Recreational Qualities		
#	Resource	Responsible Party
R1	Forebay/Fishing	US Forest Service
R2	Downhill Snow Skiing/Tubing and Mountain Bike Trails	Brian Head Resort
R3	Brian Head Peak Trailhead	US Forest Service
R4	Moonlight Cross Country Skiing at Cedar Breaks	National Park Service
R5	Ashdown Gorge Wilderness Area	US Forest Service
R6	Dead Lake	US Forest Service
R7	Mammoth Creek	US Forest Service & Private Landowners
R8	Noodle Lake	US Forest Service
R9	Panguitch Lake Campgrounds	US Forest Service
R10	Panguitch Lake Resorts	Resort Owners
R11	Fishing/Ice Fishing	Utah Division of Wildlife Resources
R12	White Bridge Campground	US Forest Service
R13	Panguitch Creek	US Forest Service, BLM & Private landowners
R14	Rifle Range	Panguitch City

"Utah's Patchwork Parkway"

State Route 143 - Corridor Management Plan
Recreational Qualities Map



Five County Association of Governments: February 2008
Curt Hutchings
FCAOG GIS uses information and data from many different sources which may be of differing accuracy and which have been integrated to provide a planning context. These products should be used only for the purpose they were intended. For specific data source information, please contact FCAOG GIS.
(435) 673-3548; email: chutchings@fcaog.state.ut.us





Scenic

Chapter 10

Scenic

Scenic Quality is the heightened visual experience derived from the view of natural and manmade elements of the visual environment of the scenic byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and most memorable visual experience. All elements of the landscape—landform, water, vegetation, and manmade development—contribute to the quality of the corridor's visual environment. Everything present is in harmony and shares in the intrinsic qualities.

Scenery along Utah's Patchwork Parkway changes at every twist and turn of the highway. The variety of the scenic landscape contributes to a myriad of unique qualities and makes the journey one of the most scenic in Utah. The Parkway begins and ends in historic pioneer-era communities set in a scenic wonderland that changes with each of the four seasons. The journey up Parowan Canyon encompasses the traveler in a tight corridor of evergreen forests and tall rock walls.

Brian Head marks the arrival at the top of the plateau where vistas open up to allow views of more than 100 miles in any direction. Shortly

down the road Cedar Breaks National Monument offers views of a huge natural amphitheater eroded out of the variegated Pink Cliffs. Sedimentation, uplift and erosion created this deep canyon of rock walls, fins, spires and columns spanning approximately three miles, is more than 2,000 feet deep. The elevation of the rim



A scenic natural arch located up Second Left Hand Fork Canyon between Parowan and Brian Head town is accessed via Utah's Patchwork Parkway. (Photo courtesy of SURWEB)

overlooking the canyon is more than 10,000 feet above sea level. The plateau is forested with islands of Englemann spruce, subalpine fir and aspen separated by broad meadows of brilliant summertime wildflowers.

During 2006, local officials began discussing the feasibility of gaining designation of Cedar Breaks as a National Park. This initiative was driven by the desire to include an outstanding natural arch and lower-elevation access into the area. A task force was organized, and is pursuing political and financial support

On the way toward Panguitch, after leaving Cedar Breaks, one finds views as far as Powell Point and the Escalante Mountains, Sevier Plateau, Paunsaugunt Plateau, and the Sunset cliffs. Wide expanses of basalt deposited by volcanic eruptions not more than 1000 years old are evident near Panguitch Lake. Native American legends note "smoking hills" near the lake. These lava flows surround unique islands of flora and fauna separated from the rest of the plateau. South Canyon leads downward through Ponderosa pine and Pinyon/Juniper forests into Panguitch Valley where the Sevier river flows northward on its journey to the Great Basin.

Strategies for Scenic Resources

- A. Recommend methods to preserve and protect visual quality along the corridor by amending existing local land use ordinances.
- B. Encourage the enforcement of existing regulations regarding removal of off-site signage.
- C. Work with federal, state, and local agencies to institute common and consistent design and color standards for signage, public and similar facilities, as well as interpretive exhibits and kiosks.
- D. Encourage that facilities such as cell phone towers, power lines, and telephone lines be designed to blend into the landscape.



A close-up of Fall foliage found along Utah's Patchwork Parkway. (Photo courtesy of Cedar City & Brian Head Tourism Bureau)



Scenic waterfall in Parowan Canyon along Utah's Patchwork Parkway (SR143). (Photo courtesy of Cedar City & Brian Head Tourism Bureau)



Fall splendor surrounds the traveler with tall aspen trees ablaze in color along Utah's Patchwork Parkway. (Photo courtesy Cedar City & Brian Head Tourism Bureau.)



A picturesque view of Panguitch Creek meandering through a mountain meadow just downstream from Panguitch Lake. This is but one of many memorable scenic vistas readily available to travelers all along Utah's Patchwork Parkway corridor. (Photo courtesy of Five County Association of Governments)

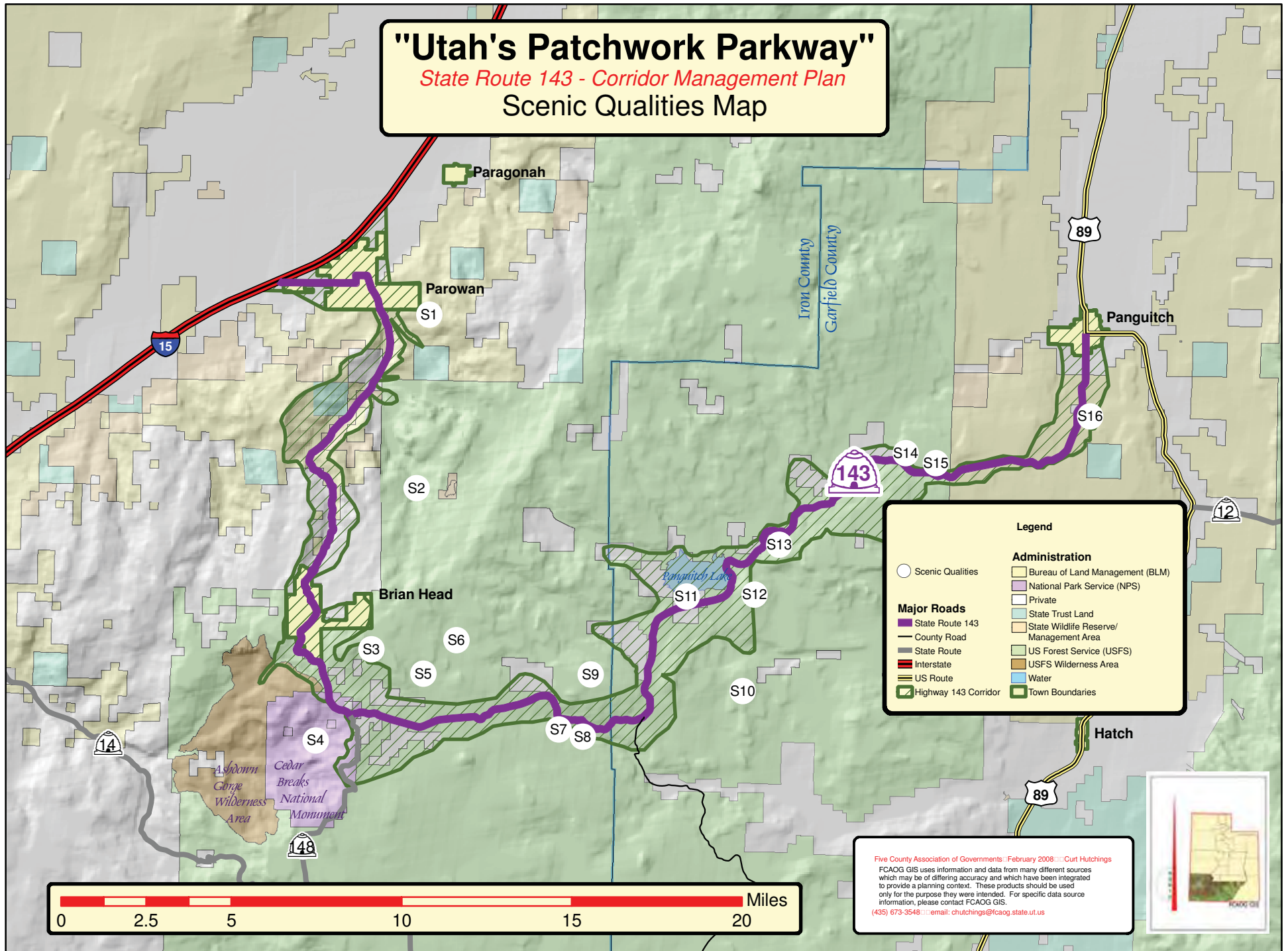
Existing Scenic Qualities

#	<i>Resource</i>
\$1	Valentine Peak
\$2	Red Spires Arches
\$3	Brian Head Peak
\$4	Cedar Breaks National Monument
\$5	Beaver Pond
\$6	Sidney Peak
\$7	(view) Paunsaugunt Plateau
\$8	(view) Sunset Cliffs
\$9	Lava Flows
\$10	Scenic View
\$11	Fall Foliage
\$12	Cooper Peak
\$13	The Narrows
\$14	View Area
\$15	Castle Rock formation
\$16	(view) Panguitch Valley

"Utah's Patchwork Parkway"

State Route 143 - Corridor Management Plan

Scenic Qualities Map



Transportation and Safety

Chapter 11



The Utah Department of Transportation (UDOT) has prepared two recent Corridor Studies that address conditions along State Route 143 (June 2001 and May 2002). These studies conclude that the highway is in *"general good health considering the mountainous terrain in which it serves"*. Specific challenges identified include the growing volume of traffic related to the expansion of Brian Head, narrow shoulder widths that cannot accommodate bicycle traffic, and log hauling trucks that conflict with smooth traffic flows along the highway. Immediate projects identified included adding passing lanes and widening shoulders. Longer term projects include turning lanes at Brian Head, Panguitch Lake and Panguitch.

The Department of Transportation anticipates a comprehensive widening project by the year 2020. Immediate projects will not require right of way acquisition, but long term widening may result in the need to acquire adjacent property in selected locations.

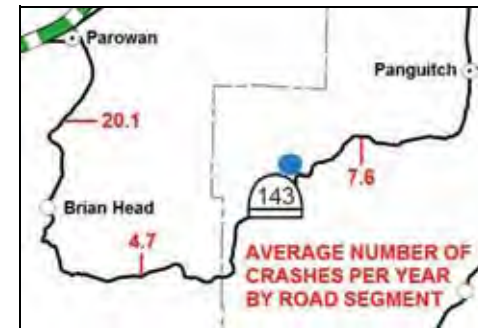
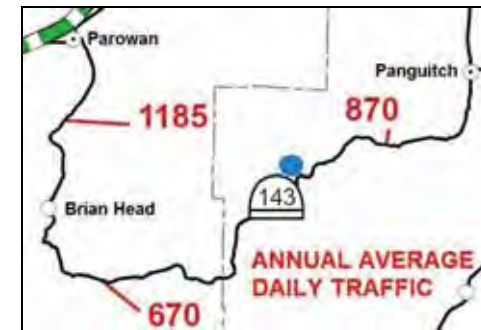
The most pressing safety issue is the dangerous curve at milepost 12 just west of Brian Head. Steep grades in Parowan Canyon resulted in a proposed runaway truck lane, but the project was cancelled when designers could not avoid crossing oncoming traffic.

STATE ROUTE 143 AVERAGE ANNUAL DAILY TRAFFIC

LOCATION DESCRIPTION	MILEAGE POINT ON ROUTE (FROM I-15)	2004 AADT
SR143 Parowan Canyon between Parowan City and town of Brian Head	4 miles	1,185
SR143 at Junction with SR148 (Cedar Breaks National Monument)	19 miles	670
SR143 east of Panguitch Lake	32 miles	870

Source: "TRAFFIC ON UTAH HIGHWAYS - 2004"; UTAH DEPARTMENT OF TRANSPORTATION SYSTEMS PLANNING AND PROGRAMMING DIVISION, TRAFFIC ANALYSIS SECTION

The highest number of crashes occur in Parowan Canyon due to steep grades. The greatest crash frequency occurs in Brian Head because of heavy winter time traffic volume and snow packed side street conflicts. The worst crash severity occurs in South Canyon, probably due to high passenger car speeds conflicting with slow moving recreational vehicles.



STATE ROUTE 143 AVERAGE CRASHES PER YEAR		
SEGMENT	LENGTH OF SEGMENT	AVERAGE NUMBER OF CRASHES
SR-143 Between I-15 in Parowan and Brian Head town south limits	16.16 miles	20.1
SR143 between Brian Head town south limits and Panguitch Lake	15.99 miles	4.7
SR143 between Panguitch Lake and U.S. 89 in Panguitch City	18.64 miles	7.6
Source: "SR-143 CORRIDOR STUDY"; JUNE 2001, UTAH DEPARTMENT OF TRANSPORTATION, STATEWIDE PLANNING.		



Utah's Patchwork Parkway (SR-143) as it drops in elevation towards the mountain valley community of Panguitch.
(Photograph courtesy of the Five County Association of Governments)

Maintenance Recommendations

UDOT has made the following recommendations for maintenance improvements to SR143:

STATE ROUTE 143 (MILEAGE FROM I-15)	
Milepost	Maintenance Recommendation
3.2	Control erosion at cemetery
6.9	Widen clear zone
8.8	Construct detention basin to collect gravel and silts
9.6	Correct sharp horizontal curves
12.0-13.0	Widen Roadway
17.1	Cut back slope and replace pipe
25.0-27.3	Improve shoulder slope on east side
34.4-34.6	Cut back hill for better sight distance
39.2-40.1	Cut back rock ledge and install cut ditches
49.2	Acceleration/deceleration land on eastbound lane at maintenance shed
49.0-49.6	Widen shoulders
n/a	Install curb & gutter 2 or 3 more blocks to the south on SR 143 in Panguitch
n/a	Replace four cattle guard wood bases
n/a	Rip-rap stream bank
n/a	Cut back various rock ledges to alleviate rock falls onto highway
Source: "SR-143 CORRIDOR STUDY"; JUNE 2001, UTAH DEPARTMENT OF TRANSPORTATION, STATEWIDE PLANNING.	

Safety Management Strategies

Several items were identified through the long and short range planning process. An

overview of safety management strategies for State Route 143 is provided below.

A. Accommodate bicycle traffic in a safe manner by considering some or all of the following solutions:

- coordinate a bicycle plan among Scenic Byway 143 partners
- separate bicycle traffic from motorized traffic lanes
- extend existing bike trails
- provide alternative bike paths
- add bike lanes

B. Reduce safety concerns of livestock drives and open range livestock on byway by some or all of the following solutions:

- utilize better signage
- use flags or hazard lights to warn about livestock drives
- provide adjacent passage routes
- construct fences
- encourage use of reflective ear tags

C. Encourage the communities to seek additional funding for emergency services and for law enforcement personnel, including Search and Rescue.

D. Encourage UDOT to install traffic warning and directional signage in locations where it does not exist or is currently insufficient.

E. Encourage UDOT to construct shoulders, auxiliary lanes, or parking in interpretive areas if warranted by safety concerns.

F. Encourage the construction of pullouts for slow moving traffic along frequently congested sections of byway, especially interpretive turnouts.

G. Coordinate with UDOT to reduce pedestrian/ auto conflicts by reducing speeds in pedestrian zones, siting scenic or interpretive turnouts in locations that keep pedestrian traffic on the same side of the road and/or install warning signage.

H. Provide information in the form of brochures, maps, kiosks or signs that inform tourists about such topics as services available, safety concerns, and road information.

I. Encourage UDOT to continue the long and short range safety planning efforts as well as regular maintenance inspections for State Route 143.

J. Support the coordination of planning involvement among byway partners for the various levels of safety and maintenance issues in the future.

Meeting Design Standards

Improvements to the highway should be planned and designed with the intention of meeting future transportation needs while protecting the intrinsic qualities of State Route 143. This will require continuing cooperation between private landowners, local governments, federal land management agencies and UDOT in order to design improvements which will serve the public using State Route 143, commerce, resource

extractive industry, land management and safety.

Bicycle and Pedestrian Traffic

Bicycle and pedestrian traffic is becoming more prevalent along State Route 143. Pedestrian traffic will continue to be planned and provided for at appropriate places along the highway. Pullouts and restrooms will be placed at locations that pedestrians do not need to cross the byway or interfere with oncoming traffic. Signage that is uniform and clear will be installed to give safety and directional information to pedestrians. All future highway construction projects would be designed to consider bicycle and pedestrian concerns.

Increased Tourism and Traffic

It is anticipated that through the implementation of this CMP visitor counts and the average length of stay will increase. To accommodate this increase, the byway will be enhanced with pullouts, passing lanes, visitor centers, restroom facilities, and emergency services. The location, funding, and design of these facilities will take place over the first few years of CMP implementation. In other areas throughout this plan, provisions have been addressed to accommodate anticipated increases.

Emergency Services

The need for emergency services along the byway, as well as the backcountry, is already evident. More services will be needed as the activity levels increase. These services will need to be located along the byway for speed of response to emergency situations.

STATE ROUTE 143 PROJECTED AVERAGE ANNUAL DAILY TRAFFIC VOLUME 2020, 2025		
LOCATION DESCRIPTION	2020 AADT	2025 AADT
SR143 Parowan Canyon between Parowan City and town of Brian Head	4,758	5,366
SR143 at Junction with SR148 (Cedar Breaks National Monument)	2,855	3,264
SR143 east of Panguitch Lake	1,778	1,976
Source: "SR-143 CORRIDOR STUDY"; JUNE 2001, UTAH DEPARTMENT OF TRANSPORTATION, STATEWIDE PLANNING.		

Local governments providing these services will need financial assistance to acquire, maintain and operate at the level required. A large percentage of visitors are of international origin. More signage using universal symbols regarding emergency service information will be needed. Additional emergency personnel may be needed to provide services to travelers that are not accustomed to back roads and rough terrain.

Winter Driving along Highway 143

In addition to snow tires or chains recommended during winter months, snowfall and blowing snow result in occasional road closures especially atop the plateau. State Route 148 that connects Utah's Patchwork Parkway (SR143) through Cedar Breaks National Monument to State Route 14

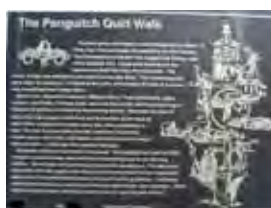
regularly closes for winter from first heavy snow in late fall until mid to late spring. Heavy snowfall and strong winds across the mountaintop sometimes necessitates closing Utah's Patchwork Parkway between the town

of Brian Head and the Mammoth Creek road in the interest of public safety. UDOT crews diligently strive to keep the road open, but it may take a day or two for the weather to calm and the snow to be cleared from the

road. And while the sun may be shining in the valleys, the weather can be very different on top.



Snow removal in wintertime along Utah's Patchwork Parkway. (Photograph courtesy of Nathan Merrill)



Interpretive

Chapter 12

Interpretation Plan

Interpretation is the means by which stories of a place as well as messages addressing safety, resource protection, and visitor orientation are conveyed to visitors. Based on the variety and extent of intrinsic qualities all along Utah's Patchwork Parkway, there are many fascinating stories to tell. Interpretation can provide the footnotes for a clearer image of the stories to be shared. Not only do travelers benefit from learning the stories along the byway, the local communities get to share their stories and host the visitors in their communities.

Along with the stories, there are also important messages about safety, orientation, and resource protection that should be conveyed to travelers to enhance their enjoyment of the region and to protect the resources that they have come to experience.

This chapter details the Scenic Byway 143 interpretive topic, theme and goals, and lists the existing interpretive sites, products, and publications. It also includes the proposed actions and strategies for enhancing interpretive opportunities along the byway.

Interpretive Topic and Theme

An interpretive topic is the broadest, most general expression of an idea to be conveyed. It is much like a headline of an article or the title of a story. For Scenic Byway 143, the guiding interpretive topic upon which the theme and other interpretive materials, waysides, and exhibits would be based is *Utah's Patchwork Parkway*.

The interpretive theme is the key message to be conveyed to the visitor. It was determined that the interpretive theme for the Parkway is:

Utah's Patchwork Parkway offers travelers a unique patchwork of colors, cultures, and climates that weave all six intrinsic qualities together to highlight a highway worthy of national scenic byway designation.

Interpretive Goals

- A. Welcome visitors and orient them to facilities, services, and attractions of the area.
- B. Promote an enhanced visitor understanding and appreciation of Utah's Patchwork Parkway.
- C. Encourage the enjoyment and appropriate use of the corridor.
- D. Encourage responsible use of our public

lands through the "Leave No Trace" and "Tread Lightly" program messages.

E. Provide accurate information about resources, issues, and land management policies in the area.

Interpretive Strategy

The interpretive strategy is based upon the interpretive goals and an understanding of visitor use and expectations. That strategy facilitates how the byway's compelling stories are to be shared with the traveler.

Acknowledging the many stories that can be told, interpretive planners will filter those stories through the byway interpretive topic of Utah's Patchwork Parkway and the related theme: *A Unique Patchwork of Colors, Cultures and Climates* when producing the various interpretive products and exhibits. At specific interpretive sites, it will be necessary to develop an interpretive plan with sub-themes that are related to the primary topic and theme.

Considering that the existing and proposed interpretive sites along Utah's Patchwork Parkway are spread along 51 miles, the best approach to convey the broad notion of the interpretive topic and theme will be to focus

on certain primary sites. Whereas, at other, secondary sites more specific and detailed interpretation and information will be provided.

This approach allows the traveler to come away with the essence of the byway theme without needing to stop at each and every pullout and wayside.

The primary and secondary sites are listed in the following table.



A ranger at Cedar Breaks National Monument providing an interpretative talk to visitors on the geological events that created the immense natural amphitheater that is the centerpiece of the Monument.
(Photo courtesy of Cedar City & Brian Head Tourism Bureau)

Existing Interpretive Facilities and Sites		
(West to East)		
#	Resource	Responsible Party
	Cotton Factory Monument	Daughters of the Utah Pioneers/Parowan City
	John C. Fremont Monument	Daughters of the Utah Pioneers/Parowan City
	Pioneer Sundial Monument	Daughters of the Utah Pioneers/Parowan City
	Old Rock Church Monument	Daughters of the Utah Pioneers/Parowan City
	Parowan Gazebo/ Partners Park	Parowan City
	Parowan Cemetery	Parowan City
	Benson Sawmill Monument	Benson Family Estate/UDOT??
	Replace Forbay Signage	Parowan City
	Center Creek Power Project Interpretive Sign	Parowan City
	Hidden Haven Wildlife Management Area	Utah Division of Wildlife Resources
	Messenine Monument	Parowan City/UDOT??
	Thunder Ridge Entrance Sign	Boy Scouts of America
	Brian Head Entrance Sign (north/west)	Brain Head Town
	Brain Head Bike Trail Kiosk	Brain Head Town
	Brian Head Entrance Sign (south/east)	Brain Head Town
	Brian Head Peak Interpretive Plaque	Brain Head Chamber of Commerce/Utah Centennial
	Brian Head Peak Vista Point	US Forest Service
	Old Sorrel Trail - Old Sorrel Interpretation Sign	Boy Scouts of America/Utah Centennial
	Ashdown Gorge Wilderness Area Trail Head and Kiosk	US Forest Service
	Dixie National Forest Entrance Sign	US Forest Service
	Cedar Breaks National Monument Entrance Sign	US National Park Service
	Cedar Breaks National Monument North View Interpretive Site	US National Park Service
	Old Sorrel Trial - Bridge Remains	Boy Scouts of America/Utah Centennial
	Hancock Peak Trail Head and Cairn	US Forest Service
	Panguitch Lake Campground Information Center	US Forest Service
	Panguitch Lake "Don't Pollute" Kiosk	Utah Department of Environmental Quality
	Dixie National Forest Entrance Sign	US Forest Service
	Garfield County Courthouse	Garfield County
	Garfield County Travel Council Offices	Garfield County

[illegible]

Proposed New Interpretive Facilities and Sites (west to east)		
#	Resource	Responsible Party
	Partners Park/Gazebo and Visitors Center - Cultural/Historic (gateway)	Parowan City
	Add Vermillion Castle to UDOT directional sign	UDOT
	Add sign for Grand Castle about six miles up road to Vermillion Castle	US Forest Service
	Brian Head Town/Chamber Offices - Recreational (resort activities)	Brain Head Town
	Cedar Breaks North View - Scenic (new display re Utah High Plateaus)	Park Service
	“The Gate” Pullout - Scenic (pink cliffs, vegetation management)	UDOT
	Birch Springs Knoll Lava Flow - Natural (lava flow and relict plants)	UDOT
	Panguitch Lake Racetrack - Historic/Natural/Archeology (human uses of lake)	??
	Blue Springs Pullout - Natural (streambed rehabilitation)	UDOT
	Little Valley/White Rocks - Cultural (ranching)	UDOT
	“This is not US 89” Pullout - Historic/Scenic (Panguitch settlement)	UDOT
	Garfield County Courthouse Lawn - Historic (Quilt Walk, Courthouse)	Garfield County



Economic Development

Chapter 13

Economic Development Plan

One of the primary goals of this CMP is to protect and enhance the quality of life and economic vitality of local communities. If the CMP contributes to the local economy in a balanced way, other goals will be realized. Comments at public meetings emphasized that the economy of local communities along Utah's Patchwork Parkway are of paramount concern and that a stronger, more diverse economic base is needed. Tourism is seen as an important part of the broader concern for economic stability in the corridor, but other areas of economic growth were also stressed.

Consistent with this, the following strategies are recommended to enhance the quality of life and economic vitality of the corridor region. The primary purpose of this economic development section will be to create a consistency between economic goals established in existing general plans of the agencies and communities in the corridor, as well as input from public meetings held in conjunction with this CMP.

In this effort, the following principles are drawn from the mission statements of both Garfield and Iron Counties:

- Value the unique heritage and resulting

values that have created current customs, culture, and quality of life.

- Discourage activities that detract from these values.
- Maintain and improve basic services and infrastructure.
- Foster unique, cooperative, progressive, prosperous, and growing communities.
- Retain and expand traditional businesses and industries.
- Protect and improve ranching and agricultural opportunities.
- Attract new industries that are consistent with this mission.
- Promote tourism.

Economic Development Strategies

Encourage the establishment of a working business development committee, made up of business and community leaders, that works together in creating new primary jobs and economic stability within the corridor. The CMP will enhance the quality of life and economic vitality of the local communities

by supporting and, where applicable, enhancing Garfield and Iron Counties individual economic development plans.



Locally grown and bottled vegetables from Parowan provide a means for one local entrepreneur to promote sustainable economic development in this rural area of Utah. Items such as these, as well as local handicrafts, are found in quaint businesses along the corridor. They make unique gifts to take back home for visitors traveling along Utah's Patchwork Parkway.

(Photo Courtesy Cedar City & Brian Head Tourism Bureau)



Tourism

Chapter 14

Tourism Development Plan

Tourism is a major source of economic vitality to the state of Utah and within the Utah's Patchwork Parkway corridor. Many rural communities, in particular, rely on the economic benefits derived from tourism and travel-related activities. Tourism can represent an economic development alternative for communities in addition to agribusiness and other industries. Increasing the economic benefits from tourism to rural communities can represent an important part of a community's economic development strategy. Rural tourism appeals to travelers seeking some type of experiential tourism product such as auto touring, bird watching, nature tourism and cultural and heritage tourism. While rural areas often serve as the backdrop for these types of natural resource and cultural/heritage activities, the rural stakeholders do not always derive direct financial benefits. However, through careful tourism development and focused marketing strategies, rural areas can increase the traveler's length of stay and the amount of traveler spending.

Tourism Development Goals

- Increase consumer awareness of the area.

- Increase length of stay, thereby creating destination travelers.

- Increase tour operator and travel agent awareness of the area.

- Promote the area within the existing infrastructure with the Utah Travel Council, the Grand Circle Association, Utah Heritage Highway 89 and Scenic Byway 12 Committees, the state Scenic Byway program, and in federal land system maps and literature.

Tourism Development Strategies

- Encourage development of a full range of accommodations and facilities.
- Encourage development of evening activities.
- Encourage additional cultural activities.
- Develop opportunities for destination travelers and "windshield tourists".

Existing Visitor Services

Along the corridor, travelers may choose from a wide variety of services to include:

Accommodations:

Motels, hotels, bed & breakfast inns, home-stays, lodges, private & public campgrounds and RV parks

Restaurants:

Café, home-style, fine-dining, fast food, drive-ins, specialty

Shopping:

Art galleries, heritage shops, specialty stores, souvenirs, hand-made/local arts & crafts, bookstores, fly fishing shops, sporting goods, jewelry shops

Traveler Services:

Banks/ATM's, grocery stores, convenience stores, beauty salons, emergency/health services, service stations, towing services, auto repair shops, sports equipment rentals, pet boarding, all-terrain vehicle rentals and adventure tours.

Existing Promotion Efforts

Garfield and Iron Counties recognized the significance of local tourism organizations many years ago, due to their importance as an economic development tool. Garfield and Iron Counties each have operating divisions of county government, which are responsible



for tourism marketing and promotion efforts. Both county travel councils receive funding through a portion of transient room tax and restaurant tax collections. A majority of this funding is used on marketing and promotional efforts. Both Travel Councils engage in the following marketing and promotional activities:

- Produce materials/brochures highlighting attractions and services available within the counties.
- Operate visitor centers to enhance tourist visits and educate the traveling public about the various things to see and do in the area.
- Increase the awareness of business owners and their staff to the multitude of scenic and historical sites, recreational activities and other intrinsic qualities of the corridor. This enables them to convey better information to visitors to the area and provide for a more fulfilling tourist experience.
- Host web sites to assist the tourist with making plans to visit the area. Web sites include links to the attractions in the area such as state parks, national parks and monuments, the BLM and the national forests, as well as links to the private sector services and attractions.

- Participate in various tourism trade shows, promoting the area to tour operators, AAA counselors, travel agents and consumers.
- Conduct familiarization tours for both the tourism trade as well as the media.
- Coordinate and cooperate with regional and state tourism organizations, recognizing that tourists travel to a region and a destination, not just a county.
- Advertise in select publications.
- Participate in the Utah National Park Cooperative program, highlighting Utah's five national parks and promoting the route from Zion, Bryce, Capitol Reef, Canyonlands and Arches National Parks.
- Participate in Utah State Parks marketing efforts.

Marketing Plan

Utah's Patchwork Parkway marketing plan is intended to increase awareness of the byway as a destination and to enhance the area economies via the tourist activities along the corridor. The following lists detail the recommended strategies and actions for accomplishing this task.

Promotion Strategies

A. Develop itineraries and package opportunities to encourage tour groups to use the recreation, services, and activities along the corridor, creating a destination and retaining the consumer for a longer period of time.

B. Increase awareness of Utah's Patchwork Parkway by conducting familiarization tours for Utah Travel Council, visitor center staff, and related government agencies to improve customer service and quality of information to extend length of stay of travelers.

C. Determine need for producing specific foreign language promotional materials.

D. Promote "off-season" tourism by developing a marketing plan which enlightens potential visitors to unique activities and experiences Utah's Patchwork Parkway has to offer during lower visitation seasons.

Participation Strategies

A. Participate fully in all marketing opportunities provided with national designation, to include brochures, web sites, maps, and other media.

B. Participate in international and domestic marketing and promotion campaigns produced by the Utah Travel Council, as well as other destination marketing organizations.

C. Participate and coordinate with heritage oriented projects such as Utah Heritage

Highway 89. Consider a separate committee to assist with awareness of heritage related businesses.

D. Coordinate with “sister” state scenic byways and federal byways.

Research and Development Strategies

A. Develop a marketing alliance.

B. Research all opportunities to promote the Utah’s Patchwork Parkway/Scenic Byway 143 brand. Consider a separate ad campaign utilizing the logo and brand of Utah’s Patchwork Parkway/Scenic Byway 143 with state and federal scenic byways organizations.

C. Support a study to determine traveler experience and economic impact along the corridor to develop travel patterns, spending figures, activity participation, destination choices and length of stay patterns.

D. Prioritize developing projects along the corridor to guarantee successful completion, and to ensure that projects are not competing for the same funding.

Promotion Actions

A. Develop a logo and brand for Utah’s Patchwork Parkway in concert with state and federal scenic byways organizations.

B. Develop a Utah’s Patchwork Parkway brochure.

C. Generate press releases through the

Committee and distribute to local and national media.

D. Conduct familiarization tours for media (electronic & print) and tourism trade (AAA counselors, tour operators, and travel agents) and the domestic and international markets.

E. Conduct hospitality-training program for front line employees throughout the corridor to provide optimum customer service.

Research and Development Actions

A. Research and develop a web site for Utah’s Patchwork Parkway. Include

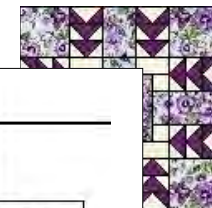
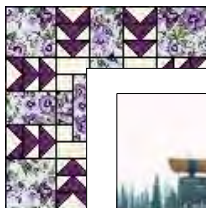
accommodations, services, restaurants, recreation, coming attractions, and links to assist the traveler in vacation planning, all translated into other languages.

B. Continue to participate in the Scenic Cedar Mountain Coordinating Committee in its efforts to produce a CD-ROM driving tour and marketing plan.

C. Research and determine, if feasible, developing collateral materials which provide detailed information on activities throughout the corridor (hiking, biking, 4-wheel drive, horseback riding trails, cross-country skiing, snowshoeing, snowmobile trails, etc.).



Snowshoeing is but one of many varied wintertime activities that tourists discover when they travel Utah’s Patchwork Parkway. Here two visitors enjoy a sunny late winter day near one of the spectacular overlooks in Cedar Breaks National Monument. (Photo Courtesy Cedar City & Brian Head Tourism Bureau.)



Signage

Chapter 15

Existing Signage

In general, the majority of signage along Utah's Patchwork Parkway, including outdoor advertising, directional, and safety signs, is located near junctions with other highways and prior to towns and major attractions.

Outdoor Advertising Signage

One of the provisions of the State Scenic Byway program is that no new off-site advertising signage is to be erected. Since State Route 143's designation in 1989 as a State Scenic Byway, UDOT has had a mandate to control outdoor advertising and has a plan in place for doing so. Additionally, each city along Utah's Patchwork Parkway has adopted sign ordinances that control signage within their boundaries. Garfield and Iron Counties also have zoning ordinances in place that address appropriate sign controls in the unincorporated areas along the route.

Off-site Outdoor Advertising Actions

Applicable local zoning ordinances and state regulations regarding signage along Utah's Patchwork Parkway should be actively enforced. Signs erected without authorization should be removed by the appropriate agency. Other corrective actions should be

developed to address signs existing prior to the implementation of this CMP that are not consistent with this Plan.



SR-143 is currently a designated Utah Scenic Byway. The State of Utah has installed signs to help distinguish the roadway corridor as a special traveling experience (photograph by Five County Association of Governments)

Highway Signage

Signage along highways follow the Manual Uniform Traffic Control Devices (MUTCD) for standards regarding size and color. The following is a brief overview of some of the commonly used signage color standards.

- Directional signage -GREEN- mileage to next city, etc.

- Regulatory -WHITE- speed limits, use of lanes, etc.
- Service signage -BLUE- RV parks, gas, lodging, etc.
- Recreational and Point of Interest signage -BROWN- parks, campgrounds, trailheads, etc.
- Warning signage -YELLOW- sharp curves, pedestrian crossings, etc.

Signage at pullouts and overlooks should be coordinated to improve the overall visitor experience.

Additional Signage Actions

A comprehensive sign plan will be produced to determine if and where new signage is needed, to consolidate and remove extraneous signs, and to reduce the visual clutter they cause. This plan should also address consistency in design, style, materials, wording, and color.

Evaluation of Sign Plans

This CMP encourages the implementation of these plans in a manner consistent with the goals and objectives herein. A report of progress in this area will be made annually to ensure that goals are being met.



Implementation

Chapter 16

Implementation

Counties, state and federal agencies, and each of the communities along Utah's Patchwork Parkway have adopted general management plans, and regulations to address land use needs. These existing plans and regulations will be the mechanism through which this CMP will be implemented.

Design Review Process

Existing developments along Utah's Patchwork Parkway that are in need of enhancement will be identified and placed on a priority list for improvement, consistent with the goals of the county and city general plans and the CMP. The counties and communities will work with private owners to create financial incentives and funding sources that will help the developments become more attractive and successful, as they redesign their developments to fit in with the overall scheme of the CMP.

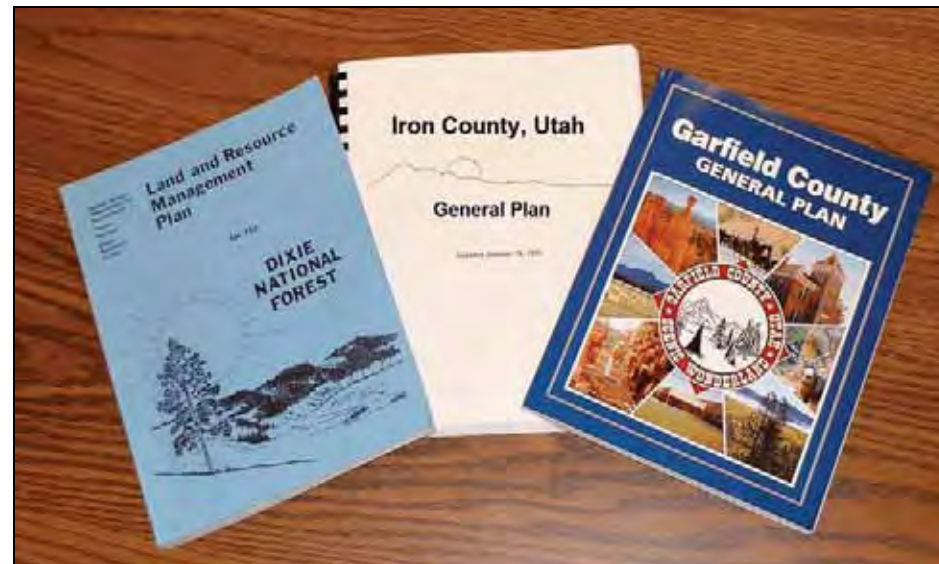
As new developments are proposed, they will be submitted to the planning commissions of the counties and cities, as the case may be, for design review according to existing land use ordinances and policies.

These new projects will receive correct public hearing notification. The new projects will be evaluated according to the goals and objectives of the local governments, existing planning documents and this CMP.

Evaluation and Monitoring

An annual report will be presented to the County Commissioners of both Garfield County and Iron County and byway partners, regarding the responsibilities and progress of

each of the public entities along Utah's Patchwork Parkway as it relates to the goals and strategies of the CMP. Where areas of improvement are identified, these entities will work together with the towns and local agencies in making the needed improvements.



Adopted land use plans such as these are in place to manage development and protect resources.
Photograph courtesy of the Five County Association of Governments



Preparation of this Corridor Management Plan included the input of many individuals and groups as well as the residents of the communities along Utah's Patchwork Parkway.

Scenic Byway 143 Organizing Committee

Tracy Armstrong, *Panguitch resident*
Tom Barlow, *Former Garfield County Circuit Rider Planner*
Lloyd Benson, *Parowan City Council*
Patricia "Pat" Benson, *Parowan Chamber of Commerce*
Leilani Bentley, *Parowan Heritage Foundation*
Jared Black, *Former Parowan City Manager*
Teri Brown, *Panguitch resident*
Nancy Dalton, *Parowan Heritage Foundation*
H.C. Deutschlander, *Mayor, Brian Head Town*
Reed Erickson, *Iron County Circuit Rider Planner*
Bruce Fullmer, *Garfield County Travel Council*
Justin Fischer, *Garfield County Circuit Rider Planner*
Allen Henrie, *Panguitch City Manager*
Nathan Merrill, *UDOT Region 4*
Joe Price, *Brian Head Chamber of Commerce*
Leland Pollack, *Panguitch City Council*
Paul Roelandt, *Cedar Breaks National Monument Superintendent*
James Robinson, *Mayor, Parowan City*
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Greg Stauffer, *Southern Utah University*
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Maria Twitchell, *Iron County Travel Council*

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Chapter 17

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Dennis Stowell, *Former Iron County Commissioner, State Senator*
Rick Torgerson, *UDOT Region 4*
Vicki Tyler, *Color Country RC&D Coordinator*
John S. Williams, *Former Executive Director, Five County Association of Governments*

Prepared For:

Garfield County Commission
Iron County Commission
Brian Head Town Council
Panguitch City Council
Parowan City Council

Prepared By:

Five County Association of Governments
Community and Economic Development Staff:
Kenneth Sizemore, *Executive Director*, CMP Project Manager
Curtis Hutchings, *Transportation Planner*, GIS mapping, Intrinsic
qualities identification coordination, Document development
Gary Zabriskie, *Senior Planner*, Document development, Graphic
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Tom Barlow and Justin Fischer, *Garfield County Circuit Rider
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Reed Erickson, *Iron County Circuit Rider Planner*, Document
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Thomas Barlow



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

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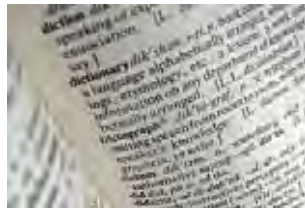
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<<http://www.media.utah.edu>>

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

Wildernet - Brian Head-Panguitch Lake Scenic Byway (U-143) 10/14/2005
<<http://www.wildernet.com/>>

Scenic Byway 12 - Utah's First All American Road 12/14/2005
<<http://www.scenicbyway12.com/>>



Glossary

Chapter 19

Agritainment: Farm-based tourism. Includes family style activities, such as corn mazes, haunted hay rides, pick-your-own pumpkins, etc. This growing phenomenon gives city slickers a taste of rural life while helping farmers diversify their revenue stream.

All American Road: A road possessing multiple intrinsic qualities that are nationally significant, containing one-of-a-kind features that do not exist elsewhere. The road must provide an exceptional traveling experience so recognized by travelers that the primary reason for their trip would be to drive along the Byway. An All American Road must meet the same criteria as a National Scenic Byway, but must possess at least two intrinsic qualities and be considered a “destination unto itself.”

For more information:

<http://www.byways.org/press/designation2005/fact_sheet.html>

All-Terrain Vehicles (ATV): The term is used to describe a number of small open motorized “buggies” and multi-wheeled cycles designed for off-paved-road use. A two-wheeled vehicle designed for travel off of pavement is called an off-road motorcycle. The 4-wheeled versions are also called quad bikes or more often just a “quad”. Models previously manufactured with 3 wheels were called all-terrain cycles or ATCs. There are also 6 and 8 wheel models that exist for specialized applications. The rider sits on ATVs just like on a motorcycle, but the extra wheels make them more stable at slow speeds.

Average Annual Daily Traffic Count (AADTC): Annual average daily traffic determined by dividing a count of the total yearly traffic volume by 365. Units are vehicles per day. AADTC uses correction factors to account for seasonal differences.

Bureau of Land Management (BLM): An agency within the U.S. Department of the Interior, administers 261 million surface acres of America's public lands, located primarily in 12 Western States. The BLM sustains the health, diversity, and productivity of the public lands for the use and enjoyment of present and future generations. For more information: <<http://www.blm.gov>>

Corridor Management Plan (CMP): A written plan developed by the communities along a scenic byway that outlines how to protect and enhance the byway's intrinsic qualities and character that define their byway corridor.

For more information:

<http://www.scenic.org/byways/corridor_management>

Five County Association of Governments (FCAOG): The Five County Association of Governments is a voluntary association of local governments from the five southwestern counties of the State of Utah. The five counties in southwestern Utah that comprise the Five County Association of Governments are Beaver, Garfield, Iron, Kane and Washington. The Five County Association of Governments provide staff expertise to local elected and appointed officials for the purpose of aiding in the development and implementation of effective decision-making process. The overall purpose of the Association is to provide a forum to identify, discuss, study, and resolve area-wide planning and development concerns. The Association provides assistance in Community and Economic Development, Transportation Planning, Small Business Financing, Aging Programs, and Human Services Planning.

For more information: <<http://www.fcaog.state.ut.us>>



Intrinsic Qualities: Values found along a road corridor that are of locally, regionally or nationally identified significance including scenic, natural, historic, recreational, archaeological, historic, or cultural that can be quantified and interpreted.

National Park Service (NPS): The National Park Service (NPS) is the United States federal agency that manages all National Parks, many National Monuments, and other conservation and historical properties with various title designations. It was created on August 25, 1916 by an act of Congress in order to "conserve the scenery and the natural and historic objects and the wild life therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations." It is a bureau of the United States Department of the Interior, which is in turn an arm of the executive branch. The NPS oversees 390 units, of which 58 are designated national parks. Other units are designated national monuments, historical parks, national memorials, historic trails, outdoor recreation areas, wild and scenic rivers, lakeshores, seashores, and battlefields.

National Scenic Byway: A road possessing at least one of the six intrinsic qualities, strong community support, and a corridor management plan that describes in detail the preservation, marketing, and improvement strategies for the byway. The road must possess characteristics of regional significance.

For more information:

<http://www.byways.org/press/designation2005/fact_sheet.html>

Paiute Indian Tribe of Utah: The Paiute Indian Tribe is located in the southwest corner of the State of Utah and is organized under the provisions of the "1980 Restoration Act", the Indian Reorganization Act of 1934, and the Paiute Tribal Constitution. The Tribe is made up of five Bands: the Shivwits Band, Indian Peaks Band, Kanosh Band, Koosharem Band, and the Cedar Band.

For more information:

<<http://indian.utah.gov/index.html>>

Markagunt Plateau: An area of spectacular geologic and ecological diversity. Is the headwaters of one of North America's most visually

stunning landscapes -- the area bordering Cedar Breaks National Monument. The Virgin River is born here, springing forth from the cliffs on the southern end of the Plateau before threading its way through a maze of spectacular slot canyons and towering minarets of Zion National Park. The Markagunt is a biological island of cool aspen stands, meadows, and spruce/fir forests bordered by redrock canyon country to the south and by the vast deserts of the Great Basin to the west. Rising to elevations of 10,000 to 11,000 feet and capturing moisture from the prevailing westerly winds, it harbors a surprising array of plant and animal species. From bold volcanic peaks on the northern end, cinder cones and lava fields in the central portion, to diverse coniferous forests and bold and remarkable cliffs on the southern and eastern reaches, the Markagunt offers a treasure trove of bounty for hikers, anglers, sportsmen, photographers, artists, researchers, and families. The Markagunt Plateau is referred to as Cedar Mountain by locals.

For more information:

<<http://www.utahforests.org/markagunt.html>>

Panguitch: A small city of 1,623 persons (2000 U.S. Census) and the County Seat of Garfield County. Located along the Sevier River at approximately 6624 feet elevation was settled in 1866, vacated due to problems with Indians, and resettled again in 1871. The name comes from the Paiute Indian word meaning "water" and "fish". Also the name given to a large lake with approximately 10 miles of shoreline located south and west of Panguitch City at an elevation of 8,400 feet as well as the name given to the creek which leaves the lake.

Sevier Fremont Culture: A local/geographic variation within the Fremont Indian culture area based largely on differences in ceramic production and geography. The Fremont culture or Fremont people, named by Noel Morss of Harvard's Peabody Museum after the Fremont River in Utah, is an archaeological culture that inhabited what is now Utah and parts of eastern Nevada, southern Idaho, southern Wyoming, and eastern Colorado between about 400 and 1300 AD. The Fremont culture unit was characterised by small, scattered communities that subsisted primarily through maize cultivation. Archaeologists have long debated whether the Fremont were a local Archaic population that adopted village-dwelling life from the neighboring Anasazi culture to the south, or whether they represent an actual migration of Basketmakers (the

earliest culture stage in the Anasazi Culture) into the northern American Southwest or the area that Julian Steward once called the "Northern Periphery". The Fremont have some unique material culture traits that mark them as a distinct and identifiable archaeological culture unit, and recent mtDNA data indicate they are a biologically distinct population, separate from the Basketmaker. What early archaeologists such as Morss or Marie Wormington used to define the Fremont was their distinctive pottery, particularly vessel forms, incised and applique decorations, and unique leather moccasins. However, their house forms and overall technology are virtually indistinguishable from the Anasazi. Their habitations were initially circular pit-houses but they began to adopt rectangular stone-built pueblo homes above ground. Marwitt (1970) defined local or geographic variations within the Fremont culture area based largely on differences in ceramic production and geography. Marwitt's subdivisions are the Parowan Fremont in southwestern Utah, the Sevier Fremont in west central Utah and eastern Nevada, the Great Salt Lake Fremont stretching between the Great Salt Lake and the Snake River in southern Idaho, Uintah Fremont in northeastern Utah, and arguably the San Rafael Fremont in eastern Utah and western Colorado. (The latter geographic variant may well be indivisible from the San Juan Anasazi.)

For more information:

<<http://www.crystalinks.com/anasazi.html>>

United States Forest Service (USFS): The Forest Service is an agency of the United States Department of Agriculture (USDA). The laws that established the agency and control its actions are: the Forest Reserve Act of 1891; the Organic Administrative Act of 1897; the Transfer Act of 1905 which transferred the forest reserves from the Interior Department to the Agriculture Department and changed the Bureau of Forestry into the Forest Service. The Forest Service manages public lands in national forests and grasslands. Across the United States, there are 155 National Forests, organized into ranger districts employing district rangers and other personnel. The districts construct and maintain trails, operate campgrounds, regulate grazing, patrol wilderness areas, and manage vegetation and wildlife habitat.

For more information:

<<http://www.fs.fed.us/>>

Utah Department of Transportation (UDOT): The Utah Department of Transportation is responsible for over 6,000 miles of highways- 14% of the state's total highway road system of 40,707 miles. This responsibility includes snow removal, signage, bridges, repairs, building, and maintenance as well as the Traffic Operations Center with live camera coverage for monitoring road conditions, accidents, and safety. UDOT has offices throughout the state. The main office is in Salt Lake City. This office houses general administration, community relations, port of entry administration, labs, and vehicle maintenance. UDOT also has four regional offices and three district offices from Ogden to Cedar City. Personnel in each region or district office oversee administration, construction, and maintenance of all state roads, highways, and freeways within their areas.