ENHANCING OUR VIBRANT COMMUNITY AND IMPROVING OUR QUALITY OF LIFE

MOAB CITY COUNCIL
DECEMBER 9, 2025
REGULAR MEETING - 6:00 P.M.

City Council Chambers
217 East Center Street
Moab, Utah 84532

1. Regular City Council Meeting - 6:00 p.m.

1.1. Call to Order and Pledge of Allegiance

2. Public Comments (Limited to Three Minutes Per Person)

3. Presentations

3.1. Moab Community Time and Trade Network

4. Department Update

5. Consent Agenda

5.1. Ratification of a Letter of Support for 4-H CHW Youth Pathways for Building Connectedness in Rural Utah

Documents:

usu extension 4-h.pdf

5.2. Recommendation to the US Board on Geographic Names on the Proposal to Name an Arch on BLM Land

Documents:

case packet_big ear arch.pdf
recommendation form big ear arch.pdf

5.3. Approval of a Letter of Support for the Arches National Park Timed Entry System

Documents:

letter of support for arches timed entry system.pdf

5.4. 2026 Moab City Council Meeting Schedule

Documents:

2026 council schedule.pdf

5.5. 2026 City of Moab Holiday Schedule

Documents:

2026 holiday schedule.pdf

5.6. Approval of Minutes
November 12, 2025, Special Meeting
November 12, 2025, Regular Meeting

Documents:

min-cc-2025-11-12 draft special meeting.pdf
min-cc-2025-11-12 draftregular meeting.pdf

5.7. Approval of Bills Against the City of Moab in the Amount of $1,605,433.85

Documents:

11-13-25 council consent.pdf
11-19-25 council consent.pdf
11-25-25 council consent.pdf
12-03-25 council consent.pdf

6. General Business

6.1. Consideration of Adoption of Resolution 12-2025: A Resolution to Adopt the 2025 Grand County Non-Motorized Master Trail Plan As Prepared By the Grand County Active Transportation and Trails Department

Documents:

agenda summary_non-motorized trail master plan cc 120925.pdf
exhibit 1_city resolution 12-2025 draft.pdf
exhibit 2_non_motorized trails master plan draft cc.pdf

6.2. Consideration of Approval of Appointments to the Recreation, Arts, and Parks (RAP) Technical Advisory Committee

Documents:

a.corticelli_rap tac board application_2026_redacted.pdf
rap tac application_diego velasquez_redacted.pdf
rap_tacapplication_denesti_redacted.pdf
sandra billie rap tac application_redacted.pdf

6.3. Consideration of a Contract Award to Expedia Power in the Amount of $139,394.50 for the WRF Utility Vehicle Garage Electric and Heating Project

Documents:

wrf utility vehicle garage electric and heating project contract award agenda summary.pdf
attachment 1 - bid results.pdf
attachment 2 - electrical plans.pdf
attachment 3 - mechanical plans.pdf
attachment 4 - contract.pdf

6.4. Consideration of Adoption of City of Moab Resolution 13-2025: A Resolution To Adopt the Water Shortage Response Plan As Prepared By Moab City Staff

Documents:

water shortage agenda summary resolution_cc 120925.pdf
exhibit 1_moab city resolution 13-2025 draft.pdf
exhibit 2_water shortage response plan draft review.pdf

6.5. Consideration of Approval of Ordinance 2025-18: An Ordinance Amending the Text of the Moab Municipal Code (MMC), Amending Section 3.50.180, Amending 13.20.030, And Adding Section 13.30 to Include Additional Regulations Required For Short-Term Shortages of Water Within The City of Moab.

Documents:

water shortage agenda summary ordinance_cc 120925.pdf
exhibit 1_ordinance 2025-18 draft.pdf
exhibit 2_master fee schedule update draft.pdf
exhibit 3_code chapter 13 update ccdraft.pdf

6.6. Consideration of Adoption of Resolution 14-2025: A Resolution Granting an Exception to the Sidewalk Requirement As Set Forth in the Moab Municipal Code Section 12.08.060 Allowing a Fee-In-Lieu for a Waiver of the Requirement to Construct Sidewalk, Curb, and Gutter Along All Street Frontages for the CHP Commercial Site Plan

Documents:

agenda summary_chp sidewalk curb gutter special exception request_cc_120925.pdf
exhibit 1_city resolution 14-2025 draft.pdf
exhibit 2_vicinity map.pdf
exhibit 3_site plan.pdf
exhibit 4_exception request letter.pdf

6.7. Consideration of Adoption of Resolution 11-2025: A Resolution of the Governing Body of the City of Moab Declaring Certain Property Owned by the City of Moab as Surplus

Documents:

agenda summary - resolution 11-2025.pdf
surplus property resolution 11-2025.pdf

6.8. Consideration of Adoption of Ordinance 2025-19: An Ordinance to Initiate the Establishment of the City of Moab Data Privacy Program; Designate the Chief Administrative and Authorized Records Officers; Require Records for Proof of Officer and Employee Privacy Training; Prepare Website Data Privacy Policy Notice; Endorse the State of Utah's Data Privacy Policy; and Complete City of Moab Internal Data Privacy Program Report

Documents:

agenda summary - ordinance 2025-19.pdf

ordinance 2025-19 - data privacy.pdf

6.9. Discussion and Consideration of Ordinance 2025-17: An Ordinance Establishing the Affordable Housing Partnership Policy and Impact Fee Assistance Program to Support Affordable Housing Development in Moab

Documents:

city council staff reportimpact fee waiver policy 12.9.pdf
ordinance draft affordable housing impact fees v2.pdf

7. City Manager Updates

8. Mayor and Council Reports

9. Executive (Closed) Session

9.1. Strategy Session to Discuss Reasonably Imminent and/or Pending Litigation

10. Adjournment

Special Accommodations:
In compliance with the Americans with Disabilities Act, individuals needing special accommodations during this meeting should notify the Recorder's Office at 217 East Center Street, Moab, Utah 84532; or phone (435) 259-5121 at least three (3) working days prior to the meeting.
Check our website for updates at: www.moabcity.org

Mayor
Joette Langianese

217 East Center Street
Moab, Utah 84532
Phone: (435) 259-5121

THE CITY OF MOAB
EST. 1902

Councilmembers
Tawny Knuteson-Boyd
Kaitlin Myers
Jason Taylor
Colin Topper
Luke Wojciechowski

November 11, 2025

Attn: UHIP Grant Review Committee – Utah Department of Health and Human Services

Dear Review Committee Members,

On behalf of the City of Moab, I am pleased to express strong support for the proposal titled "4-H CHW Youth Pathways for Building Connectedness in Rural Utah," submitted by Utah State University Extension.

The City of Moab recognizes the vital importance of addressing social isolation, limited access to wellness opportunities, and barriers to engagement that affect many of our rural youth and families. Utah State University Extension has been a trusted partner in Moab for many years, consistently advancing community health, leadership, and education through its programs.

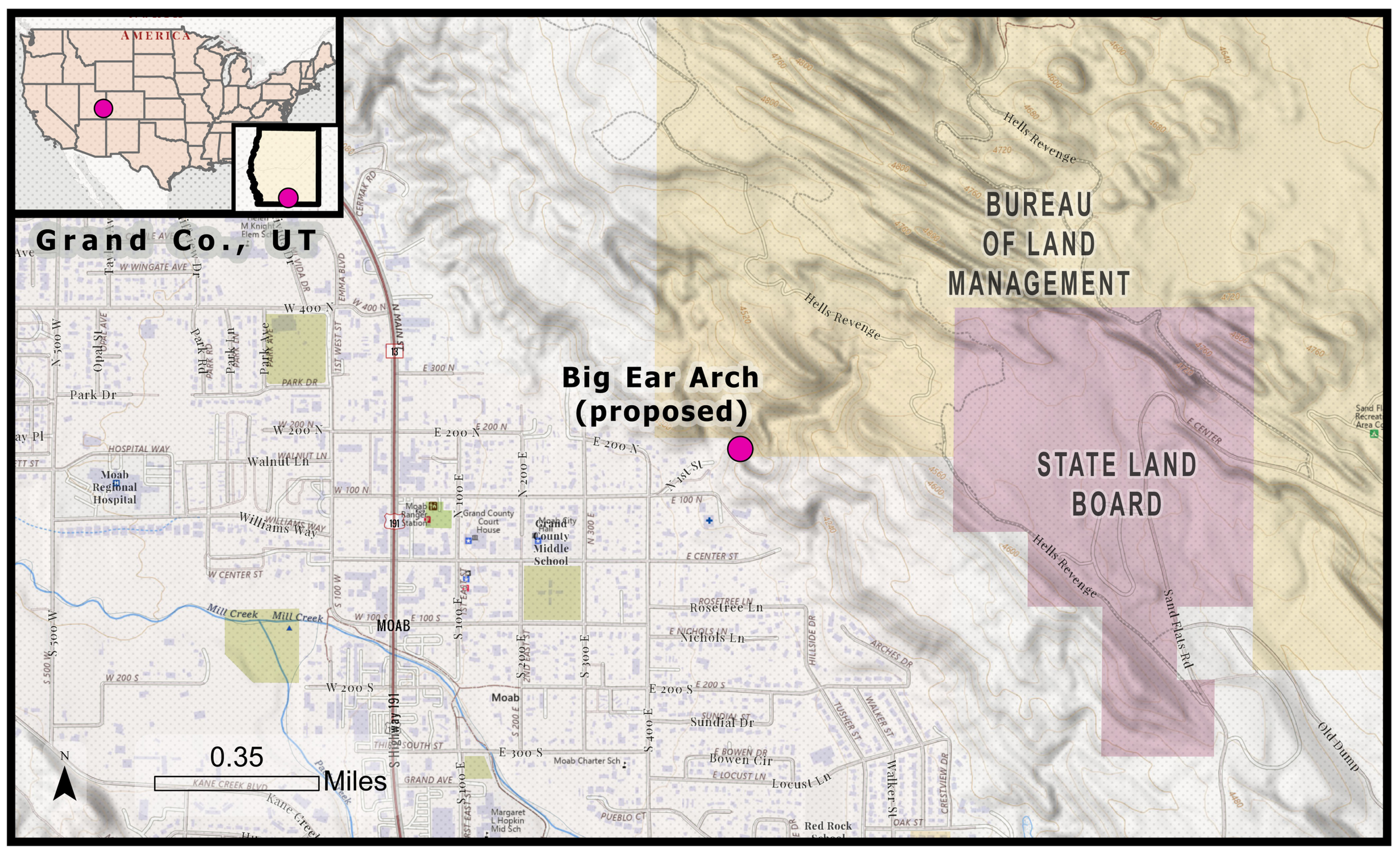
This project will strengthen youth wellbeing by integrating 4-H youth leadership development with the Community Health Worker (CHW) model, empowering youth to serve as peer educators and community connectors. It builds on Extension's proven track record of culturally relevant, research-based outreach that fosters belonging, confidence, and health awareness among youth and families across all backgrounds.

The City of Moab is proud to support USU Extension in this effort. This initiative directly complements our city's Healthy Utah Community designation and our shared priorities around mental health, belonging, and access to wellness programs. Through continued collaboration, outreach support, and local coordination, we are confident this project will create meaningful and lasting impacts for youth and families in Grand and San Juan Counties.

We fully endorse "4-H CHW Youth Pathways for Building Connectedness in Rural Utah" and look forward to continued partnership with Utah State University Extension to strengthen community wellbeing in southeastern Utah.

Sincerely,

Joette Langianese
Mayor, City of Moab


AMERICA
Grand Co., UT
Big Ear Arch
(proposed)
BUREAU
OF LAND
MANAGEMENT
STATE LAND
BOARD
Hells Revenge
Hells Revenge
Hells Revenge
Sand Flats Rd
Old Dump
MOAB
Moab
Mill Creek
Mill Creek
Park Dr
W 400 N
W 200 N
E 200 N
E 100 N
E CENTER ST
W CENTER ST
W 200 S
E 200 S
E 300 S
Walnut Ln
Williams Way
Roseltree Ln
Nichols Ln
Sundial Dr
Bowen Cir
Locust Ln
Moab Regional Hospital
Moab Ranger Station
Grand County Court House
Moab City Hall
Grand County Middle School
Moab Charter Sch
Margaret L Hopkin Mid Sch
Red Rock
S Highway 191
N Main St
N 100 E
N 200 E
N 300 E
S 100 E
S 200 E
S 300 E
S 400 E
N 1st St
Hillside Dr
Arches Dr
Tusher St
Walker St
Crestview Dr
Oak St
Pueblo Ct
Kane Creek Blvd
Grand Ave
Emma Blvd
Cermak Rd
W Wingate Ave
Opal St
Park Ln
Park Ave
1st West St
Hospital Way
Rosetree Ln
E Nichols Ln
E Bowen Dr
E Locust Ln
Sundial St
E Center
N
0.35
Miles

Utah

New name Big Ear Arch

Proposal Information

Proposed name	**Big Ear Arch**
Proposal type	New name for unnamed feature
Proponent	Nancy and Loren Hills Johnson; Moab, UT
Date proposed	5/5/2025
BGN case number	6562
Quarterly Review List	460

Feature Details

Primary coordinates	38.57597, -109.54010
Feature class	Arch
Feature size	~3.3 ft. high
Feature description	1.3 mi. E of Moab Valley, 2 mi. SW of Morning Glory Arch
Name history	Loosely resembles an ear.
USGS primary topo map	Moab 1:24,000
State(s)	Utah
County(s)	Grand County
Local jurisdiction(s)	City of Moab
PLSS	Sec. 5, T25S, R21E
Land ownership	Bureau of Land Management land

BGN decisions

- None

Other Names

- Unpublished names: None found
- Published names: None found

Case Summary

The name *Big Ear Arch* is proposed for an unnamed hole in a rock in the City of Moab in Grand County, Utah. The proponents reported that the feature measures approximately 39 inches wide and 39 inches high, with an opening of 50 inches.

According to the proponents, the name “Big Ear” or “Big Ear Arch” has long been used informally within their family for the feature:

> When we were kids we used to climb in it and play in it. It looked to us like a big ear and so we called it Big Ear Arch. My family has lived in this area for 60 years. I don’t believe that this arch has a name and I would like to honor the feature by giving it a name.

Upon inclusion in the Review List, no documentation of local support or local use beyond the proponent’s personal connection was submitted.

Stakeholder Input

Local government	Moab City Council/Mayor	
	Grand County Commission	
State Names Authority	Utah Board on Geographic Names	
Federal Agency	Bureau of Land Management	
Federally Recognized Tribes	All federally recognized Tribes contacted under Policy X	
Other		

THE BOARD ON GEOGRAPHIC NAMES DOMESTIC NAMES COMMITTEE PROPOSAL FORM

This document is for those interested in proposing:
1. **A new name for a currently unnamed geographic feature**, or
2. **A change to an existing name, spelling, or where a name is applied**.

By submitting this form, the proponent acknowledges the BGN Policies and agrees to work with BGN staff regarding their proposal.

VERSION 2.0.2
BOARD ON GEOGRAPHIC NAMES DOMESTIC NAMES COMMITTEE

Domestic Geographic Name Proposal Form

The U.S. Board on Geographic Names (BGN) is responsible for standardizing the names of geographic features within the 50 States and in other areas under the sovereignty of the United States. The BGN retains the legal authority to promulgate all official names and locations of natural features (e.g. mountains, rivers, valleys), as well as canals, channels, reservoirs, and other select feature types.

This form is to propose a new name or name, spelling, or application change for a geographic feature for Federal use. A proponent should carefully review the proposal prior to submission to ensure that it is consistent with the BGN policies. Please note all fields with a red outline are required prior to submitting this form.

The proponent should also be aware that the entire proposal—including personal identifying information and any associated correspondence—is in the public domain and may be made publicly available at any time.

Submit Proposal:

1. Download and email this form and supporting documentation to: BGNEXEC@usgs.gov
   i. Save PDF using this format: *'State_GeographicNameProposed'*
   ii. Email Subject: *ST_GeographicName*

OR

2. Send by mail to:
   U.S. BGN Executive Secretary, Domestic Names
   12201 Sunrise Valley Drive, MS-523
   Reston, VA 20192

Please note that anything submitted by mail will delayed.

Contact Us:
BGNEXEC@usgs.gov

Naming Basics

Proposed Name:
Big Ear

Is this to change an existing name? ☐ Y ■ N

If yes, please provide the official name and Feature ID as it appears in the Geographic Names Information System (GNIS).

Is this name in current local use? ☐ Y ■ N

What is the Feature Type?
Arch

GNIS Name:

GNIS ID:

Location Basics

Where is the feature?

Latitude: 38.57597 *(38.94741)*
Longitude: -109.54010 *(-77.36839)*



For Linear Features (e.g. stream or valley):

Mouth/Confluence

Latitude: *(38.94741)*
Longitude: *(-77.36839)*

Source/Headwater

Latitude: *(38.94741)*
Longitude: *(-77.36839)*



General Location:

State: Utah
County: Grand
City/Town/ Township/ Borough: Moab

Public Land Survey System:
Section(s), Township, Range, Meridian

T25S, R21E, Section 5

Feature Description

Physical shape, length, width, etc. (Maps can be submitted separately by email)

Arch that is 39 inches wide, 39 inches high, and the opening is 50 inches.

Name Details

Name information:

Please provide relevant information about the proposed name, such as origin, meaning, how long it has been in current use, as well as current or historical significance. Also include why you believe the feature requires a name or name change and why the proposed name is appropriate. Describe any documents that you will be submitting (separately by email) to support your proposal.

When we were kids we used to climb in it and play in it. It looked to us like a big ear and so we called it big ear arch. My family has lived in this area for 60 years. I don't believe that this arch has a name and I would like to honor the feature by giving it a name.

Please provide a list of supporting documentation, including any web links:

Examples: Published sources showing the proposed name or letters of support (local government, historical society, etc.).





Is the name commemorative? Does the name honor or refer to a person or persons? ☐ Y ■ N

Please note that the BGN will only accept proposals for names that are intended to honor a person or persons deceased at least five years. The BGN will disapprove names that could be construed to honor living persons. The person being honored should have had either (1) some direct or long-term association with the feature, or (2) have made a significant contribution to the area, community, or State in which it is located; or (3) have outstanding national or international recognition. The BGN discourages the use of an individual's full name except to avoid ambiguity.

If yes, please provide the following:

Honoree's Date of Birth:

Honoree's Date of Death:

Short biography and significance or association with the geographic feature: *(list any additional honorees here)*

Is the feature in a Wilderness Area or Wilderness Study Area? ☐ Y ■ N ☐ Unknown

If yes, please provide your justification for making an exception to the Wilderness Policy:

Please note that the BGN will not approve new names for unnamed features within wilderness areas or wilderness study areas, unless an overriding need can be demonstrated by the proponent.

Is the name you are proposing intended to honor Native Americans, their language, or culture? ☐ Y ☒ N

If yes, to ensure that the proposed name is appropriate, the BGN strongly advises proponents to work with Tribal Leaders, Tribal Historic Preservation Officers, and/or Native American linguists or other expert(s) associated with the Tribe to determine the acceptability of the proposed name and application. Please review the BGN's Cultural Sensitivity for Native American Names guidance.

Proponents should also seek letters of endorsement from the governments (e.g., Tribal Councils) of any affected Tribes. Please indicate below, or in documentation submitted separately (with this proposal or any time after the proposal is submitted), any efforts to solicit Tribal input.

Additional Information +

Is there any local opposition or conflict with the proposed name? ☐ Y ☒ N

If yes, please explain and describe any opposition:

Additional notes, including any Tribal input details

Proponent Information

Please provide one form of contact (email preferred):

Proponent's Name: Nancy and Loren Hills Johnson

Agency or Organization, if applicable:

Email: haveyouseentheskytoday@gmail.com

Mailing Address: 158 N 400 E
Moab, UT 84532

Phone: 435-260-7065

Are you completing this form for someone else?

☐ Y ☒ N

If yes, please fill out the following:

Completed by:

Full Name:

Email:

Mailing Address:

Phone:

From: Brandon Johnson
To: BGNEXEC, GS-N-MAC
Subject: Re: [EXTERNAL] Arch Name Proposal Form
Date: Friday, July 18, 2025 3:30:04 PM

Yes. That is correct.

On Fri, Jul 18, 2025 at 1:27 PM BGNEXEC, GS-N-MAC <bgnexec@usgs.gov> wrote:

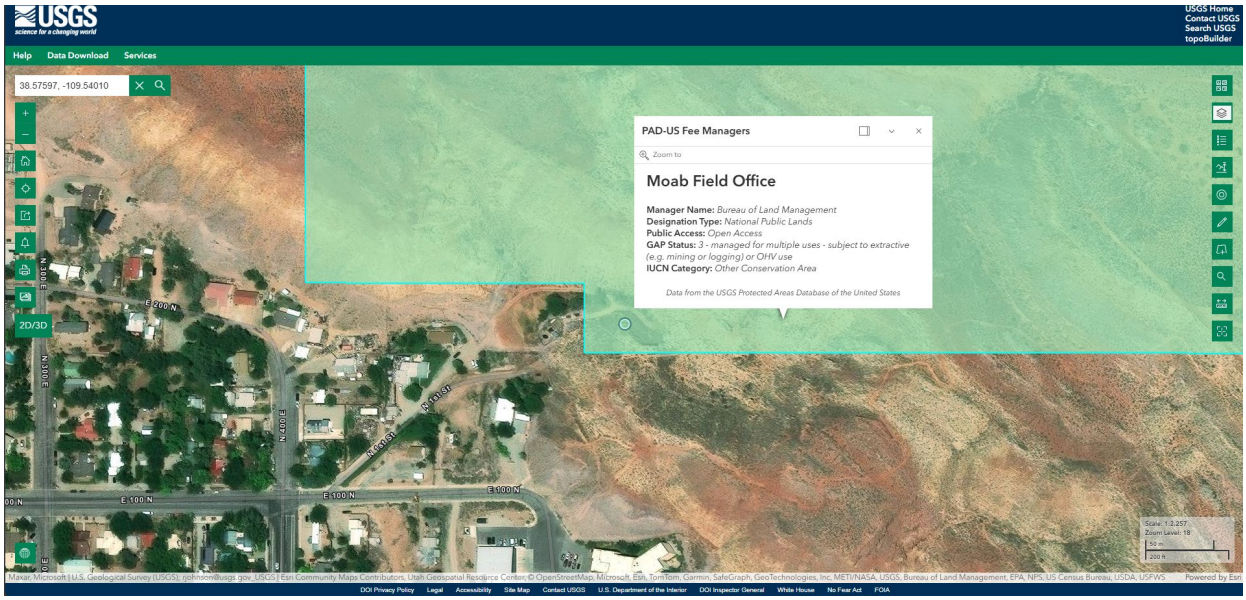
> Thank you, Mr. Johnson.
>
> To confirm, the small arch you wish to have named Big Ear Arch for official Federal use is at 38.57597, -109.54010. This is on BLM land near the end of 1st N St within the incorporated limits of the City of Moab. Is this correct?

From: BGNEXEC, GS-N-MAC
To: Brandon Johnson
Cc: Bourquein, Shelby (Contractor)
Subject: Re: [EXTERNAL] Arch Name Proposal Form
Date: Friday, July 18, 2025 3:27:01 PM
Attachments: image.png

Thank you, Mr. Johnson.

To confirm, the small arch you wish to have named Big Ear Arch for official Federal use is at 38.57597, -109.54010. This is on BLM land near the end of 1st N St within the incorporated limits of the City of Moab. Is this correct?

Please see the screenshot from The National Map showing the point at 38.57597, -109.54010 as a small double-ringed circle and the BLM land boundary highlighted and labeled.



Sincerely,

Matt O'Donnell, research staff
Office of the Executive Secretary, Domestic Names Committee
U.S. Board on Geographic Names
Reston, Virginia 20192

From: Brandon Johnson <haveyouseentheskytoday@gmail.com>
Sent: Friday, July 18, 2025 3:10 PM
To: BGNEXEC, GS-N-MAC <bgnexec@usgs.gov>
Subject: Re: [EXTERNAL] Arch Name Proposal Form

Sorry, that's not the correct coordinates.

From: Brandon Johnson
To: BGNEXEC, GS-N-MAC
Subject: Re: [EXTERNAL] Arch Name Proposal Form
Date: Friday, July 18, 2025 3:14:33 PM
Attachments: image.png

Sorry, that's not the correct coordinates.

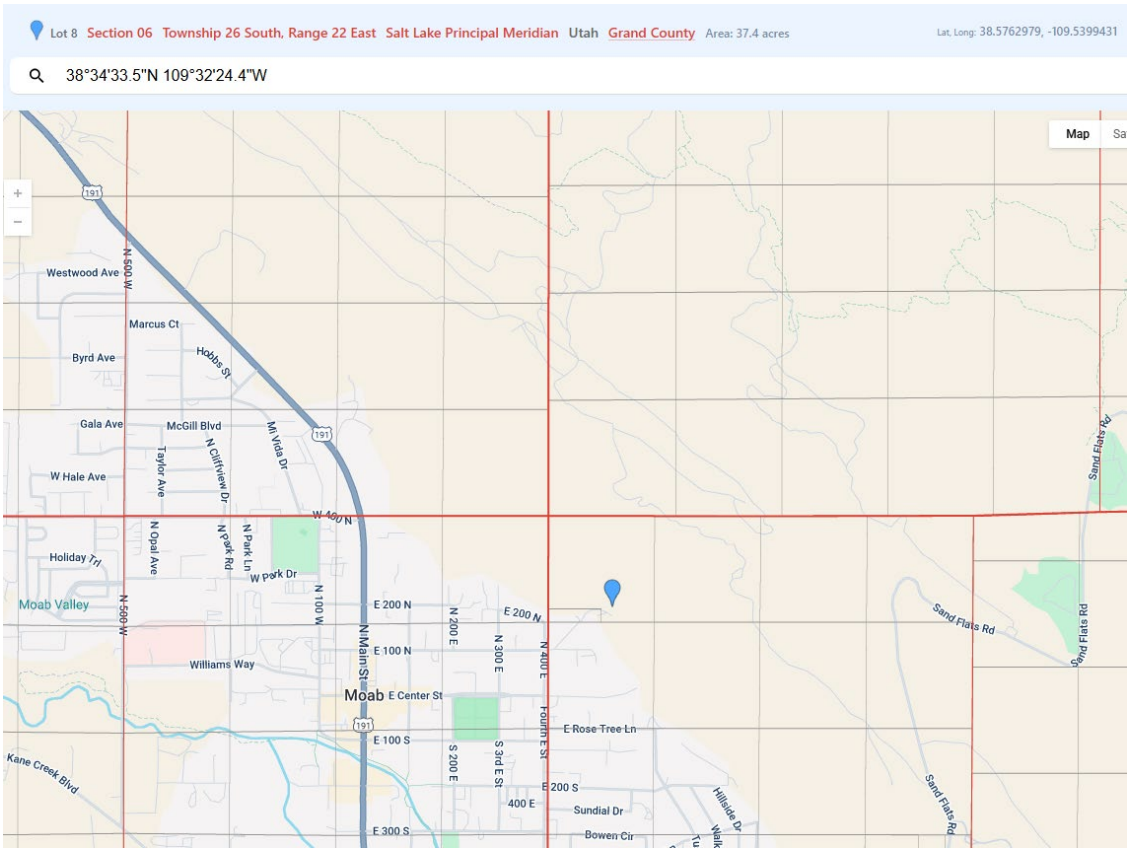
The correct coordinates are:

38.57597, -109.54010

I must be mistaken with the

T25S, R21E, Section 5. I went to the BLM office for those coordinates.

I just looked it up now



It is 26S Range 22 East Section 6 (T26S, R22E, Section 6)

On Fri, Jul 18, 2025 at 12:33 PM BGNEXEC, GS-N-MAC <bgnexec@usgs.gov> wrote:

> Dear Mr. Johnson,

As staff is reviewing your proposal to be included on the July Quarterly Review List, there seems to be a discrepancy about the location of this small arch.

From: BGNEXEC, GS-N-MAC
To: Brandon Johnson
Cc: Bourquein, Shelby (Contractor)
Subject: Re: [EXTERNAL] Arch Name Proposal Form
Date: Friday, July 18, 2025 2:33:47 PM

Dear Mr. Johnson,

As staff is reviewing your proposal to be included on the July Quarterly Review List, there seems to be a discrepancy about the location of this small arch.

The coordinates you provided 38.99412, -109.54010 don't match the Township Section Range details you gave: T25S, R21E, Section 5. I presume that it should be Township 21S, not 25, but the coordinates fall in Section 12, not Section 5.

Could you please let us know if the 38.99412, -109.54010 coordinate are correct?

Sincerely,

Matt O'Donnell, research staff
Office of the Executive Secretary, Domestic Names Committee
U.S. Board on Geographic Names
Reston, Virginia 20192

From: BGNEXEC, GS-N-MAC <bgnexec@usgs.gov>
Sent: Monday, June 2, 2025 4:24 PM
To: Brandon Johnson <haveyouseentheskytoday@gmail.com>
Subject: Re: [EXTERNAL] Arch Name Proposal Form

Dear Mr. Johnson,

Thank you for your proposal to apply the name **Big Ear Arch** to an officially unnamed arch in Grand County on Bureau of Land Management (BLM) land.

U.S. BOARD ON GEOGRAPHIC NAMES (BGN)

GEOGRAPHIC NAME PROPOSAL RECOMMENDATION

Proposed name: Big Ear Arch

Current official name: (as listed in the Geographic Names Information System, if applicable)

N/A

Name, title, and contact info of individual or organization submitting this form:

Nature of submission:

☐ I am submitting this recommendation as an individual
☐ I am submitting this recommendation on behalf of an organization/municipality
  ☐ with formal approval (e.g., a vote, signed resolution, etc.)
  ☐ informally (e.g., general consensus, staff review, etc.)

Recommends that the U.S. Board on Geographic Names (please select one):

☐ Approve the proposed name
☐ Reject the proposed name
☐ No opinion
☐ No objection
☐ Other (please elaborate below)

Comments (Use this section to explain your reasoning and include any relevant historical, cultural, or community input. You may also attach or link supporting documentation such as meeting minutes, vote records, or recordings.) Comments are encouraged regardless of recommendation type:

BGN case number: 6562

Return to: U.S. Board on Geographic Names (either email or physical mail is acceptable)

BGNEXEC@usgs.gov and/or the staff who forwarded the request

12201 Sunrise Valley Drive Mail Stop 523
Reston, VA 20192-0523

Dear Associate Deputy Secretary,

Thank you for taking the time to visit Utah and meet with the Utah National Park Service staff and our gateway communities. It was a pleasure meeting you. I appreciate your ideas and am grateful for the work you do in support of our national parks.

The City of Moab would also like to reaffirm its strong support for the Arches National Park Timed Entry System (TES) and our hope that it can become a permanent visitor-management tool soon. We firmly believe the TES has improved the visitor experience at Arches, a conclusion consistently supported by surveys and data. Notably, the city has not observed any decline in sales-tax revenue attributable to the system.

Moab further supports your efforts to transition away from recreation.gov to the new DOI-developed app, which will provide visitors with a more integrated experience—highlighting nearby recreational opportunities, downtown arts and cultural venues, and local dining and coffee options.

Again, thank you for taking the time to come to Salt Lake City to learn about the important work taking place in Utah's national parks. I look forward to our continued collaboration in the years ahead.

Respectfully,

Joette

--

Joette Langianese

Mayor Moab City
435-260-0932
mayor@moabcity.gov

City of Moab

Regular Meeting Schedule
2026

The City of Moab will hold Regular City Council Meetings at 6:00 PM with workshops usually beginning at 5:30 PM on the second and fourth Tuesdays of each month. Unless noticed as an electronic meeting pursuant to Moab Municipal Code Section 2.04.100, all Regular City Council Meetings will be held in the Moab City Council Chambers at 217 East Center Street, Moab, Utah. Meeting dates will be as follows:

Regular Meeting	January 13*	Regular Meeting	January 27
Regular Meeting	February 10	Regular Meeting	February 24
Regular Meeting	March 10	Regular Meeting	March 24
Regular Meeting	April 14	Regular Meeting	April 28
Regular Meeting	May 12	Regular Meeting	May 26
Regular Meeting	June 9	Regular Meeting	June 23
Regular Meeting	July 14	Regular Meeting	July 28
Regular Meeting	August 11	Regular Meeting	August 25
Regular Meeting	September 8	Regular Meeting	September 22
Regular Meeting	October 13	Regular Meeting	October 27
Regular Meeting	November 10	Regular Meeting	December 8

* Canceled due to Strategic Planning Special Meetings scheduled for January 8 and 9, 2026

Certificate of Posting

Posted in the Moab City Offices at 217 E. Center St., Moab, Utah, on December 10, 2025.

Posted on the Moab City's website – www.moabcity.org on December 10, 2025.

Published on State of Utah's Public Meeting Notice Website – www.utah.gov/pmn on December 10, 2025.

/s/ Sommar Johnson
City Recorder

City of Moab

Holiday Schedule
2026

Moab City Offices will be closed on the following holidays during 2026:

New Year's Day	January 1	Thursday
Dr. Martin Luther King Jr. Day	January 19	Monday
Presidents' Day	February 16	Monday
Memorial Day	May 25	Monday
Juneteenth	June 19	Friday
Independence Day (Observed)	July 3	Friday
Pioneer Day	July 24	Friday
Labor Day	September 7	Monday
Indigenous Peoples' Day	October 12	Monday
Veterans' Day	November 11	Wednesday
Thanksgiving Day	November 26	Thursday
Day After Thanksgiving	November 27	Friday
Christmas Eve	December 24	Thursday
Christmas Day	December 25	Friday

Certificate of Posting

Posted in the Moab City Offices at 217 E. Center St., Moab, Utah, on December 10, 2025.

Posted on the Moab City's website – www.moabcity.org on December 10, 2025.

Published on State of Utah's Public Meeting Notice Website – www.utah.gov/pmn on December 10, 2025.

/s/ Sommar Johnson
City Recorder

MOAB CITY COUNCIL MINUTES--DRAFT
SPECIAL MEETING
November 12, 2025

Special Meeting Attendance:
Moab City Council held a Special Meeting on the above date in Council Chambers. Archived audio is at www.utah.gov/pmn and video is at www.youtube.com/watch?v=8LGRyn1d4h8. Mayor Joette Langianese called the meeting to order at 5:46 p.m. for the purpose of canvassing the results of the 2025 General Municipal Election. Councilmembers Kaitlin Myers, Jason Taylor, Colin Topper, Luke Wojciechowski and Tawny Knuteson-Boyd attended. Also in attendance were City Manager Michael Black, Recorder Sommar Johnson, Police Chief Lex Bell, and one member of the public.

Canvass of the 2025 Municipal General Election:
Mayor Langianese stated the Council would consider certification of the election results with the City Council serving as the Board of Canvassers, and stated there was a high turnout with approximately 75 percent voter turnout.
Motion and Vote: Councilmember Knuteson-Boyd moved to accept the certification of the 2025 general municipal election results, held on November 4, 2025, declaring Joette Langianese, with a total of 1,194 votes, elected to the office of Mayor, and Miles Loftin, with a total of 1,155 votes, and Jason Taylor, with a total of 1,460 votes, elected to the office of City Council. Councilmember Wojciechowski seconded the motion. The motion passed 5-0 with Councilmembers Taylor, Knuteson-Boyd, Topper, Myers and Wojciechowski voting aye.

Adjournment:
The Mayor adjourned the meeting at 5:48 p.m.

APPROVED: _____ ATTEST: _____
Joette Langianese, Mayor Sommar Johnson, City Recorder

DRAFT

MOAB CITY COUNCIL MINUTES--DRAFT
REGULAR MEETING
November 12, 2025

Regular Meeting Attendance and Call to Order:
Moab City Council held its Regular Meeting on the above date in Council Chambers. Archived audio is at www.utah.gov/pmn and video is at www.youtube.com/watch?v=iHVc2h3YFEk. Mayor Joette Langianese called the meeting to order at 6:00 p.m. Councilmembers Kaitlin Myers, Jason Taylor, Colin Topper, Luke Wojciechowski and Tawny Knuteson-Boyd attended. Also in attendance were City Manager Michael Black, Recorder Sommar Johnson, Community Development Director Cory Shurtleff, Engineer Mark Jolissaint, Assistant Engineer Didar Charles, Sustainability and Grant Coordinator Savannah ThomasArrigo, Strategic Initiatives and Sustainability Director Alexi Lamm, Associate Planner Johanna Blanco, Police Chief Lex Bell, Assistant Police Chief James Blanton, Jr., Attorney Nathan Bracken and three members of the public.

Public Comments: None.

Department Update:
Strategic Initiatives and Sustainability Director Lamm provided an overview of the Utah Renewable Communities (URC) program. She said the City has been participating in the development of the program for several years, and added that 19 cities, towns and counties in Utah are participating. She reviewed the timeline for approval by the public utilities commission and implementation. She explained the URC members represent about 25 percent of Rocky Mountain Power customers in Utah, with a goal of consuming 100 percent clean energy by 2030. Lamm went over opt out options and low-income provisions. She said the City had invested $8,000 so far to serve as an anchor community to move the project forward and anticipated approximately $5,000 in public noticing fees in the coming months. She explained the utility commission approval could be as soon as January, and City Council would then have a 90-day window to adopt the program.

Consent Agenda—Approved
Councilmember Myers moved to approve the consent agenda, as follows: ratification of Railroad Merger Letter and approval of the quarterly financial report, approval of minutes of the October 28, 2025, Regular Meeting, and approval of bills against the City of Moab in the Amount of $670,398.30. Councilmember Knuteson-Boyd seconded the motion. Councilmember Myers asked for clarification about the railroad merger letter. The motion passed 5-0 with Councilmembers Taylor, Knuteson-Boyd, Topper, Myers and Wojciechowski voting aye.

General Business:
Public Hearing for Annexing the Shamrock 25, LLC Property at 1410 S. Highway 191: Presentation and Discussion: Mayor Langianese opened the public hearing at 6:14 p.m. for **Ordinance 2025-16**: an ordinance annexing the Shamrock 25, LLC property at 1410 S. Highway 191 to the City of Moab and assigning the zone of C-4 General Commercial to the parcel. Community Development Director Shurtleff explained the subject property had an approved pre-annexation agreement with the City and described the concept of the proposed affordable housing project. There were no public comments, and Mayor Langianese closed the public hearing at 6:21 p.m.

Annexation of the Shamrock 25, LLC Property at 1410 S. Highway 191—Approved
Motion and Vote: Councilmember Wojciechowski moved to approve **Ordinance 2025-16**, an ordinance of the Moab City Council annexing the Shamrock 25, LLC property at 1410 S. Highway 191 to the City of Moab and assigning the zone of C-4 General Commercial to the parcel. Councilmember Knuteson-Boyd seconded the motion. The motion passed 5-0 with Councilmembers Taylor, Knuteson-Boyd, Topper, Myers and Wojciechowski voting aye.

Petition for Annexation for Property Located at 486 Riversands Road—Approved
Presentation and Discussion: Community Development Director Shurtleff and Associate Planner Blanco presented the petition for annexation. Blanco stated the property is currently zoned Rural-Residential and would be subdivided to include a parcel with an existing commercial laundry to C-2 commercial zoning, and a parcel with a 100 percent Active Employment Household (AEH) 20-unit R-3 multi-household development of tiny homes. She added the proposed annexation would require an exception for a non-contiguous island to join the City. Community Development Director Shurtleff said the proposed site is within the City's service boundaries and the annexation map. He said the County agrees with the prospective annexation. Discussion ensued regarding impacts on the City's services including road maintenance, public works, stormwater and law enforcement. Shurtleff explained that the entire area would eventually be annexed into the City. City Manager Black added the annexation was proposed at the owner's request. Shurtleff stated that written public comments in advance of the meeting claimed the City did not publicize public notice for the petition properly, and he explained the legal process the City had adhered to. Discussion ensued regarding the proposed density, setbacks and zoning, prospective noise, infrastructure capabilities, and the non-contiguous island issue. Councilmember Taylor asked if the parcel could be annexed for residential purposes with a non-conforming laundry facility, and City Manager Black advised against that. Attorney Bracken discussed the approved pre-annexation agreement. Community Development Director Shurtleff explained that the subject property would be developed, and delayed annexation would have non-conforming uses, so it would be advantageous to the City to annex the property before development begins. Councilmember Taylor expressed concern about potential burdens on taxpayers due to expensive road work. City Manager Black noted that the site plan must be approved by the City, and the pre-annexation agreement provides an idea of the developer's intent. Shurtleff said the developer would be required to upgrade its infrastructure to accommodate the development. City Manager Black explained that the County water utility would continue to provide water, and the City would provide road maintenance, storm drain, and law enforcement. Taylor proposed annexing the entire area into the City and cited the R-3 project amid R-2 neighboring parcels. Shurtleff said the R-3 zoning has already been accepted in the pre-annexation agreement. Black said adjacent properties have R-2, R-3 and R-4 zoning. Councilmember Wojciechowski asked about the City's obligations after the petition is processed.
Motions and Vote: Councilmember Topper moved to deny the petition for annexation for property located at 486 Riversands Road, Moab, UT 84532, into the City of Moab. The motion died for lack of a second. Councilmember Myers moved to accept the petition for annexation for property located at 486 Riversands Road, Moab, UT 84532, into the City of Moab, following the state and municipal annexation code process. Councilmember Wojciechowski seconded the motion. The motion passed 3-2 with Councilmembers Knuteson-Boyd, Myers and Wojciechowski voting aye and Councilmembers Topper and Taylor voting nay.

Mill Creek Stabilization Change Order—Approved
Presentation and Discussion: Engineer Jolissaint and Assistant Engineer Charles presented the elements of the change order for the Stabilization for Mill Creek at 500 West Project. Jolissaint said the change would remove some items from the scope of work, and pointed out that concrete was discovered under the bridge, necessitating additional engineering and work. Councilmember Myers asked about pedestrian bridges in the corridor. City Manager Black noted it was a successful project funded by the Natural Resources Conservation Service (NRCS).
Motion and Vote: Councilmember Taylor moved to approve a change order in the amount of $71,005.80 for the Stabilization for Mill Creek at 500 West Project. Councilmember Myers seconded the motion. The motion passed 5-0 with Councilmembers Taylor, Knuteson-Boyd, Topper, Myers and Wojciechowski voting aye.

Affordable Housing Partnership Policy and Impact Fee Assistance Program—Tabled
Presentation and Discussion: Councilmember Myers recused herself from discussion and voting on the topic because of a conflict of interest, stating her employer may benefit from the outcome. City Manager Black presented an overview of the draft policy, noting he had consulted with the City attorney

and stakeholder developers. Discussion focused on waiving or reducing fees versus low or no-interest loans. Black said the goal is to seek a balance between the need for affordable housing and the need to recoup infrastructure costs. Recourse for defaults such as liens, payback periods from 5 to 19 years, deed restriction timelines and the nature of the affordable housing fund were discussed. Councilmember Taylor said he did not like the idea of loans but rather the idea of partnering with developers to create more affordable housing. Councilmember Topper said he likes the idea of loans for situations in which the Council does not grant a waiver. Councilmember Knuteson-Boyd said she appreciates the effort to leverage the City's assets. Mayor Langianese said the policy needs more work to incorporate Council feedback and had concerns about projects that may be stalled while restricting City affordable housing funds already committed.
Motion and Vote: Councilmember Topper moved to table **Ordinance 2025-17**: an ordinance establishing the affordable housing partnership policy and impact fee assistance program to support affordable housing development in Moab. Councilmember Wojciechowski seconded the motion. The motion passed 4-0 with Councilmembers Taylor, Knuteson-Boyd, Topper and Wojciechowski voting aye.

City Manager Updates: City Manager Black reported Michael reported on notices going to households regarding lead and copper pipes federal rule implementation. He said the public works department will do about 150 inspections per year and have 1500 connections to inspect. He announced holiday lights are going up, insured roof repairs are being made to City Hall, and a structural evaluation of the recreation center was underway. He said the Walnut Lane cleanup is underway and a contractor is being sought to mitigate the asbestos. He said streetlamps will be replaced in January, and he concluded with congratulations to everyone who was elected and re-elected.

Mayor and Council Reports:
Councilmember Topper reported he attended a TrailMix meeting and toured the Walnut Lane site. He mentioned concerns about crosswalk safety at the Bark Park, and at Williams Way and 100 West.
Councilmember Myers reported on the Utah League of Cities and Towns housing subgroup and the prospect of the legislature overriding local zoning codes. She said she traveled to Washington DC for the national rural housing conference, and met with the City's lobbyists.
Councilmember Taylor said he attended the Trunk or Treat, an Emergency Medical Services budget meeting, a Chamber of Commerce banquet, and meetings of the travel council and airport board.
Mayor Langianese reported she greeted visiting preschoolers at City Hall on Halloween, met with lobbyists, and expressed relief that the federal government would reopen. She said she attended events with the office of tourism, for Veterans' Day, and for an award for the Synergy company. She noted upcoming meetings with the Canyonlands Healthcare Special Service District and the National League of Cities. She said the Council strategic planning session was set for January 8 and 9.

Executive Session: Councilmember Taylor moved to convene an executive (closed) session to discuss reasonably imminent and/or pending litigation. Councilmember Wojciechowski seconded the motion. The motion passed unanimously. Mayor Langianese convened the closed session at 8:58 p.m. Councilmember Knuteson-Boyd moved to end the closed session. Councilmember Myers seconded the motion. The motion passed unanimously. Mayor Langianese ended the closed session at 9:17 p.m.

Adjournment:
Councilmember Topper moved to adjourn the meeting. Councilmember Taylor seconded the motion. The motion passed unanimously. The Mayor adjourned the meeting at 9:17 p.m.

APPROVED: _____ ATTEST: _____
Joette Langianese, Mayor Sommar Johnson, City Recorder

DRAFT

MOAB CITY CORPORATION
Disbursement Listing
MACU Checking - 11/06/2025 to 11/13/2025

Payee Name	Reference Number	Payment Date	Payment Amount	Void Date	Void Amount	Source
WRIGHT EXPRESS FSC	20251113	11/13/2025	$13,056.88			Purchasing
CUSTOMER REFUNDS	278972	11/06/2025	$10.00			Purchasing
CUSTOMER REFUNDS	278982	11/13/2025	$60.00			Purchasing
CUSTOMER REFUNDS	278983	11/13/2025	$60.00			Purchasing
CUSTOMER REFUNDS	278984	11/13/2025	$200.00			Purchasing
DESERT WEST OFFICE SUPPLY	278985	11/13/2025	$118.57			Purchasing
DOCUSIGN INC.	278986	11/13/2025	$13,800.00			Purchasing
JB PLUMBING LLC	278987	11/13/2025	$1,348.97			Purchasing
JOETTE LANGIANESE	278988	11/13/2025	$266.28			Purchasing
KIMBALL MIDWEST	278989	11/13/2025	$103.90			Purchasing
LAMM, ALEXI	278990	11/13/2025	$136.00			Purchasing
MOAB AUTO PARTS INC.	278991	11/13/2025	$240.33			Purchasing
MOAB DOWNTOWNER LLC	278992	11/13/2025	$54,841.27			Purchasing
MOAB SUN NEWS	278993	11/13/2025	$375.00			Purchasing
MOUNTAIN STATES LIGHTING LLC.	278994	11/13/2025	$13,540.00			Purchasing
MOUNTAINLAND SUPPLY	278995	11/13/2025	$4,798.81			Purchasing
ODP BUSINESS SOLUTIONS, LLC	278996	11/13/2025	$652.34			Purchasing
PERSONNEL SAFETY ENTERPRISES	278997	11/13/2025	$169.40			Purchasing
POLYDYNE INC.	278998	11/13/2025	$9,426.78			Purchasing
PROVELOCITY	278999	11/13/2025	$12,390.00			Purchasing
ROCKY MOUNTAIN POWER	279000	11/13/2025	$40,128.04			Purchasing
SMART RAIN SYSTEMS, LLC	279001	11/13/2025	$700.00			Purchasing
SMITH HARTVIGSEN PLLC	279002	11/13/2025	$12,143.00			Purchasing
SOLID WASTE SPECIAL SERVICE DIS	279003	11/13/2025	$22,158.65			Purchasing
STANDARD PLUMBING SUPPLY CO.	279004	11/13/2025	$22.26			Purchasing
THE MOAB TIMES-INDEPENDENT	279005	11/13/2025	$1,435.00			Purchasing
THE PARTRIDGE GROUP	279006	11/13/2025	$454.00			Purchasing
TURNER LUMBER OF MOAB	279007	11/13/2025	$38.86			Purchasing
UTAH STATE DIVISION OF FINANCE	279008	11/13/2025	$110,875.00			Purchasing
WALKER'S TRUE VALUE HARDWARE	279009	11/13/2025	$456.75			Purchasing
ZUNICH BROS. MECHANICAL LLC	279010	11/13/2025	$1,130.00			Purchasing
4 RIVERS EQUIPMENT, LLC	279011	11/13/2025	$533.68			Purchasing
AD-VERTISER	279012	11/13/2025	$1,282.50			Purchasing
AMAZON CAPITAL SERVICES	279013	11/13/2025	$3,376.87			Purchasing
Black, Michael	279014	11/13/2025	$152.00			Purchasing
BLUE STAKES OF UTAH 811	279015	11/13/2025	$107.55			Purchasing
BRANTLEY DISTRIBUTING LLC	279016	11/13/2025	$1,008.60			Purchasing
CANYONLANDS AUTO & MINING SUP	279017	11/13/2025	$109.64			Purchasing
CITY OF MOAB	279018	11/13/2025	$11,698.26			Purchasing
CURT'S CUSTOM WELDING	279019	11/13/2025	$39.95			Purchasing
			$333,445.14		**$0.00**	

MOAB CITY CORPORATION
Disbursement Listing
MACU Checking - 11/14/2025 to 11/19/2025

Payee Name	Reference Number	Payment Date	Payment Amount	Void Date	Void Amount	Source
AFFEKTIVE SOFTWARE LLC	279020	11/19/2025	$236.06			Purchasing
AMAZON CAPITAL SERVICES	279021	11/19/2025	$2,946.67			Purchasing
AMERIGAS	279022	11/19/2025	$79.08			Purchasing
AT&T MOBILITY II, LLC	279023	11/19/2025	$2,255.37			Purchasing
BIOMETRICS4ALL LLC.	279024	11/19/2025	$7,980.00			Purchasing
BOBCAT OF THE ROCKIES	279025	11/19/2025	$355.89			Purchasing
CANYONLANDS AUTO & MINING SUP	279026	11/19/2025	$620.78			Purchasing
CEM AQUATICS	279027	11/19/2025	$29.15			Purchasing
CHEMTECH-FORD LLC	279028	11/19/2025	$578.00			Purchasing
CUSTOMER REFUNDS	279029	11/19/2025	$25.00			Purchasing
CUSTOMER REFUNDS	279030	11/19/2025	$150.00			Purchasing
DESERT WEST OFFICE SUPPLY	279031	11/19/2025	$266.93			Purchasing
FARM & CITY GENERAL STORE	279032	11/19/2025	$27.99			Purchasing
FERGUSON US HOLDINGS, INC.	279033	11/19/2025	$351.00			Purchasing
GOBLE SAMPSON ASSOCIATES INC	279034	11/19/2025	$2,874.00			Purchasing
GRAND TIRE PROS	279035	11/19/2025	$174.00			Purchasing
HANSEN ALLEN & LUCE INC	279036	11/19/2025	$19,557.50			Purchasing
HASTY AWARDS	279037	11/19/2025	$141.70			Purchasing
HIGH COUNTRY TREE GALLERIES, IN	279038	11/19/2025	$298.86			Purchasing
JEREMY DREXLER	279039	11/19/2025	$220.00			Purchasing
KEYS CONSTRUCTION	279040	11/19/2025	$571.26			Purchasing
MCKINSTRY ESSENTION, LLC	279041	11/19/2025	$505,425.20			Purchasing
MOAB AUTO PARTS INC.	279042	11/19/2025	$73.13			Purchasing
MOAB MAILING CENTER	279043	11/19/2025	$29.70			Purchasing
MOAB SUN NEWS	279044	11/19/2025	$270.00			Purchasing
MOUNTAINLAND SUPPLY	279045	11/19/2025	$7,902.26			Purchasing
O'REILLY AUTO PARTS	279046	11/19/2025	$41.99			Purchasing
OFFICE EQUIPMENT CO.	279047	11/19/2025	$145.00			Purchasing
PACKARD WHOLESALE	279048	11/19/2025	$568.65			Purchasing
PEAK SOFTWARE SYSTEMS INC	279049	11/19/2025	$7,420.50			Purchasing
PERSONNEL SAFETY ENTERPRISES	279050	11/19/2025	$59.40			Purchasing
PIPE DREAM LLC	279051	11/19/2025	$1,988.25			Purchasing
PREMIER VEHICLE INSTALLATION	279052	11/19/2025	$480.00			Purchasing
PROFESSIONAL DOCUMENT SOLUTI	279053	11/19/2025	$28.88			Purchasing
ROCKY MOUNTAIN POWER	279054	11/19/2025	$206.49			Purchasing
SIRCHIE FINGER PRINT LABS	279055	11/19/2025	$300.34			Purchasing
SKAGGS	279056	11/19/2025	$843.09			Purchasing
SKYLER CURRIE	279057	11/19/2025	$920.00			Purchasing
SNAP-ON INDUSTRIAL	279058	11/19/2025	$618.11			Purchasing
SOLID WASTE SPECIAL SERVICE DIS	279059	11/19/2025	$505.00			Purchasing
THE MOAB TIMES-INDEPENDENT	279060	11/19/2025	$208.00			Purchasing
TURNER LUMBER OF MOAB	279061	11/19/2025	$132.82			Purchasing
WALKER DRUG	279062	11/19/2025	$43.12			Purchasing
WALKER'S TRUE VALUE HARDWARE	279063	11/19/2025	$828.69			Purchasing
WHEELER MACHINERY CO	279064	11/19/2025	$887.00			Purchasing
ZUNICH BROS. MECHANICAL LLC	279065	11/19/2025	$90.00			Purchasing
			$569,754.86		**$0.00**	

MOAB CITY CORPORATION
Disbursement Listing
MACU Checking - 11/20/2025 to 11/25/2025

Payee Name	Reference Number	Payment Date	Payment Amount	Void Date	Void Amount	Source
UTAH LOCAL GOVERNMENTS TRUST	20251125	11/25/2025	$11,008.78			Purchasing
UTAH STATE DIVISION OF FINANCE	279066	11/25/2025	$40,592.18			Purchasing
AERZEN USA CORPORATION	279067	11/25/2025	$2,562.09			Purchasing
AMAZON CAPITAL SERVICES	279068	11/25/2025	$1,770.92			Purchasing
ARNIE BUTLER & ASSOCIATES	279069	11/25/2025	$1,500.00			Purchasing
CANYONLANDS AUTO & MINING SUP	279070	11/25/2025	$145.91			Purchasing
CATE RENTAL & SALES LLC	279071	11/25/2025	$916.74			Purchasing
CHEMTECH-FORD LLC	279072	11/25/2025	$655.00			Purchasing
CIVIL SCIENCE INFRASTRUCTURE IN	279073	11/25/2025	$86,950.75			Purchasing
CODE PUBLISHING COMPANY	279074	11/25/2025	$1,010.00			Purchasing
COWDELL LAW	279075	11/25/2025	$3,000.00			Purchasing
CUSTOMER REFUNDS	279076	11/25/2025	$275.00			Purchasing
DESERT WEST OFFICE SUPPLY	279077	11/25/2025	$128.10			Purchasing
ENBRIDGE GAS	279078	11/25/2025	$9,531.85			Purchasing
FIRST RESPONDERS FIRST,LLC	279079	11/25/2025	$1,525.00			Purchasing
GOBLE SAMPSON ASSOCIATES INC	279080	11/25/2025	$12,594.78			Purchasing
GRAND COUNTY SCHOOL DISTRICT	279081	11/25/2025	$12.00			Purchasing
HACH COMPANY	279082	11/25/2025	$358.05			Purchasing
HYDROCORP, LLC	279083	11/25/2025	$1,609.38			Purchasing
JAY'S 24 HOUR LOCKSMITH	279084	11/25/2025	$1,632.38			Purchasing
MAD BRO POWERSPORTS	279085	11/25/2025	$37.78			Purchasing
MOAB AUTO PARTS INC.	279086	11/25/2025	$12.58			Purchasing
MOAB MAILING CENTER	279087	11/25/2025	$14.85			Purchasing
ODP BUSINESS SOLUTIONS, LLC	279088	11/25/2025	$61.30			Purchasing
PACKARD WHOLESALE	279089	11/25/2025	$727.22			Purchasing
PERSONNEL SAFETY ENTERPRISES	279090	11/25/2025	$441.75			Purchasing
POWERDMS INC	279091	11/25/2025	$550.00			Purchasing
ROCKY MOUNTAIN POWER	279092	11/25/2025	$146.02			Purchasing
SIRCHIE FINGER PRINT LABS	279093	11/25/2025	$50.00			Purchasing
SKAGGS	279094	11/25/2025	$17.00			Purchasing
STALKER RADAR	279095	11/25/2025	$227.50			Purchasing
TURNER LUMBER OF MOAB	279096	11/25/2025	$7.59			Purchasing
U.S. POSTMASTER	279097	11/25/2025	$476.22			Purchasing
VERIZON WIRELESS	279098	11/25/2025	$2,727.91			Purchasing
WALKER DRUG	279099	11/25/2025	$175.93			Purchasing
WALKER'S TRUE VALUE HARDWARE	279100	11/25/2025	$465.29			Purchasing
WALL CONCRETE AND CONSTRUCTI	279101	11/25/2025	$6,180.00			Purchasing
			$190,097.85		**$0.00**	

MOAB CITY CORPORATION
Disbursement Listing
MACU Checking - 11/27/2025 to 12/03/2025

Payee Name	Reference Number	Payment Date	Payment Amount	Void Date	Void Amount	Source
WRIGHT EXPRESS FSC	20251203	12/03/2025	$10,729.60			Purchasing
A & E ELECTRIC INC	279102	12/03/2025	$2,888.34			Purchasing
AMAZON CAPITAL SERVICES	279103	12/03/2025	$4,038.78			Purchasing
BOWEN COLLINS & ASSOCIATES INC.	279104	12/03/2025	$1,016.00			Purchasing
CANYONLANDS AUTO & MINING SUP	279105	12/03/2025	$500.97			Purchasing
CHEMTECH-FORD LLC	279106	12/03/2025	$289.00			Purchasing
CITY OF MOAB	279107	12/03/2025	$9,486.26			Purchasing
DESERT WEST OFFICE SUPPLY	279108	12/03/2025	$378.96			Purchasing
ELIZABETH TATERA	279109	12/03/2025	$225.00			Purchasing
EMERY TELCOM	279110	12/03/2025	$2,105.36			Purchasing
FORTRESS ROOFING	279111	12/03/2025	$266,079.00			Purchasing
FRONTIER	279112	12/03/2025	$1,853.28			Purchasing
HYDROCORP, LLC	279113	12/03/2025	$1,609.38			Purchasing
IDEXX DISTRIBUTION INC	279114	12/03/2025	$580.79			Purchasing
JOHNSTONE SUPPLY	279115	12/03/2025	$771.20			Purchasing
KILGORE COMPANIES LLC	279116	12/03/2025	$144,833.11			Purchasing
MOAB AUTO PARTS INC.	279117	12/03/2025	$572.73			Purchasing
MOAB HEAT N COOL LLC	279118	12/03/2025	$1,478.52			Purchasing
MOAB MAILING CENTER	279119	12/03/2025	$73.03			Purchasing
MOUNTAINLAND SUPPLY	279120	12/03/2025	$3,828.08			Purchasing
NUSO LLC	279121	12/03/2025	$427.12			Purchasing
ODP BUSINESS SOLUTIONS, LLC	279122	12/03/2025	$42.92			Purchasing
PITNEY BOWES INC - RENTAL	279123	12/03/2025	$968.94			Purchasing
PREMIER VEHICLE INSTALLATION	279124	12/03/2025	$10,565.05			Purchasing
PROVELOCITY	279125	12/03/2025	$15,543.00			Purchasing
REVCO LEASING COMPANY	279126	12/03/2025	$2,897.15			Purchasing
ROBERT STERRY PHOTOGRAPHY	279127	12/03/2025	$425.00			Purchasing
ROCKY MOUNTAIN POWER	279128	12/03/2025	$83.62			Purchasing
SCOOTER'S TOOLS LLC	279129	12/03/2025	$20.79			Purchasing
SKAGGS	279130	12/03/2025	$845.88			Purchasing
SOLID WASTE SPECIAL SERVICE DIS	279131	12/03/2025	$19,136.50			Purchasing
THE BENNETT GROUP DC	279132	12/03/2025	$6,000.00			Purchasing
TRI-TECH FORENSICS INC	279133	12/03/2025	$321.00			Purchasing
TURNER LUMBER OF MOAB	279134	12/03/2025	$186.61			Purchasing
VILLAGE MARKET	279135	12/03/2025	$123.09			Purchasing
WALKER'S TRUE VALUE HARDWARE	279136	12/03/2025	$93.97			Purchasing
WASH-IT EXPRESS	279137	12/03/2025	$296.42			Purchasing
WETCO INC	279138	12/03/2025	$731.55			Purchasing
ZUNICH BROS. MECHANICAL LLC	279139	12/03/2025	$90.00			Purchasing
			$512,136.00		**$0.00**	

MOAB CITY COUNCIL AGENDA December 9, 2025

TITLE: Consideration and Possible Approval of Moab City Resolution 12-2025, A Resolution Approving the 2025 Non-Motorized Master Trail Plan As Prepared By the Grand County Active Transportation and Trails Department

DISPOSITION: Discussion and possible action

PRESENTER/S: Katie Murphy, Grand County Special Project Coordinator
Alexi Lamm, Moab City Director of Strategic Initiatives & Sustainability

ATTACHMENT/S:

- Exhibit 1 City Resolution 12-2025 Draft
- Exhibit 2 2025 Non-Motorized Master Trail Plan Draft

RECOMMENDED MOTION: I move to approve Moab City Planning Resolution 12-2025, A Resolution Approving the 2025 Non-Motorized Master Trail Plan As Prepared By the Grand County Active Transportation and Trails Department

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SUMMARY:

In 2023, Grand County applied for a UDOT Technical Planning Assistance Grant to update its Non-Motorized Trails Master Plan (NMTMP) with a letter of support from the City of Moab. Originally drafted in 2011 by Trail Mix, the NMTMP serves as the guiding document for Grand County Active Transportation and Trails (GCATT) operations. Many trails connect the County and the City, and the 2022 Grand County-City of Moab Joint Unified Transportation Master Plan (UTMP) remains the most comprehensive local planning document related to active transportation to date. Expanding on the UTMP, Grand County invited City representatives to serve on the consultant selection and technical advisory committees for the NMTMP for coordinated transportation planning.

Grand County contracted with Alta Planning and Design to design an active transportation network that embodies the community-endorsed principles of connectivity, equity, safety, social, fun, and resilience. The plan is designed to allow Moab area residents to access major destinations (residential, commercial, recreational) via safe and comfortable infrastructure for walking, biking and rolling. The plan acknowledges the role of streets as places, recommending placemaking improvements like benches and shade for denser areas in addition to movement-oriented infrastructure like bike paths and sidewalks.

The planning process began in January 2025 and included meeting with user groups, conducting a survey, requesting comments on an interactive map, sending postcards to affected landowners, and engaging follow-up discussions with many landowners in addition to periodic technical advisory meetings. Moab City Staff has reviewed and made comment on the plan. On October 23rd, the Moab City Planning Commission held a workshop on the Non-motorized Master Plan Draft. On December 1, 2025, Planning Commission forwarded a positive recommendation to the City Council on City Resolution 17-2025, which is now Moab City Resolution 12-2025.

RELEVANT LAWS, STUDIES & PLANS:
2011 Non-Motorized Trails Master Plan, Unified Transportation Master Plan

RESPONSIBLE DEPARTMENT:
The Grand County Trails Department

FINANCIAL IMPACT: N/A. The City has already contributed $30,000 through an Inter Local Agreement that was used as a match for $90,000 in UDOT grant funding.

CITY OF MOAB RESOLUTION #12-2025

A RESOLUTION TO ADOPT THE 2025 GRAND COUNTY NON-MOTORIZED MASTER TRAIL PLAN, AS PREPARED BY THE GRAND COUNTY ACTIVE TRANSPORTATION AND TRAILS DEPARTMENT.

WHEREAS, the City of Moab adopts plans to guide decision-making and policy; and

WHEREAS, the Non-Motorized Trails Master Plan (NMTMP) was originally drafted by the Trail Mix Committee, a volunteer advisory body to the Grand County Commission (then, Grand County Council), in 2005, with the purpose of "provid(ing) a blueprint for an integrated trail system by cataloging the county's existing trails and by identifying strategic locations for future trail development;" and

WHEREAS, the NMTMP has since been updated twice by the Trail Mix Committee, in 2008 and 2011. The 2011 update states that "the Trails Master Plan is a 'living document' where changes and additions will continue as the plan evolves to meet current and future needs. The Trail Mix Committee strives to update the Trails Master Plan every five years;" and

WHEREAS, the Grand County Active Transportation and Trails Department (GCATT) was created in 2019 and the responsibility of updating the NMTMP was transferred to GCATT staff, and in 2023 GCATT applied for and received a Technical Planning Assistance (TPA) grant from the Utah Department of Transportation to update the NMTMP; and

WHEREAS, the City of Moab provided matching funds for the NMTMP update through an interlocal agreement and members of City staff and elected officials served on the Technical Advisory Committee for the project; and

WHEREAS, the Planning Commission, following Public Hearing, reviewed and recommended adoption of Moab City Resolution #17-2025, which is now Moab City Resolution 12-2015, during a special meeting held December 1, 2025; and

NOW, THEREFORE BE IT RESOLVED that the Moab City Council hereby approves Moab City Resolution #12-2025, adopting the Grand County Non-Motorized Master Trail Plan, as prepared by the Grand County Active Transportation and Trails Department as follows:

PASSED AND APPROVED in open Council by a majority vote of the Governing Body of Moab City Council this 9th day of December 2025.

SIGNED: _____

Joette Langianese, Mayor

ATTEST: _____

Sommar Johnson, Recorder

Grand County

NON-MOTORIZED TRAILS MASTER PLAN



ACKNOWLEDGMENTS

Thank you to the people and partners who contributed to the *Non-Motorized Trails Master Plan*. And, a special thank you to the many community members who participated in the planning process and helped shape this vision.

All photographs and graphics are courtesy of the Alta Planning + Design, Grand County, or City of Moab, unless otherwise noted.

PEOPLE

TECHNICAL ADVISORY COUNCIL

- Colin Topper, Councilmember | City of Moab
- Cory Shurtleff, Director of Planning | City of Moab
- Mark Jolissaint, Engineer | City of Moab
- Patrick Trim, Director of Parks & Recreation | City of Moab
- Alexi Lamm, Director of Sustainability and Strategic Initiatives | City of Moab
- Savannah Thomas Arrigo, Sustainability Coordinator | City of Moab
- Sydney Maller, Associate Engineer | City of Moab
- Brian Martinez, Commissioner | Grand County
- Jacques Hadler, Commissioner | Grand County
- Bill Jackson, Director of Roads| Grand County
- Cody McKinney, Assistant Supervisor of Roads | Grand County
- Andrea Brand, Director of Sand Flats Recreation Area | Grand County
- Brendon Cameron, Chair | Grand County Trail Mix Advisory Committee
- Emily Lessner, Active Transportation Representative | Grand County Trail Mix Advisory Committee
- Chris Hall, Region Four Planning Manager | Utah Department of Transportation

GRAND COUNTY ACTIVE TRANSPORTATION & TRAILS DEPARTMENT

- Madeline Logowitz, Director
- Katie Murphy, Special Project Coordinator
- Tyson Swasey, Operations Manager
- Evan Smiley, Operations Coordinator
- Anna Sprout, Responsible Recreation Coordinator

ALTA PLANNING + DESIGN

- David Foster, Principle
- Brian Tonetti, Project Manager

HORROCKS ENGINEERING

- Dan Stenta, PE

alta

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Grand County
TRAILS MASTER PLAN

CHAPTER 01.



VISION FRAMEWORK

VISION

Grand County is a world-renowned outdoor recreation hub known for its dramatic scenery and well-developed trail system. Residents and visitors alike enjoy diverse activities such as hiking, biking, climbing, rafting, horseback riding, and skiing, immersed in a unique landscape.

Moab is the largest community within Grand County, serving as the county seat and gateway to Arches and Canyonlands National Parks, Dead Horse Point and Utahraptor State Parks, Sand Flats Recreation Area, the La Sal Mountains, and hundreds of thousands of acres of land managed by the Bureau of Land Management. Moab is home to over 5,000 residents, with an additional 4,000 living just outside City limits in Spanish Valley. Although small, Moab boasts a vibrant Downtown with restaurants, a museum, City parks and community gathering places such as the Moab Arts and Recreation Center.



DAVID OPPENHEIMER | MOAB AREA AERIAL

Grand County is positioned to set an example for other gateway communities by expanding its identity from an active recreation hub to an active lifestyle community. The Non-Motorized Trails Master Plan plays a key part in that evolution by laying out a community-developed network of paved and unpaved trails that connect residential areas and accomodations to destinations.

Trails deliver far-reaching benefits. They encourage healthy, outdoor activity and connection with nature to boost physical and mental health. They support an equitable community by providing low-cost, car-free access to daily needs and destinations, such as parks, schools, grocery stores and trailheads. They bolster a sustainable economy by connecting visitors with experiences, enhancing local business, and fostering repeat tourism. They safely connect people to each other, the land, and opportunities for discovery, stewardship, and community. They improve the efficiency of the entire transportation network by reducing congestion, parking demand in high-traffic zones, and carbon emissions related to transportation.

Through collaboration, thoughtful planning, and long-term investment, this plan will guide the County's future recreation and active transportation trail network, prioritizing safe access right out the door of residences, businesses, and hotels. Based on community input, it recommends a toolkit of best practices, programming, and design standards to guide implementation of a comfortable, intuitive, and clear network that facilitates movement for people of all ages and abilities on foot and on wheels. While focused on trails, the plan also recommends on-street bicycle and pedestrian facilities to make critical connections within the trail network.

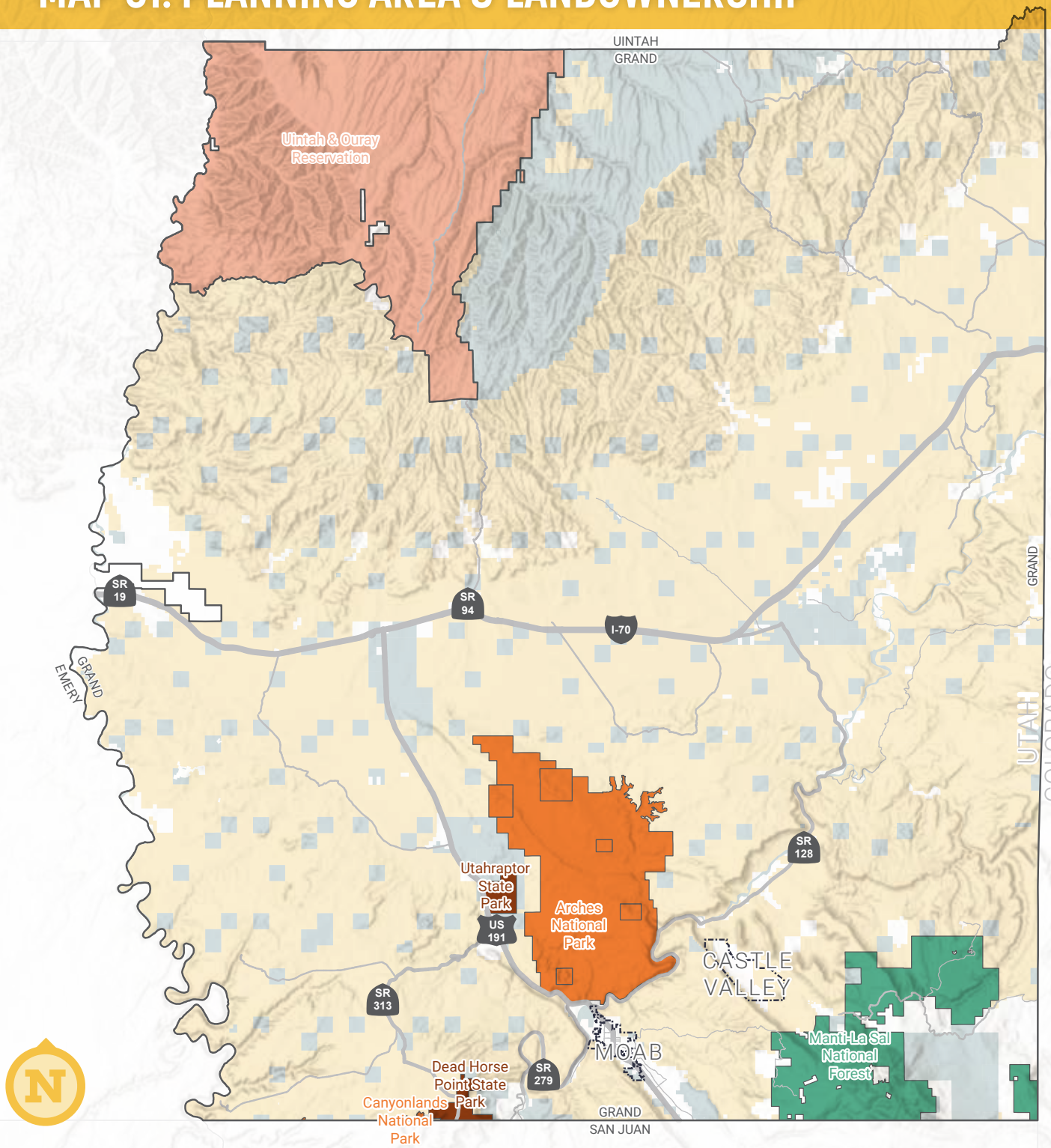
MISSION

TO BUILD ON GRAND COUNTY'S REPUTATION FOR WORLD-CLASS TRAILS BY PRESERVING AND DEVELOPING A COMPREHENSIVE TRAIL NETWORK THAT PROVIDES CONVENIENT, ENJOYABLE TRANSPORTATION AND RECREATION EXPERIENCES FOR ALL TRAIL USERS.



PAVED TRAIL BY MOAB REGIONAL HOSPITAL

MAP 01. PLANNING AREA & LANDOWNERSHIP



LEGEND

- National Parks
- State Parks
- National Forest
- Tribal Land
- Bureau of Land Management
- Other State Lands
- Cities/Towns

This map shows Grand County, the planning area for the Trails Master Plan, and broader land ownership.

0 MILES 10 20

COLLABORATORS AND LAND MANAGERS

Developing and managing non-motorized trails in Grand County requires coordination among multiple land management agencies, local jurisdictions, and private property owners. Each operates under unique mandates and regulatory frameworks that influence trail planning, construction, and maintenance. This section summarizes the roles of key partners in implementing the Non-Motorized Trails Master Plan. Clear protocols for interagency coordination ensure that trail projects comply with applicable laws, respect land ownership, protect resources, and support a safe, connected, and sustainable trail network.

GRAND COUNTY, CITY OF MOAB, TRAIL MIX

The *Non-Motorized Trails Master Plan* is a joint effort by Grand County and the City of Moab. The Grand County Active Transportation and Trails Department (GCATT) applied for a Technical Planning Assistance (TPA) grant from the Utah Department of Transportation (UDOT) to fund the project, and the City of Moab provided matching funds through an interlocal agreement. GCATT staff administered this project, conducted public outreach, and drafted the soft surface trail recommendations.

The Grand County Trail Mix Committee (Trail Mix) serves as an advisory board to the Grand County Commission. It is composed of representatives from a range of trail user groups and land management agencies. Trail Mix began as a volunteer body which planned, built and maintained trails, and drafted the original Non-Motorized Trails Master Plan. In 2019, GCATT became an official County department, which allowed for the creation of paid staff roles to execute these tasks. Trail Mix continues to participate in trail planning in an advisory capacity, and served as a key stakeholder in the Master Plan process, gathering ideas and feedback from the various user groups





it represents. Throughout the process, GCATT staff attended Trail Mix meetings and gave updates on the progress of the Master Plan.
City and County staff, elected officials, and representatives of Trail Mix all participated in the Master Plan's Technical Advisory Committee (TAC).

BUREAU OF LAND MANAGEMENT (BLM), MOAB FIELD OFFICE

The BLM manages the largest network of non-motorized trails in Grand County and is a key partner in trail planning, construction, and maintenance. GCATT maintains over 200 miles of trails through a long-standing cooperative relationship with the BLM.
Trail development follows the 2008 Moab Field Office Resource Management Plan (RMP), with a goal of developing 50 miles of new hiking and equestrian trails and 150 miles of new biking trails within user group-specific Focus Areas. While the 150-mile target for mountain bike trails has been achieved and exceeded, this figure represents a planning benchmark rather than a fixed limit. Over the next decade, GCATT seeks to prioritize expansion of the hiking trail network to progress toward the RMP's goal of 50 total miles of designated hiking and equestrian trails. This goal is reflected in the new hiking and equestrian trails recommended by this Master Plan.

The new trails recommended by this Master Plan constitute a wish list and are subject to further analysis, review and approval by the BLM, including environmental and cultural resource reviews, public notice, and conformance with the RMP.

All proposed trail additions, modifications, or realignments on BLM lands will be documented and incorporated into the Grand County Trails Master Plan through the periodic amendment process. GCATT will continue to collaborate with the BLM to identify emerging needs and implement improvements consistent with agency policy. The designation of new trails is the decision of the BLM, following its responsibilities under the National Environmental Policy Act (NEPA).

U.S. FOREST SERVICE, MANTI-LA SAL DISTRICT

With several peaks reaching over 12,000 feet, the La Sal Mountains offer opportunities for summer mountain biking, hiking, and horseback riding, as well as skiing and snowshoeing in the winter, ensuring year-round recreation opportunities for Grand County residents and visitors. The iconic Whole Enchilada mountain bike route begins on U.S. Forest Service-managed Geyser Pass before entering BLM land and ending at the Colorado River.

GCATT partners with the U.S. Forest Service to maintain and improve non-motorized trails in the La Sal Mountains through a longstanding cooperative relationship and Interlocal Agreement with San Juan County.

Proposed trails identified in the Non-Motorized Trails Master Plan are subject to further evaluation by the US Forest Service including public input, environmental review, and consistency with the Manti-La Sal National Forest Land Management Plan.

STATE INSTITUTIONAL TRUST LANDS ADMINISTRATION (SITLA)

"Trust Lands are not public lands. However, public access to Trust Lands for hunting, fishing, hiking, camping, off-highway vehicle riding, and other recreational activities is allowed in limited areas. Permits may be required for some activities. The Trust Lands Administration has a constitutional mandate to preserve the value of Trust Lands to ensure our beneficiaries receive the revenue they are rightfully due."
— Utah Trust Lands Administration

SITLA manages State of Utah trust lands, which generate revenue for State educational institutions. Trails often cross a mix of federal and state lands. When a trail passes through SITLA property, a Trail Easement or Right of Entry Agreement is required before construction or public use. Easements are typically held by Grand County, the City of Moab, or a Federal agency. Interagency easement trades, particularly with the BLM, are used to streamline approvals and improve regional trail connectivity.

UTAH DEPARTMENT OF NATURAL RESOURCES (DNR)

The Utah Department of Natural Resources (DNR) manages state lands and natural resource programs through divisions such as State Parks, Outdoor Recreation, and Forestry, Fire, and State Lands.

Before GCATT's formation, Trail Mix helped design and build the Intrepid Trail System at Dead Horse Point State Park. GCATT has been working with Utahraptor State Park managers to improve regional trail connectivity. While GCATT does not construct or maintain trails within State Parks, it supports coordination with DNR to expand recreation access and link countywide trail systems.

SCOTT AND NORMA MATHESON WETLANDS PRESERVE

The Scott and Norma Matheson Wetlands Preserve is owned and managed jointly by The Nature Conservancy and the Utah DNR. The preserve, previously known as the Moab Sloughs, was purchased by the two entities in 1991. Both entities cite the rarity of a wetland environment in a desert ecosystem, the breadth and diversity of wildlife species calling the wetlands home, and the importance of the area as a waypoint for migratory birds.

This oasis attracts more than 200 species of birds, amphibians, and aquatic mammals such as the beaver, muskrat and elusive river otter. In order to maintain a restful and safe environment for wildlife, the preserve

does not allow motor vehicles, cyclists, equestrians, or dogs, unless associated with hunting within designated areas in the north end of the preserve. Proposed trails identified in the *Non-Motorized Trails Master Plan* within the Matheson Wetlands are ultimately subject to review and approval by TNC and the DNR.

SAND FLATS RECREATION AREA (SFRA)

The Sand Flats Recreation Area is jointly managed by Grand County and the Bureau of Land Management. This partnership protects natural resources while providing motorized and non-motorized recreation opportunities. GCATT assists with non-motorized trail planning and maintenance in the area, such as the Raptor Route and related connections. All new trail proposals are reviewed by Sand Flats' management and the Sand Flats Stewardship Committee and then forwarded to the BLM for approval, ensuring that projects align with environmental and management goals.

PRIVATE PROPERTY OWNERS

Grand County and the City of Moab are committed to promoting a safe, connected, and diverse non-motorized trail network that upholds private property boundaries and interests. For more information, see p. 219, Acquisition Strategies.



GUIDING PRINCIPLES

COMMUNITY-ENDORSED GUIDING PRINCIPLES PROVIDE THE FOUNDATION FOR INFRASTRUCTURE, DESIGN, AND PROGRAM RECOMMENDATIONS TO DEVELOP AND IMPROVE GRAND COUNTY'S TRAIL NETWORK.



CONNECTED

A seamless, integrated trail network of spines and links that unite neighborhoods, recreational hotspots, community destinations, and the broader multimodal transportation system.



SOCIAL

A welcoming, collaborative trail network that fosters interaction, pride, and shared stewardship, turning trails into active public places for recreation, connection, and gathering.



EQUITABLE

A dispersed, inclusive trail network that serves all Grand County residents and visitors—regardless of age, ability, income, or location.



FUN

An enjoyable, diverse trail network that enables a wide variety of activities from wildlife watching to long-distance horseback riding to technical downhill mountain biking, while celebrating local culture and landscapes.



SAFE

A comfortable, intuitive trail network that minimizes conflicts between users, addresses barriers and crossings, and provides adequate separation from motor vehicles.



RESILIENT

A sustainable, well-maintained trail system that is designed to protect sensitive resources and adapt to future land use, shifting recreational demands, and changes in climate for generations to come.

DEFINITIONS

ACTIVE TRANSPORTATION

Human-powered modes of movement used for getting from place to place, including walking, biking, rolling (with mobility devices, skateboards, rollerblades, etc.). This includes e-assist devices with maximum assisted speed below 20 mph.







ANDREW BURR

TRAIL NETWORK

An interconnected system of paved trails, natural surface trails, and related infrastructure connecting neighborhoods and destinations within the Moab area for both active transportation and recreation uses. Trail networks consist of "spines" (main, central arteries connecting to major destinations, wide enough to accommodate higher volumes of users) and "links" (smaller local connections to neighborhood destinations).



STATUS

TRAILS CAN BE CATEGORIZED BY STATUS, INCLUDING:

Approved

A trail that has been formally approved by the land manager and has been constructed or signed, or is expected to be constructed or signed within a year of the 2025 Plan update. This includes trails with temporary closures due to damage.

Proposed

A concept trail or route that is in an adopted plan (e.g. the *2011 Non-Motorized Trails Master Plan*) or is a new recommendation in this Plan edition. This information is specified in the Proposed Trails Matrices (beginning on p.110) as "2011 Proposal" or "2025 Concept".

Informal

A trail created by users through repeated traffic that is not formally approved. These trails can create important connections to destinations and recreational opportunities that have not been formally established. Conversely, they can also negatively impact the desert environment and user experience by creating areas of disturbance and leading people off of the desired main route.

Existing

This term is used to describe existing roads that are included because they are commonly used as part of a non-motorized route.



SERAGO ROSIE | BIOCRUST

TYPOLOGY

TRAILS CAN BE ORGANIZED BY TYPOLOGY, INCLUDING:

Natural Surface Trail — 732 MILES

A trail on soil, sand, or bedrock that is typically between 12 and 48 inches wide. Trails are often designed and maintained to optimize the experience of a primary user group or activity, such as hiking, mountain biking, skiing or horseback riding, although many trails are used by more than one user group. For example, many trails optimized for mountain bike use are also enjoyed by hikers and runners. These trails may be used for both active transportation and recreation.

Shared Use Path — 25 MILES

A two-way travel area physically separated from motor vehicles for non-motorized users, such as bicyclists, pedestrians, wheelchair users, skateboarders, etc., intended for both active transportation and recreation. Paths are typically a paved surface, but a gravel surface can be used instead with special consideration for accessibility.

Bike Lanes — 3 MILES

An exclusive space for bicyclists within or directly adjacent to the roadway, using painted markings and/or physical separation, ideally providing adequate protection from motor vehicles for safety and comfort based on speed limits and traffic volumes.

Doubletrack Road — ~400 MILES

frequently used as part of non-motorized routes

Total Doubletrack Roads — >5,000 MILES

A natural or gravel surface road designed for motor vehicles where pedestrians, bicyclists, and/or horseback riders are allowed. Many roads in Grand County were originally built by mining companies and ranchers. Some of these remain private, while others are now part of the public right-of-way. Grand County maintains 1400 miles of "Class B" roads, including 200 miles of gravel and 1400 miles of graded natural surface. The County also contains 3,700 miles of "Class D" roads, which are unmaintained and often rugged. Many popular non-motorized routes make use of both natural trail and doubletrack road segments.



EXISTING 100 W TRAIL

GOALS & STRATEGIES

THE FOLLOWING GOALS WERE DEVELOPED IN RESPONSE TO PUBLIC COMMENT IN STAKEHOLDER MEETINGS, PUBLIC VISIONING MEETINGS, AND AN ONLINE SURVEY. RESIDENTS AND VISITORS RANKED BARRIERS TO TRAIL USE AND OPPORTUNITIES TO IMPROVE THE TRAIL NETWORK. SEE CHAPTER 3 FOR A DETAILED BREAKDOWN OF SURVEY RESULTS AND PUBLIC COMMENT.

1. IMPROVE CONNECTIVITY OF THE TRAIL SYSTEM

Connectivity was cited as a central part of the trail system 20-year vision and as a current barrier to trail use.

Strategies:

- Add new paved path connections between existing active transportation spines:
  - Create frequent local connections ("links") along regional active transportation routes ("spines").
  - Connections should be as direct as possible to reduce inconvenient detours that can deter active transportation use.
  - Maintain or build a fund balance that can be used as grant match for large-scale paved path projects.
- Improve active transportation access to major trailheads:
  - Consider active transportation facilities, such as shared use paths and separated bike/pedestrian facilities, for access to high-use trailheads within 5 miles of City center (defined as Center St and US 191).
- Connect existing natural surface trail systems to each other with trails consistent with the primary user groups of those trail systems (i.e. mountain biking focus areas should be connected with trails appropriate for mountain bike use)
- Consider developing long-distance connections between communities (i.e. Green River) that are either paved or natural surface.
- Work with landowners and land managers to ensure connectivity between active transportation routes and destinations, including trailheads.



CORIE SPRUILL | DOWNTOWN MOAB

2. INVEST IN CLOSE-TO-HOME TRAILS

More "close-to-home," trails, or trails close to neighborhoods that are possible to access without a vehicle, were a common request for hiking, trail running, and mountain biking opportunities. Beginner-friendly level trails were most frequently highlighted as a need, but a variety of trail types and skill levels were requested.

Trails that are located close to residential areas allow residents to easily access outdoor activities and integrate them into daily routines, which provides a myriad of health benefits. This access is especially important for groups that do not have access to vehicles, such as youth.

There are notable challenges to meeting this goal: the Moab Valley is surrounded by cliffs and steep terrain where it is difficult to construct trails and prone to flooding and severe erosion, which can make trails resource-intensive to maintain. Much of the land within the valley is private property, and locating interested property owners and funds to purchase property or easements is also a challenge. However, the benefits of and demand for these trails mean that they are worth prioritizing despite these hurdles.



TYSON SWASEY | ROBIN GROFF MEMORIAL PARK

Strategies:

- Work with a wide variety of public land managers and private land owners to develop new trails close to residential areas. See proposed trail map for details.
- Expand the user group on existing close-to-town trails by creating alternate lines that are at different skill levels or for different tastes. For example, alternative lines on Pipe Dream Trail and on trails at the Brands Non-Motorized Trail System could create more beginner-level and advanced opportunities that would create more variety and facilitate mixed-level groups.



CORIE SPRUILL | SLICKROCK TRAIL

3. ADAPT TO EXTREME HEAT AND WEATHER

Extreme heat and inclement weather were cited as major obstacles to both active transportation and recreational trail usage. Requests for shade and water fountains were a recurring theme.

Strategies:

- Shade: Collaborate with Grand County Search and Rescue, land managers, and other stakeholders to identify and prioritize high-use trailheads that lack natural shade and install shade structures at these locations. Install shade structures and plant shade trees periodically along longer active transporation corridors. Ensure that shade is available periodically, ideally at ½-mile intervals when possible, along major active transportation spines such as the Spanish Valley Drive Pathway or the Moab Canyon Pathway.
- River Access:
    - Work with land managers, such as the Utah Division of Natural Resources, to increase mileage of non-motorized trails along the Colorado River: Opportunity areas include Lion's Park, the Matheson Wetlands, and UMTRA site.
    - Add safe river access points for individuals and small craft. Opportunity areas include Lion's Park, UMTRA site, and points along the existing route Colorado River Pathway (along Scenic Byway SR128).
- Drinking Water: Increase drinking water access at trailheads and along longer active transportation corridors.

4. INCORPORATE OPPORTUNITIES FOR EMERGING USER GROUPS

Emerging technologies have created new user groups that are looking for trails available and optimized for their equipment. This includes Class 1 e-bikes and other electronic-assist devices such as e-wheels, and adaptive equipment such as handcycles.

Strategies:

- Plan for e-device use: Plan for infrastructure, maintenance, and user education needs associated with the legal introduction of e-devices into new areas. Install signage to improve safety for all pathway users, including speed limits, stop signs, and other traffic signs.
- Improve access for adaptive equipment:
    - Signage: Include objective trail specifications on all new trailhead signage to allow users to decide if the trail is suitable for their skill level and equipment. Install signage at a height at which information is legible from a wheelchair or handcycle. Include information about adaptive equipment to educate trail users.
    - Existing Trails: Continue to work with adaptive user groups to identify and prioritize existing trails and trailheads that can be modified to improve access for adaptive equipment. Continue to integrate modifications into cyclical trail maintenance .
    - New Trails: Design new trails and trailheads to support adaptive equipment use when the terrain and trail character allow.



CORIE SPRUILL | LA SAL MOUNTAINS

5. CONSTRUCT OR MODIFY TRAILS TO EXPAND RECREATION OPPORTUNITIES

Survey responses included a variety of requests for trails that would facilitate a greater range of outdoor recreation activities than is currently available locally. Popular examples included more "true beginner" mountain bike trails, more mountain bike trails with jumps, advanced features, or a "flow" style, short and long loops options optimized for trail running, equestrian routes separated from cycling and motorized use, and additional ski and hiking trailheads.

Strategies:

- Expand Equestrian Opportunities:
  - Work with the equestrian community to identify and prioritize trails where a separated route would eliminate conflict with cyclists and motorized traffic and create a more safe and enjoyable experience for riders.
  - Consider separated equestrian use when planning and designing new trails in areas used by equestrians.
- Expand Mountain Biking Opportunities:
  - Focus on beginner-level and mixed-level mountain biking opportunities close to town.
  - Identify trails that can incorporate alternate lines (advanced or beginner) or technical trail features to increase opportunities for a wider variety of skill levels
  - Identify terrain appropriate for jump trails.
- Expand Hiking Opportunities:
  - Identify which informal hiking trails may be appropriate for formalization (see Goal 6 below).
- Expand Trail Running Opportunities:
  - Identify areas for short, close to home trail running routes and consider trail design that optimizes trail running (for example, long sections of uphill and downhill trail).
- Skiing and Snowshoeing:
  - Identify areas for more winter trails and areas for new winter trailheads in the La Sal Mountains.
  - Create more winter trails that separate non-motorized and motorized activities.



CORIE SPRUILL


CORIE SPRUILL

6. ANTICIPATE AND PLAN FOR INCREASING DEMAND

Grand County's visitation has increased overall since 2011, and visitation has also expanded to trails that previously received low levels of use. Visitors who took the online survey frequently complained of congestion on popular trails, and climbers requested more facilities such as bathrooms, signage, and more parking at popular climbing areas such as Takeout Beach and Wall Street in addition to more trail maintenance.

Strategies:

- Improve Data Collection:
  - Install trail counters along active transportation routes, high-use trails, new trails, and on a variety of trail types in order to understand use levels and trends. There are currently very few trail counters on trails in the area, and this information is important for active transportation and recreation planning, funding and grant applications, and for assessing economic impact and as a key performance indicator for the success of advertising or educational campaigns and infrastructure improvements. Areas of interest include:
    Spanish Valley Drive Pathway
    Raptor Route Trail System (with permission of BLM)
    Mud Springs Trail System (with permission of BLM and San Juan County)
  - Work with Grand County Economic Development to identify visitor trends and support user group studies.
- Adapt Infrastructure:
  - Work with land managers and stakeholders to plan or implement trail infrastructure changes, such as parking areas, restrooms, shade or information pavilions, signage, trail delineation, that support increased trail use. Support increased maintenance levels.
  - Consider adding directionality to trails to reduce user conflict in popular areas.
  - Work with land managers and stakeholders to designate approach trails to roped activities (rock climbing, canyoneering, highlining, etc) in order to improve trailhead facilities and trail maintenance.
- Adapt Operations:
  - Anticipate increased levels of maintenance on trails that receive increasing levels of use.
  - Support educational efforts that can decrease user-created impact on trail facilities.
  - Work with the Moab Office of Tourism to ensure that Discover Moab provides accurate trail information that promotes safe and responsible trail use.

7. CONTINUE TO SUPPORT AND IMPLEMENT MAINTENANCE TO PRESERVE QUALITY TRAILS

Many comments mentioned maintenance issues on trails that have been impacted by extreme weather events (such as the Mill Creek Parkway, Moab Canyon Pathway, and Pipe Dream Trail). The lack of comments pointing out general maintenance issues with the overall system speaks to the effectiveness of the current maintenance schedule. Currently, Grand County completes maintenance on the Moab Canyon Pathway and Colorado River Pathway annually, and maintenance on the County-maintained natural surface trails on a 3-5 year cycle. However, a robust plan to respond to extreme events is merited.

Strategies:

- Maintain a fund balance for emergency repair of the County-maintained paved pathways, as advised by the Grand County Roads Department
- Maintain a fund balance for 6 weeks of emergency repair of the County-maintained natural surface trails
- Build flexibility into the ongoing maintenance schedule to allow trail crews to pivot to emergency maintenance after an extreme weather event. Since extreme flooding tends to occur in the late summer, additional time should be allocated for emergency maintenance during this time.





8. WORK WITH OUTLYING COMMUNITIES TO PLAN LOCALIZED TRAIL SYSTEMS

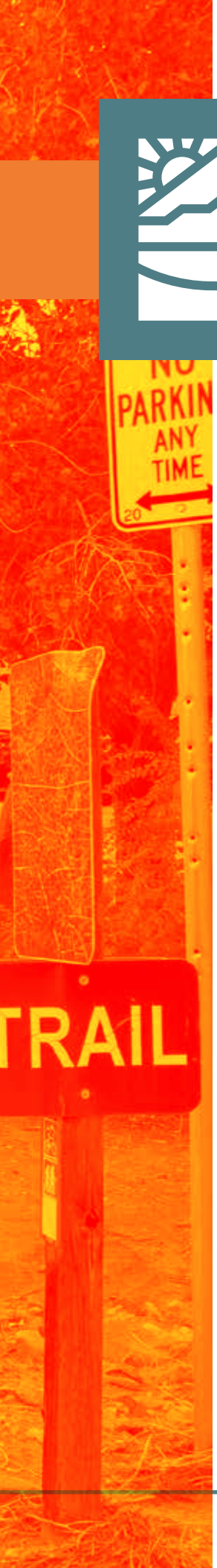
Several respondents were interested in trails in the Thompson Springs, Green River, and Cisco areas, and in bikepacking or backpacking routes between these communities. These areas merit more in-depth localized plans, prepared in consultation with residents of those communities. Trails should reflect the priorities of residents, as well as the unique topography and features of these

Strategies:

- Create localized plans for each area by building off robust public outreach to community members and stakeholder groups, such as local businesses, trail user groups, and community organizations.

CHAPTER 02.





EXISTING CONDITIONS

HISTORY

The history of trails in Grand County stretches back millenia. Indigenous people traversed the complex canyon terrain in their daily travels and on their way across the greater Colorado Plateau for seasonal movement and trade. Starting in the mid-1700s, European trappers, explorers, and settlers began using these existing trails and carved new ones to move people and goods into and through the region. Ranchers scaled improbably steep gullies and cliffs with their cattle, searching for seasonal pastures. In the 1900s, miners and prospectors built thousands of miles of roads and journeyed into remote corners of the region. Trails have been a mainstay of life in the Moab area throughout human history.

Some of these historical trails have faded back into the landscape or morphed into major transportation arteries, but many are still used recreationally to explore and enjoy the area. Hikers, runners, equestrians, cyclists, off-roaders, and other recreational users still use the same paths traveled by those who once lived on this land long ago.

After the uranium bust in the early 1980s, the City of Moab embraced the economic potential of tourism and outdoor enthusiasts began trickling into the small desert town. Visitors came to experience the scenery and trails inside the two National Parks, but also to test their skills and equipment by exploring the area and routes such as the famous Slickrock Bike Trail.

A major milestone for non-motorized trail development came in 2008 when the BLM Moab Field Office released a new Resource Management Plan that set a goal to establish 150 miles of new singletrack mountain bike trails and 50 miles of new hiking and equestrian trails. The Grand County Trail Mix Advisory Committee, a group that brings together land managers and representatives from each non-motorized user group in the area, formed a partnership with the local nonprofit Canyonlands Natural History Association (CNHA) in order to assist the BLM with accomplishing this shared goal. CNHA employed field staff that worked under the direction of Trail Mix Committee to help design and propose trail projects. With approval from the BLM, they then constructed and maintained these trails.

This collaboration proved to be hugely successful, and by 2018, the partnership had built approximately 120 miles of bike trails, 20 miles of hiking trails, and 25 miles of horse trails. Increased staff were needed to complete trail maintenance while continuing to support new projects. In 2019, the staff transitioned from the Trail Mix Committee/CNHA structure into a department within Grand County called Grand County Active Transportation and Trails, or "GCATT" for short. This transition stabilized maintenance efforts and affirmed the importance of non-motorized trails as economic assets.

Today, GCATT has a robust program that has added partnerships with the City of Moab, the U.S. Forest Service, San Juan County, and others, and Trail Mix routinely draws an engaged crowd to its monthly meetings. Looking to the future, the Moab area is expected to remain a major outdoor recreation and tourism destination. The Grand County Non-Motorized Master Plan focuses on improving human-powered travel around the valley, refining our existing trails and trail networks, improving connectivity, enhancing safety, and increasing outdoor opportunities close to home for both existing and new users. This plan seeks to continue the area's rich history of trails that reflect current community needs.



PHOTO COURTESY OF THE MOAB MUSEUM (SOUTHEASTERN UTAH SOCIETY OF ARTS AND SCIENCES)

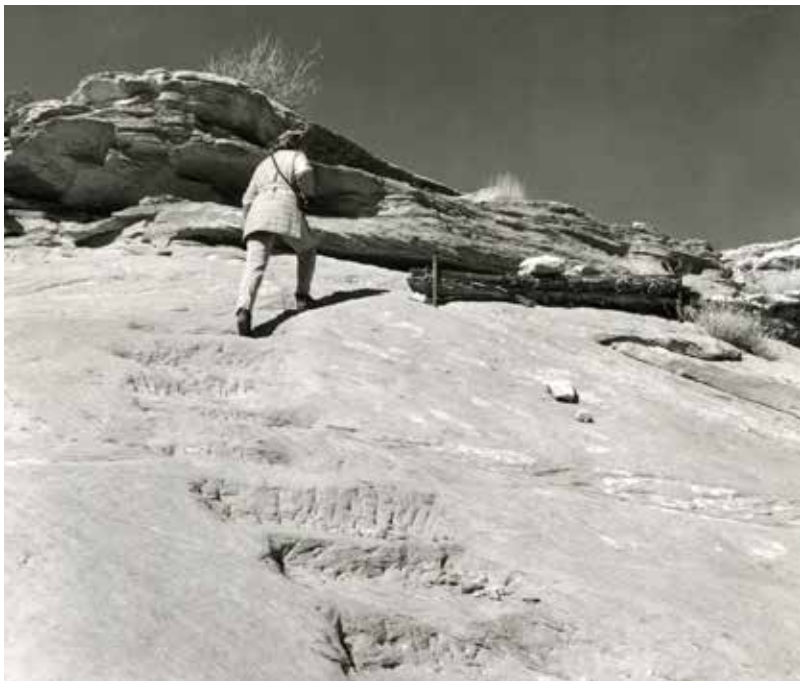
PHOTOS COURTESY OF THE MOAB MUSEUM
(SOUTHEASTERN UTAH SOCIETY OF ARTS AND SCIENCES)

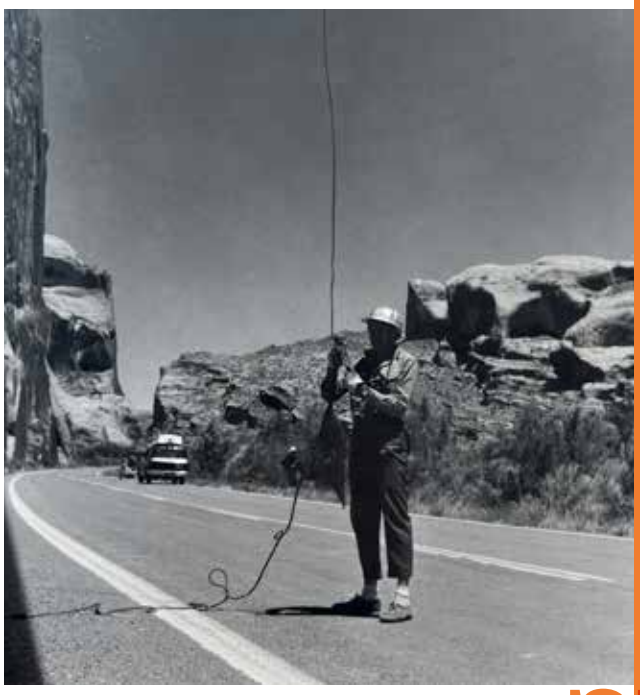












PLAN REVIEW

PREVIOUS PLANS AND STUDIES WITHIN GRAND COUNTY AND THE CITY OF MOAB WERE REVIEWED AND CREATE THE FOUNDATION FOR THE *TRAILS MASTER PLAN* UPDATE. BELOW ARE BRIEF SUMMARIES AND KEY THEMES OF EACH REVIEWED PLAN.

2011 Grand County Non-Motorized Trails Master Plan

Countywide blueprint for a non-motorized trail network linking the Moab area with other parts of Grand County.

KEY THEMES

- **Strong emphasis on connectivity through commuter paths, neighborhood links, and public lands access.**
- **Focuses on a variety of users and trail types to reduce conflicts and disperse use to mitigate overcrowding.**
- **Calls for coordination amongst partners for trail development, acquisition, and robust maintenance strategies.**

2017 Moab General Plan

City of Moab's long-range policy document covering land use, economic development, transportation, parks, and environmental stewardship.

KEY THEMES

- **Calls for multi-modal connectivity between schools, neighborhoods, downtown, and open spaces.**
- **Emphasis on expansion of Mill Creek and Pack Creek Parkways for recreation, flood protection, and habitat preservation.**
- **Includes design standards for active transportation safety and comfort, as well as acquisition strategies for open space and trails.**



PAVED COLORADO RIVER TRAIL ALONG UT-128



MILL CREEK PARKWAY UNDERCROSSING AT 400 E

2021 Moab & Spanish Valley 2050 Regional Transportation Plan

Utah Department of Transportation-led regional plan addressing roadway, transit, and active transportation needs.

KEY THEMES

- **Includes recommendations for shared use paths, including US-191, SR-128, Spanish Valley Drive, and Kane Creek Road.**
- **Shows high public support for regional bicycle network and emphasizes safety, connectivity, and regional trail links.**

2022 Grand County & Moab Unified Transportation Master Plan

Joint City of Moab and Grand County plan identifying near-term, mid-term, and long-term multimodal improvements.

KEY THEMES

- **Features an extensive list of priority shared-use paths, bike lanes, sidewalk infill, and connections to trailheads.**
- **Includes recommendations for a Complete Streets policy, wayfinding signage, trail acquisition, and other programs and policies to facilitate a more cohesive and integrated active transportation network.**

2022 US-191 South Moab Concept Study

Utah Department of Transportation-led concept for improving safety and traffic flow south of Moab.

KEY THEMES

- **Preferred design features frontage roads with multi-use trails on both sides of the corridor.**

2023 Moab Sustainability Action Plan

Sustainability roadmap with goals for transportation, land use, habitat protection, water, and more.

KEY THEMES

- **Includes recommendations for Complete Streets policy, educational campaigns around active transportation, and preservation of the Mill Creek and Pack Creek corridors.**

2024 Grand County Spanish Valley Future Land Use Update

Guides development in Spanish Valley, emphasizing collaboration, development of centers and transportation corridors, and preservation of community character.

KEY THEMES

- **Features proposed regional and neighborhood centers designed for mixed-use development and multimodal improvements with a focus on active transportation.**
- **Calls for integration of bike paths/trails with frontage road concepts along US-191.**
- **Highlights areas of opportunity at the Uranium Mill Tailings Remedial Action Site, near the new Utah State University campus, and near the Old Spanish Trail Arena.**

2024 Moab Parks & Recreation Master Plan

A ten-year vision for parks, trails, and recreation facilities in the City of Moab.

KEY THEMES

- **Shows strong public support for trails and better connections.**
- **Includes detailed trail design standards with emphasis on ADA access, signage/ wayfinding guidelines, and acquisition priorities for trail corridors.**



EXISTING PACK CREEK PARKWAY

2024 UDOT Main Street Safety Assessment

A road safety assessment, led by Utah Department of Transportation, for US-191 (Main St) in the City of Moab.

KEY THEMES

- **Includes short-term, mid-term, and long-term pedestrian and bicycle safety measures.**
- **Emphasizes opportunities to integrate trails, connections, and safe crossings into roadway improvements.**

Other Plans

Although not approved, the M*oab Downtown Plan* (2024) creates a vision for a walkable, resident-friendly downtown balancing tourism and local needs. It provides helpful insight into pedestrian safety improvements, bike route recommendations, and wayfinding signage. Additionally, the *Mill Creek Community Collaborative Recommendations* (2021) plan was reviewed for integration between the active transportation network and recreational trails in Mill Creek Canyon.

See **Appendix A. Previous Plan Recommendations** for facilities and spot improvements from previous plans in Grand County.



EXISTING TRAIL NETWORK

GRAND COUNTY IS HOME TO AN ICONIC TRAIL NETWORK OF INTERNATIONAL FAME—ONE OF THE MOST DIVERSE, ROBUST, AND WELL-USED IN THE WEST.

The existing network includes an interconnected system of paved trails, natural surface trails, and related infrastructure that connect neighborhoods and destinations within the Moab area and are used for both active transportation and recreation purposes. The network serves a wide spectrum of users, from technical mountain biking trails, such as The Whole Enchilada route and Slickrock Trail, to paved paths for families and commuters, such as the Moab Canyon Pathway and Mill Creek Parkway, to the numerous hiking and equestrian trails through the red rock landscape of mesas and buttes. The network consists of spines—the main, central arteries that connect to major destinations—and links, which provide smaller local connections to neighborhood destinations.

Together, the trail network creates a foundation for recreation, tourism, and active living. However, gaps in connectivity, pressure from growing visitation, and the need for equitable access across the Moab area highlight the importance of planning for the future. The existing network provides both strengths to build on and challenges to address as partners work toward a more connected, safe, and sustainable trail system in Grand County.

The existing network of natural surface trails can be found on maps and matrices in the "Network Recommendations" section (p. 71).



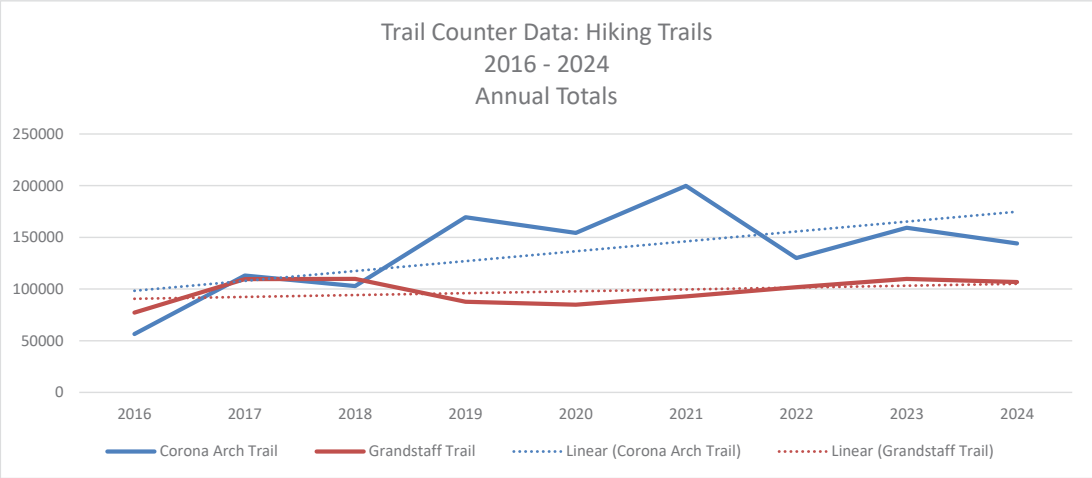
WHIT RICHARDSON | WHOLE ENCHILADA ROUTE

TRAIL USE DATA

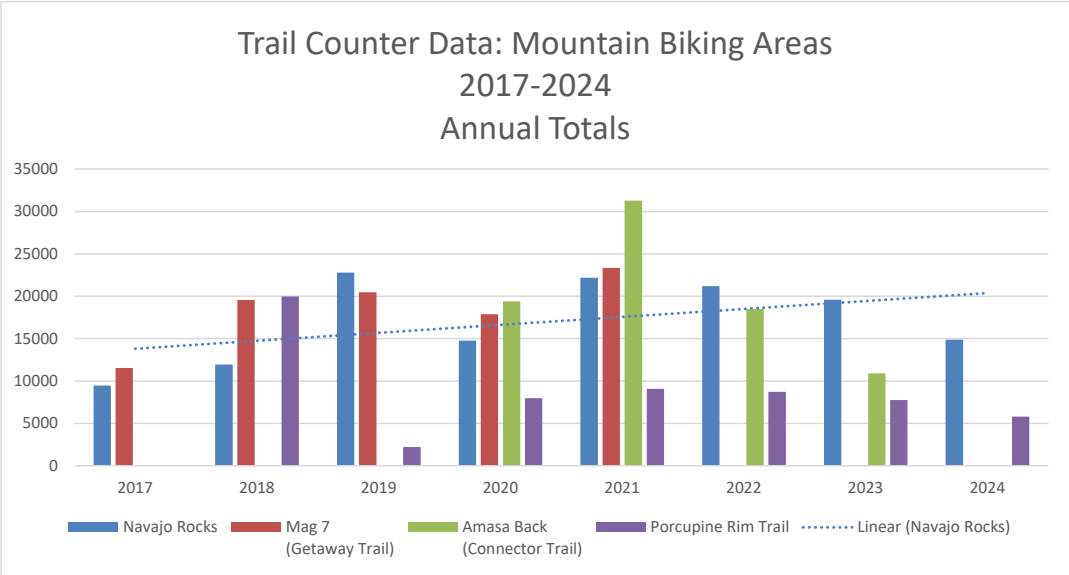
The following trail use data is derived from trail counters installed and maintained by the BLM Moab Field Office and U.S. Forest Service. Infrared beam counters, which detect all trail users, tend to be used on trails with high numbers of hikers or mixed user groups. Magnetic counters only detect bicycles, and are generally installed on trails where mountain bikes are the primary users. Several factors should be kept in mind when interpreting this data.

- The counter data represents "recorded counts" rather than people. For the infrared counters, multiple people walking closely together may be recorded as one count, and wildlife, such as deer, can be recorded. The layout of the trail system also influences how users are recorded. If trail users travel out-and-back past the counter, then they will be recorded twice. In trail systems with multiple loops or different start and end points, users may only pass the counter once and be recorded once.
- Trail counters have been installed at different times and are sometimes removed in order to be used in a different area. If no data is shown for a trail in a particular year, the counter was not installed at that time.
- There are occasional gaps in data collection due to damage or loss of trail counters. The equipment occasionally malfunctions or is vandalized.
- Overall, the data shown below is useful for tracking long-term trends and relative use compared to comparable areas, rather than the exact numbers of visits to trails.

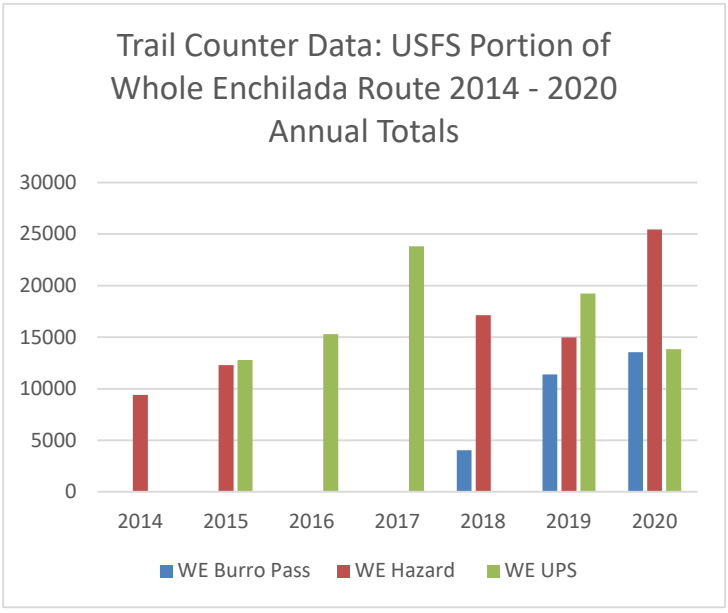
NAME OF TRAIL SYSTEM OR TRAIL	LOCATION OF COUNTER	COUNTER TYPE	LAND MANAGER	DIRECTIONALITY
Mag 7	Near TH (beginning of Getaway Trail)	TrafX Magnetic	BLM	Both
Navajo Rocks	Near TH (beginning of	TrafX Magnetic	BLM	Both
Whole Enchilada (WE)	End of Porcupine Rim Singletrack Trail	TrafX Infrared	BLM	1-Way
Amasa Back	Near TH (middle of Amasa Back Connector Trail)	TrafX Infrared 1st, TrafX Magnetic 2nd	BLM	Both
Moab Brands	Near TH (beginning of road to Lazy/EZ/ North 40 Trails)	TrafX Infrared	BLM	Both
Moab Canyon Pathway	Near Courthouse Wash TH	TrafX Infrared	BLM	Primarily 2-Way
Corona Arch Trail	Near TH	TrafX Infrared	BLM	1-Way
Grandstaff Trail	Near TH	TrafX Infrared	BLM	Primarily 1-Way
Burro Pass, WE	Junction of Wet and Dry Fork Trail	TrafX Magnetic	USFS	Both
Hazard , WE	Near Hazard TH	TrafX Magnetic	USFS	Primarily 1-Way
UPS, WE	BLM/USFS boundary	TrafX Magnetic	USFS	Primarily 1-Way
Manns Peak Counter		TrafX Infrared	USFS	Primarily 2-Way
Tuk Springs Trail		TrafX Infrared	USFS	Primarily 2-Way
Winter Use at Geyser Pass Trailhead		TrafX Infrared	USFS	Primarily 2-Way



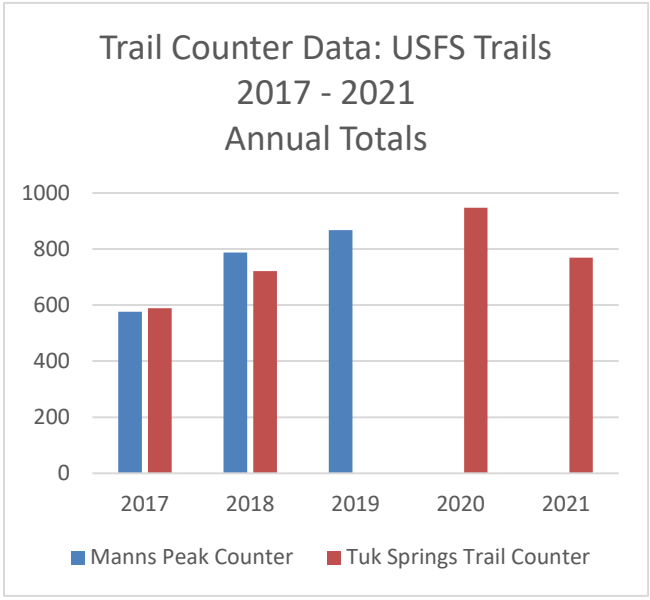
This graph shows the total annual counts on two popular hiking trails, Corona Arch and Grandstaff, over a nine-year period. The counters indicate a visitation pattern that is consistent with larger visitation trends for the area: a steady increase in trail use through 2019; a decline during the Covid-19 pandemic in 2020; a peak in use in 2021 followed by a decrease in 2022. The linear trend during this timeframe is an increase in trail use.



This graph shows the total number of annual recorded counts at a variety of mountain biking trail systems. Some counters were installed or removed from these locations during this time period, and so data is not available for every year.

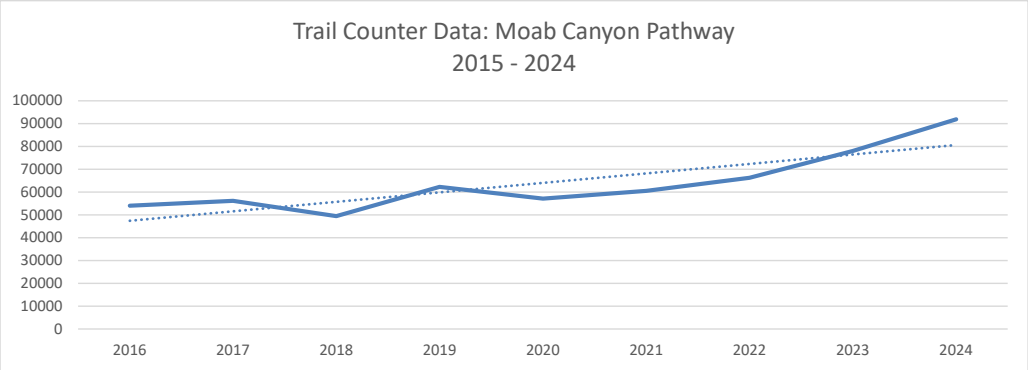


The annual recorded counts of mountain bikes on the top portion of the popular Whole Enchilada Route.

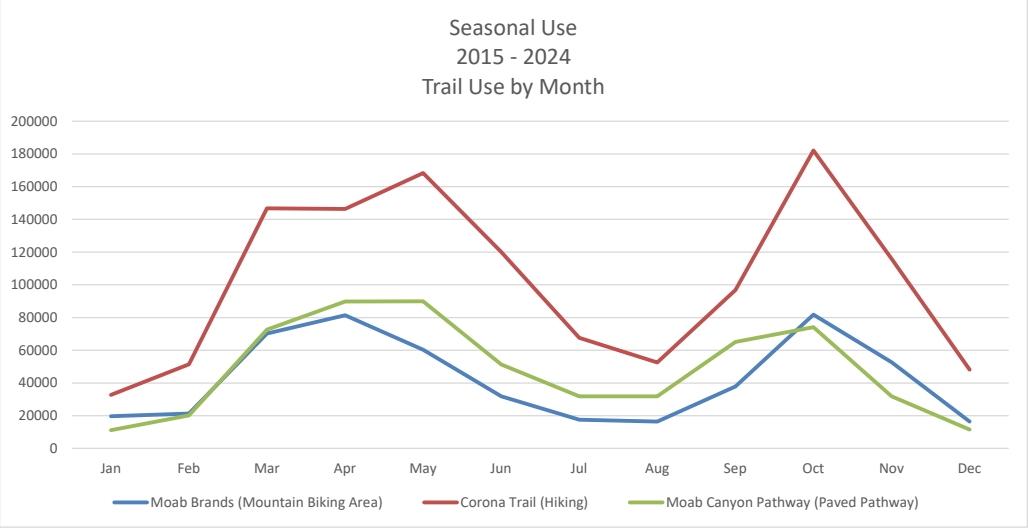


The annual recorded counts at two trailheads in the La Sal Mountains. Manns Peak is open to hiking and equestrian use only. Tuk Springs is open to hiking, equestian, and mountain biking.

TRAIL USE DATA



This graph shows the total number of annual recorded counts along the Moab Canyon Pathway near Courthouse Wash. The data indicates a steady increase in pathway use.



This graph combines data from Corona Arch Trail (hiking), the Moab Brands (mountain biking), and the Moab Canyon Pathway (multi-use paved pathway) to show average use by month over a 10 year period. Patterns are consistent between these areas: the trails receive the most use during the spring and fall season and much less use during the winter, when the temperatures are more extreme.

As noted in Goal #6, there are currently limited trail counters in the area and a need for additional counters along active transportation routes, high-use trails, new trails, and on a variety of trail types in order to understand use levels and trends. This information is important for planning, funding and grant applications, and for assessing economic impact and the impact of changes to the trail system.

TRAIL HIGHLIGHT

MOAB CANYON PATHWAY (US-191 SHARED USE PATH)

The Moab Canyon Pathway, running adjacent to US-191, creates a 13-mile paved route between the City of Moab and SR-313, offering access to two national parks and one state park. Often tracing the old highway corridor of 191, the trail offers a safe, comfortable alternative to the high-speed and busy state highway. According to Bureau of Land Management trail counter data, this trail saw approximately 30,000 users in 2019.

Heading north from its southern terminus at Emma Blvd in Moab, the trail connects to various visitor accommodations and neighborhoods in the northwest area of the city on the way to Lions Park. At the park, the trail traverses the iconic 600-foot pedestrian bridge over the Colorado River—complete with an art installation entitled "Forces at Play" by artist Michael Ford Dunton.



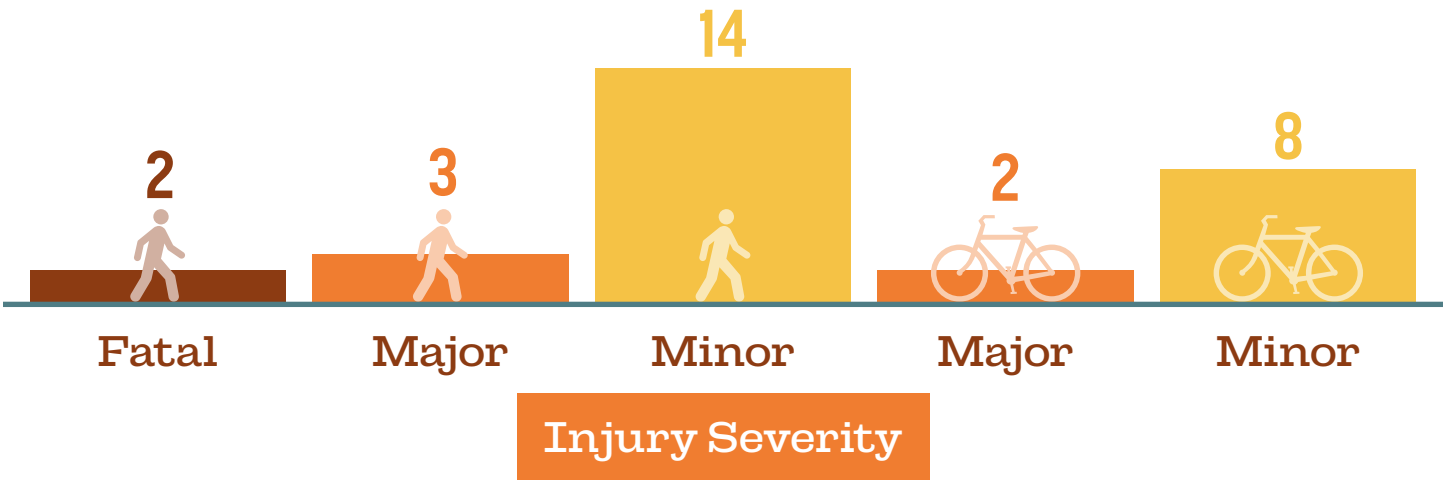
As the gateway for the city and region's public lands destinations, Lions Park serves as a small mobility hub with a Moab Area Transit (MAT) bus stop and a park-and-ride for shuttles and tour operators. Beyond the Moab Canyon Pathway, the park also features two underpass crossings beneath SR-128 and US-191, as well as the two-mile Colorado River Trail (Goose Island Trail) along SR-128 to Grandstaff Canyon and the Porcupine Rim Trailhead—an important connection to the end of the iconic Whole Enchilada route.

After Lions Park, the Moab Canyon Pathway enters the stunning red rock landscape. Two miles in, users reach the entrance to Arches National Park with direct access to the Visitor Center via a connector trail. Continuing past Arches, the trail climbs 525 feet over 6.5 miles past various destinations, including the Moab Brands Non-Motorized Trail System, Gemini Bridges Trailhead and Campground, and Moab Giants, a dinosaur-themed open-air museum at the junction of US-191 and SR-313. This junction opens up various connections to some of the region's most scenic and geologically significant landscapes, including Dead Horse Point State Park and Canyonlands National Park's Island in the Sky District. With its accessibility and stunning surroundings, the Moab Canyon Pathway is a cornerstone of Grand County's trail network—connecting people to nature, recreation opportunities, and each other.



SAFETY ANALYSIS

Over the past five years (June 2020 to June 2025), there have been 19 pedestrian-involved vehicle crashes and ten bicycle-involved vehicle crashes. Of the pedestrian-involved crashes, 14 resulted in minor injuries, three major injuries, and two fatalities. Nine were during night hours—four lighted, four not lighted, and one unknown—and ten during daylight hours. Only one was during slick road conditions; the rest during dry road conditions. Of the bicycle-involved crashes, eight resulted in minor injuries and two major injuries. All were during daylight hours, and only one was during slick road conditions—the rest dry. **Map 02. Safety Analysis Map** shows pedestrian and bicycle-involved vehicle crash locations and level of traffic stress classification for Utah Department of Transportation roads.



Level of traffic stress (LTS) is a method for classifying streets based on how comfortable a cyclist may feel. It maps the perceived stress level from vehicular traffic on a scale from one to four:

- **LTS 1 (Very Low Stress): Suitable for all ages and abilities, including children and families.**
- **LTS 2 (Low Stress): Comfortable for the "Interested but Concerned" population, suitable for most adults.**
- **LTS 3 (Medium Stress): Comfortable for confident cyclists, an increasing stress for most.**
- **LTS 4 (High Stress): Suitable only for the "Strong & Fearless" cyclists, usually requiring interaction with high-speed and/or high-volume traffic with little to no protection.**

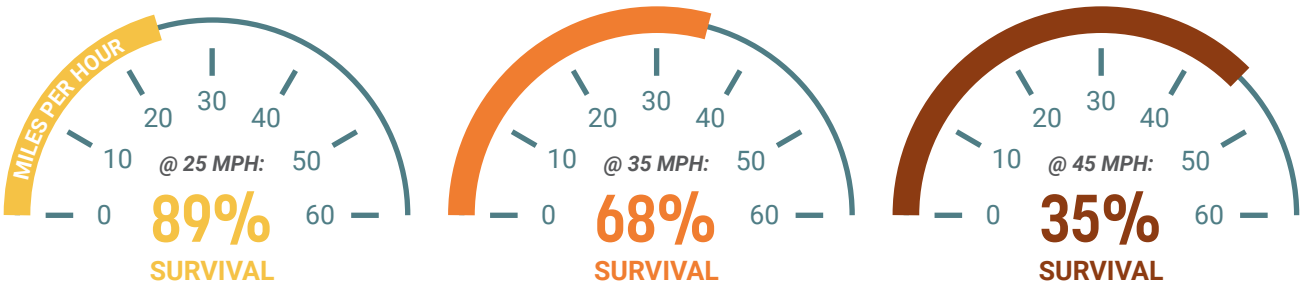








Of the bicycle-involved crashes, five were on roads with LTS 3 and 4 (all minor injuries), whereas three were on LTS 1 and 2 (two major injuries and one minor). Of the pedestrian-involved crashes, 14 were on roads with LTS 3 and 4 (two fatalities, three major injuries, and nine minor) and four were on LTS 1 and 2 (all minor injuries). Both pedestrian fatalities were on US-191, which is LTS 4. US-191 is a major barrier for the active transportation network as noted by the frequency and severity of pedestrian and bicycle-involved crashes (two fatalities, three major injuries, and 13 minor).



Pedestrian Collision Survival Rates

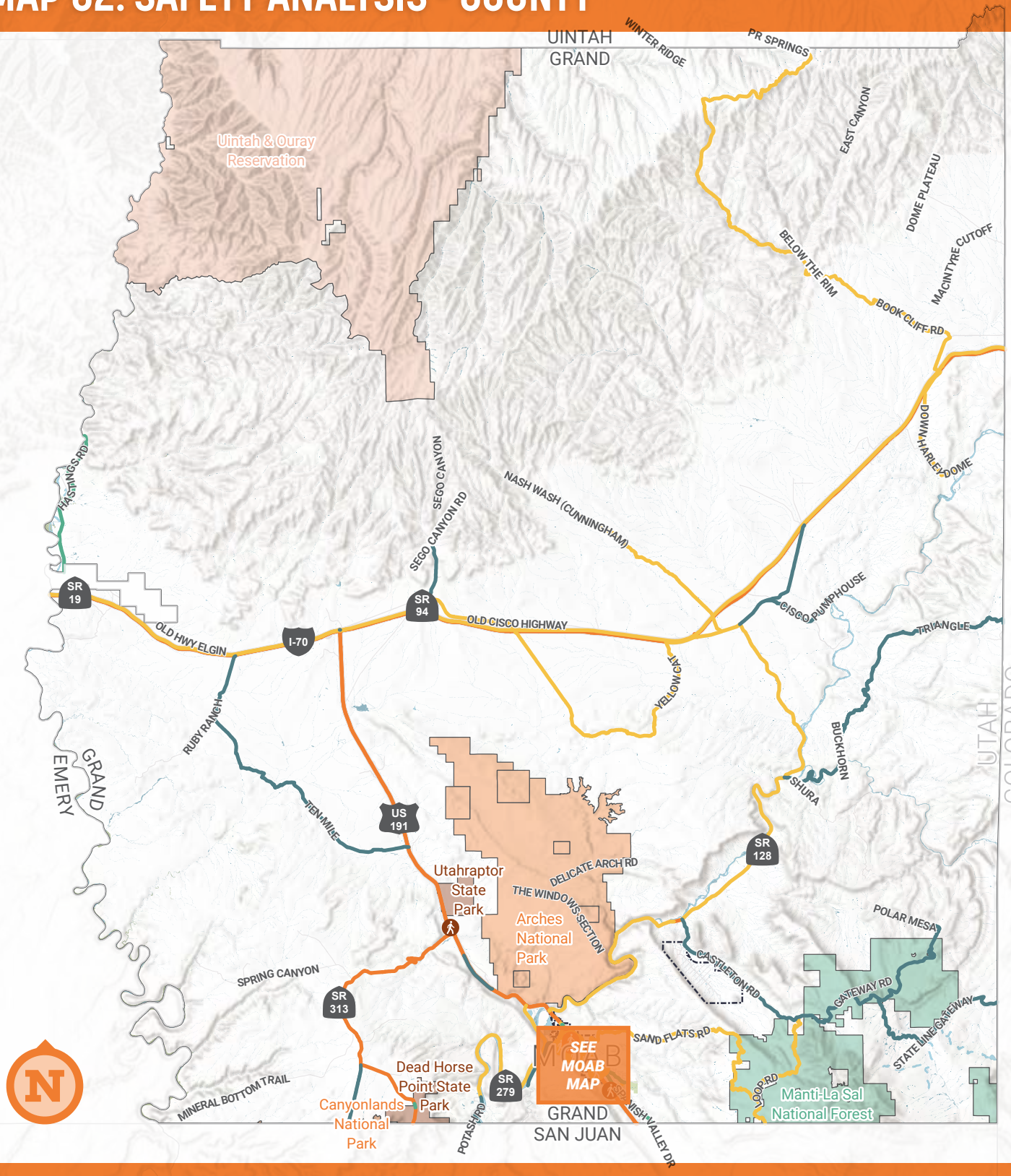
Studies show that vehicle speed dramatically impacts survival rates in crashes. At 25 mph, pedestrians and cyclists have a much higher chance of surviving. At 35 mph or higher, survival rates drop significantly, as is evidenced by the two fatalities on high-speed sections of US-191 (between 55 and 65 mph). This pattern highlights the importance of reducing speeds on roads with limits exceeding 35 mph, especially where pedestrians and cyclists share the road. Where this is not feasible, adequate separation and/or protection from vehicle traffic should be provided.

Regarding speed reduction, it is important to note that simply posting a lower speed limit is not nearly as effective as designing the roadway for lower speeds. This can be done with traffic calming measures, such as raised crosswalks, speed tables, chicanes, and bulb-outs, as well as lane width reductions and road dieting.



TRAFFIC CALMING ON CENTER STREET IN MOAB

MAP 02. SAFETY ANALYSIS - COUNTY



LEGEND

Crash Type - Injury

- Cyclist - Minor
- Cyclist - Major
- Cyclist - Fatal
- Pedestrian - Minor
- Pedestrian - Major
- Pedestrian - Fatal

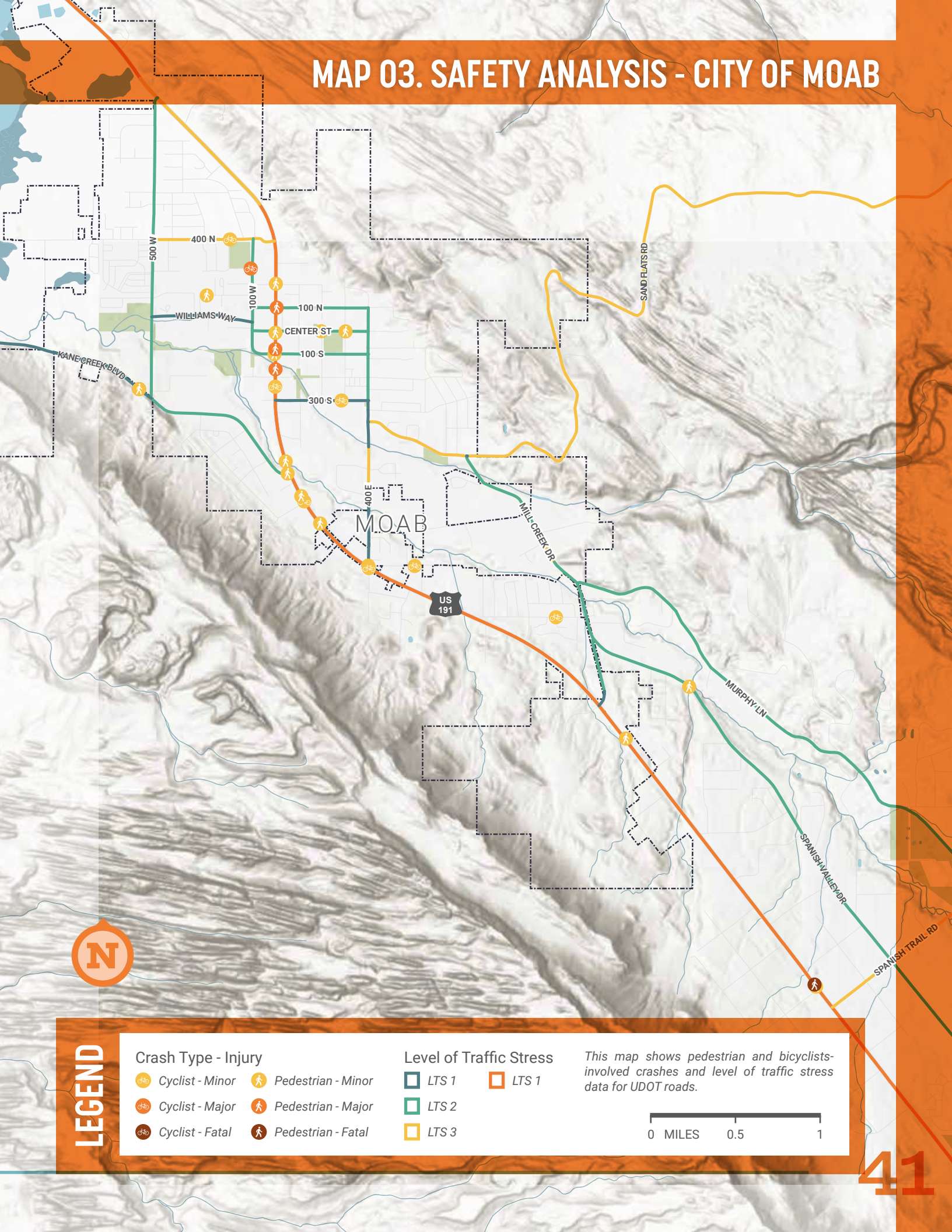
Level of Traffic Stress

- LTS 1
- LTS 2
- LTS 3
- LTS 1

This map shows pedestrian and bicyclists-involved crashes and level of traffic stress data for Utah Department of Transportation (UDOT) roads.

0 MILES 10 20

MAP 03. SAFETY ANALYSIS - CITY OF MOAB



LEGEND

Crash Type - Injury

- *Cyclist - Minor*
- *Cyclist - Major*
- *Cyclist - Fatal*
- *Pedestrian - Minor*
- *Pedestrian - Major*
- *Pedestrian - Fatal*

Level of Traffic Stress

- *LTS 1*
- *LTS 2*
- *LTS 3*
- *LTS 1*

This map shows pedestrian and bicyclists-involved crashes and level of traffic stress data for UDOT roads.

0 MILES 0.5 1

OPPORTUNITIES ANALYSIS

By analyzing which destinations residents and visitors need and would like to go—schools, parks, healthcare facilities, employment hubs, shopping areas, trailheads, and major recreation areas—this plan identifies barriers to connectivity and opportunities to expand and enhance access to these destinations.

This data is informed by the plan's Guiding Principles:

CONNECTED

Major highways, like US-191, can fragment connectivity and limit safe travel between destinations. Investing in safe, comfortable crossings and separated facilities can help repair fragmented connectivity caused by barriers. Building upon the existing network (such as the Moab Canyon Pathway and Mill Creek Parkway), links can be developed to neighborhoods, schools, parks, trailheads, and future development areas to form a seamless, countywide network.

EQUITABLE

Current gaps leave some neighborhoods, such as Mountain View, Holyoak, and Spanish Valley, without direct access to the network. Gaps can be defined as missing infrastructure or uncomfortable conditions (LTS 3 or 4) that disrupt seamless travel for active transportation users. Links to the trail network should extend into every neighborhood, providing direct access to the trail network regardless of age, income, or ethnicity. Every resident, from children to the elderly, should have access to a safe, comfortable active transportation facility to access jobs, services, and entertainment.

SAFE

High rates of pedestrian and bicycle-involved vehicle crashes on high-speed and/or high-volume corridors, like US-191, highlight existing dangers and the need for intentional improvements. Developing facilities that are comfortable for all ages and abilities requires an adaptable approach that incorporates the speed and volume of adjacent vehicular traffic, the surrounding land use, available space, and other context. Low-speed/volume streets may need minimal improvements, like a bicycle boulevard and traffic calming, whereas high-speed/volume streets may require significant changes, such as a protected bike lane or shared use path.

SOCIAL

The intensifying summer heat and lack of shade, amenities, and lighting along some trail corridors can reduce the social capacity of facilities. Trails function as important informal public spaces, which foster interactions between residents, connection to place for visitors, commerce, and a source of local pride and stewardship. Amenities should be added to facilitate the use of these public spaces, such as dark-sky compliant lighting, shade, rest areas, drinking fountains, and bathrooms.

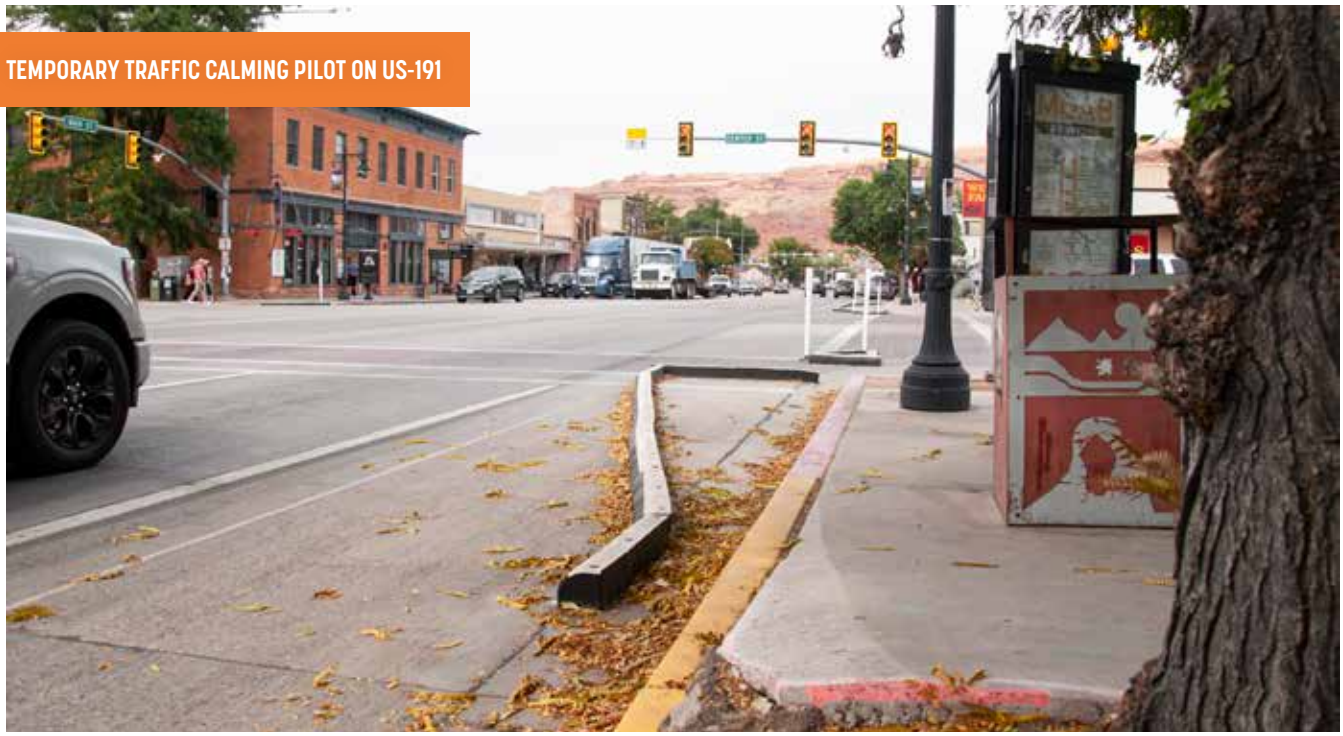
FUN

Heavy visitation, popular attractions, and destination trails can concentrate use on certain trails or locations, creating conflict between user groups and degrading the trail experience. Grand County offers one of the most varied trail networks in the country, ranging from technical downhill mountain biking to scenic red rock-lined equestrian trails to paved shared use paths connecting directly into the commercial corridor. Building on this foundation, new and improved routes can further expand recreational options, disperse users to mitigate conflict, and attract repeat visitors.

RESILIENT

Trail planning should incorporate long-term adaptability to changing user preferences, recreation demands, maintenance responsibilities, and management policies to protect cultural and environmental resources. A patchwork of property ownership, a fragile desert environment, and changing climate conditions will make stewardship a constant challenge.

TEMPORARY TRAFFIC CALMING PILOT ON US-191



CHAPTER 03.





ENGAGEMENT

BIKE AUDIT

A bike audit of existing and proposed facilities around the Moab Area toured key opportunities and challenges for improving Grand County's trail network. The review included high-use corridors, community destinations, and future project areas.

Stop 01. US-191 / 100 N

KEY THEMES

- **Limited feasibility for bike facilities on US-191 in the downtown core; focus on improving crossings and parallel corridors (e.g., 100 W and 100 E).**
- **Consider traffic calming (e.g., temporary bump-outs, protected turns, and median refuges) and wayfinding to direct cyclists to preferred routes.**
- **On-street parking preservation should be balanced with safety considerations for bicycles and pedestrians.**

Stop 02. US-191 / Emma Blvd

KEY THEMES

- **Emma Blvd pedestrian hybrid beacon crossing is a critical connection for active transportation into city from Moab Canyon Pathway along US-191.**
- **Users have trouble navigating to 100 W Trail with lack of signage or trail is out of their way.**
- **US-191 south of Emma Blvd is dangerous due to driveway conflicts and high-volume traffic; cyclists on sidewalks can lead to conflict**

with pedestrians.

Stop 03. 100 W / 400 N

KEY THEMES

- 100 W is a key north–south route to HMK Elementary; important connection to Swanny City Park and Moab Recreation and Aquatic Center as well.
- Some users confused with what facility to use on 100 W with shared use path and bike lanes.
- Improvements needed at 400 N / 100 W intersection; good candidate for roundabout with opportunity for placemaking in the middle.
- Lots of pedestrians on 400 N from Grand Oasis community.

Stop 04. Anonymous Bike Park

KEY THEMES

- Heavily used community destination; shared use path on 500 W provides connection to bike park, hospital, and MAPS housing.
- Connection to downtown and 100 W via Williams Way.
- Mill Creek Parkway between 100 W and 500 W frequently washed out; sand is hard to navigate for cyclists and users with accessibility needs.

Stop 05. Williams Way / 100 W

KEY THEMES

- Dangerous intersection for all roadway users with two-way shared use path on 100 W.
- Traffic calming on Williams Way and intersection improvements needed (e.g., high-visibility paint, signage, and/or bulb-outs).

Stop 06. Bullick Cross Creeks Park

KEY THEMES

- City/County working with private property owners along Pack Creek to secure access for trails.
- Flood control easements and riparian corridor ordinance could guide future acquisition.
- Acquisitions should be framed as long-



BIKE AUDIT ON EMMA BLVD/100 W TRAIL

term (20-100 years) to ease landowner concerns.

Stop 07. Moab Community Cycles

KEY THEMES

- Bike co-op building inclusive bicycle community and affordable commuting options for residents.
- Issues with thefts around expensive mountain bikes and locals hesitant to use for commuting purposes; organization filling this gap with second-hand bikes and recycled parts.

Stop 08. Kane Creek Blvd / Aspen Ave

KEY THEMES

- New shared use path being built on Kane Creek Blvd with RRFB crossing.
- Skunk Valley bridge over Pack Creek provides critical connection between Mountain View neighborhood and US-191; bridge in poor condition and needs to be replaced.
- Provides connection from downtown to Pipe Dream—most popular town-adjacent natural trail.
- Potential Pack Creek Parkway could provide critical connection between Mill Creek Parkway and US-191; potential undercrossing possible at Pack Creek and US-191 through existing creek culvert to Grand County High.

Stop 09. US-191 / Uranium Ave

KEY THEMES

- City Market is important community destination; hard to access via active transportation.
- Potential area for placemaking and improvements on the market property (e.g., high-visibility bicycle route and bike racks).
- Consider connections from surrounding neighborhoods to market; pedestrian hybrid beacon crossing at US-191 provides important crossing from west-side of Moab to market and schools.
- Future trail on Uranium Ave and 100 E will provide further connections to the Mill Creek Parkway and Bark Park.

Stop 10. Mill Creek Parkway / US-191

KEY THEMES

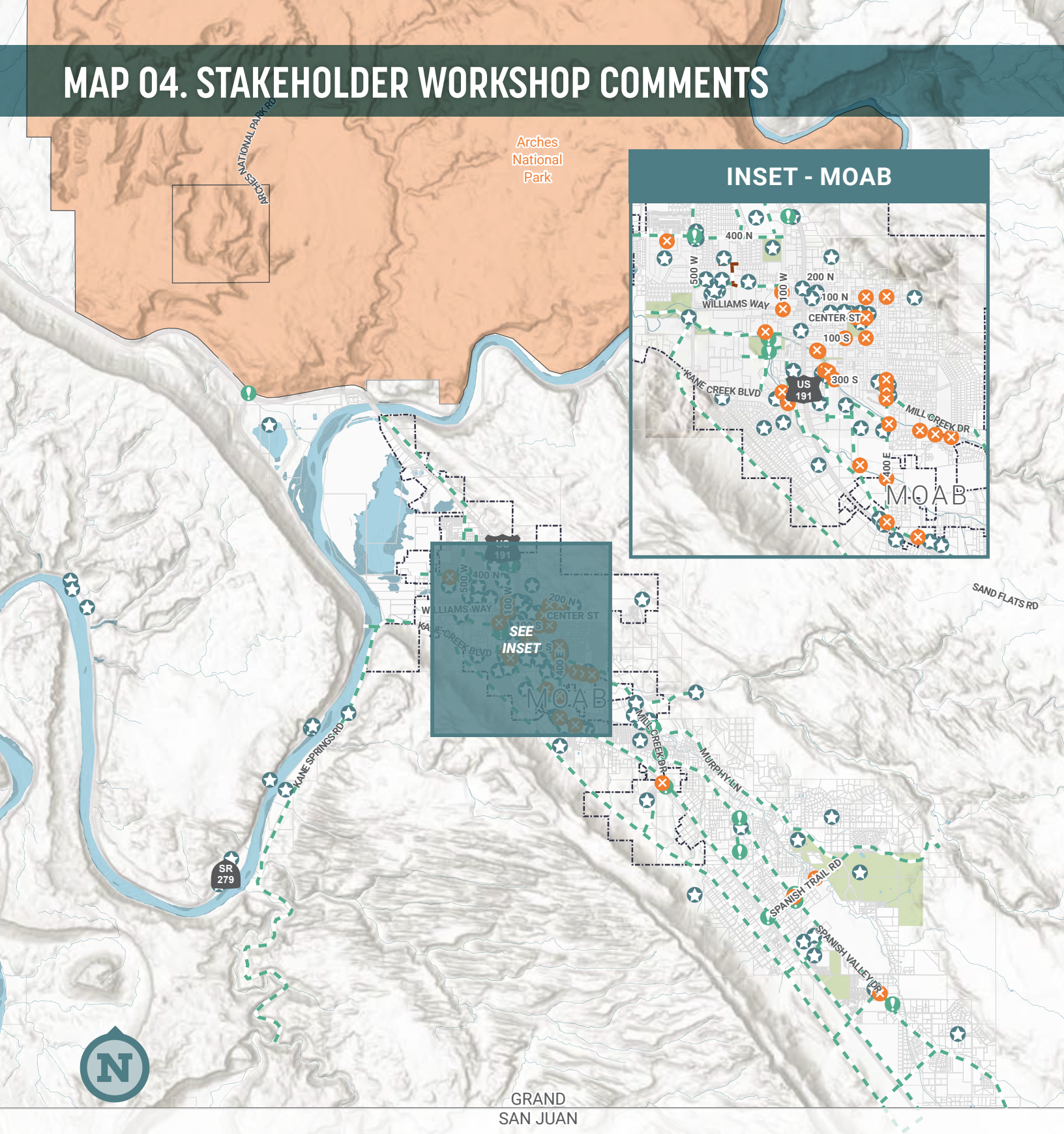
- Only grade-separated US-191 crossing; experiences frequent flooding issues—needs redesign (e.g., barrier between creek and bridge, better drainage, and bank stabilization).
- Need trail design standards for shared use paths (e.g., lighting at intersections, minimum widths, blind corners, striping, and speed limits).
- 300 S proposed to get complete street improvements; wide right-of-way has opportunity for protected/separated facility.
- 100 E and 400 E are important active transportation routes; need safer/more protected facilities.

Stop 11. Mill Creek Dr / Spanish Valley Dr

KEY THEMES

- Planned trail along Mill Creek Dr and Spanish Valley Dr; potential public space and placemaking at intersection.
- Area is planned for high-density/mixed-use, which will increase the active transportation demand.
- Additional potential connections from Mill Creek Parkway and Rotary Park to the future Spanish Valley Dr Trail, as well as improvements to Sand Flats Rd into Sand Flats Recreation Area and

MAP 04. STAKEHOLDER WORKSHOP COMMENTS



LEGEND

Points
- Destination
- Barrier
- Opportunity

Proposed Trails
- Paved
- Soft Surface
- Natural

This map shows highlighted points, including destinations, barriers, and opportunities, and proposed trails by surface type.

0 MILES 1.5 3

STAKEHOLDER WORKSHOPS

Between May and July 2025, more than 140 people participated in 10 targeted stakeholder meetings including various focus groups and topics, such as equestrians, roped activities, Mulberry Grove neighborhood, vulnerable street users, business owners, recreational trail users, and active transportation users.

HIGH-PRIORITY CORRIDORS

Spanish Valley Drive was frequently discussed as a high priority with many residents and businesses viewing it as essential for safe to various destinations, including Old City Park, Spanish Trail Arena, and other businesses. Stakeholders also suggested additional connections and improvements, including access to the Mountain View neighborhood, paving the natural surface portions of the Mill Creek Parkway, a west-side paved trail along utility easements, a bridge across the Colorado River at Kane Creek Road, and a bridge across Mill Creek at Potato Salad Hill.

WAYFINDING SIGNAGE & AMENITIES

Stakeholders emphasized a need for cohesive wayfinding signage along and onto existing shared use paths, including the Mill Creek Parkway, Moab Canyon Pathway, 100 W, and 500 W. Shade, seating, lighting, and bike repair stands were among the top amenity requests, particularly for long exposed corridors and areas perceived as unsafe at night.

PROBLEM SPOTS

Main Street's pedestrian environment, high-conflict intersections (e.g., 100 W/ Williams Way, 400 E/Locust Ln, 400 E/ Mill Creek Dr, 400 E/US-191, 400 E/Minor Ct, and intersections around Center Street Ballparks), confusing shared use paths (notably 100 W), and new angled parking in the Downtown core were repeatedly identified as needing adjustments to improve safety and comfort.

POLICIES & PROGRAMS

Recommendations included a citywide Complete Streets policy, construction detour protocols for sidewalks and bike lanes, and youth education programs on e-bike safety, riding etiquette, and bike repair. Other recommendations included activation, such as food trucks, kiosks, or events, along trails and at parks to improve safety and add "eyes-on-the-street".



SURVEY

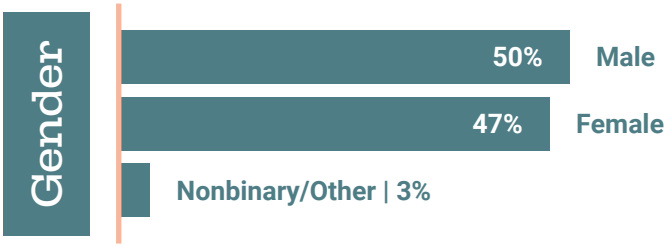
The online survey and associated comment webmap were open for a little over a month between July and August 2025. Two surveys were conducted, one targeted at residents and one for visitors. Results have been summarized for each group, then compared between residents and visitors.

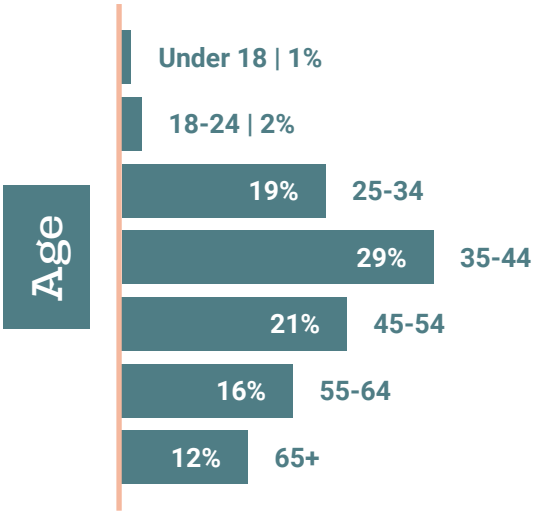
Resident Survey Profile

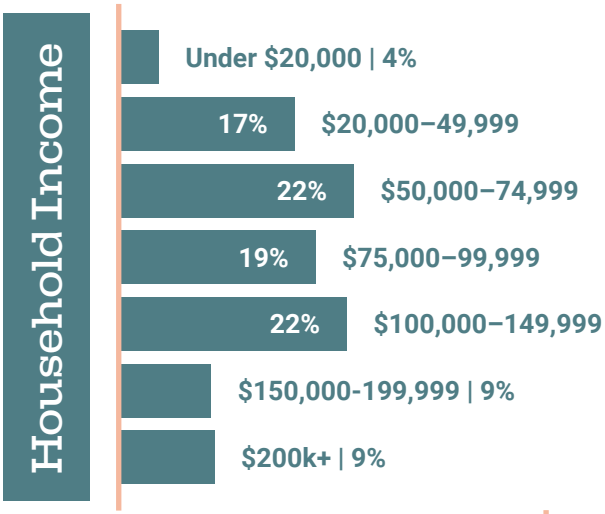
The resident survey drew a total of 345 participants. Nearly two-thirds were from the City of Moab and over one-fourth were from Spanish Valley in Grand County. Most were established residents (10+ years in the Moab area) and centered around middle age. There were slightly more respondents that identified as male versus female. Three percent identified as nonbinary or other.

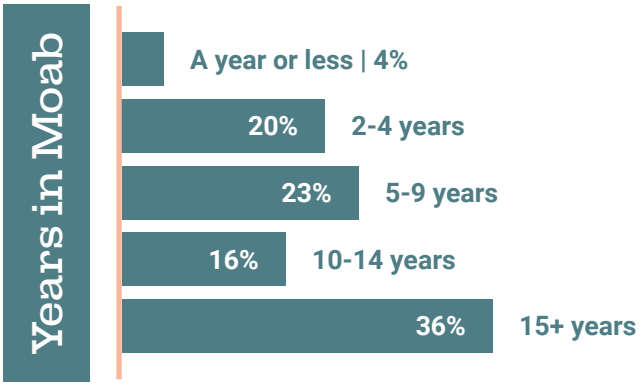
92% percent identified as White/Caucasian; two percent each as Hispanic/Latino or Other; one percent each as Asian, American Indian/ Alaskan native, and two or more races; and less than one percent as Black/African American.

Household income was roughly at Grand County's median income level ($62,521 in 2023), with the $50,000 to $74,999 bracket being the most common. Most respondents were homeowners, while one-sixth were renters.

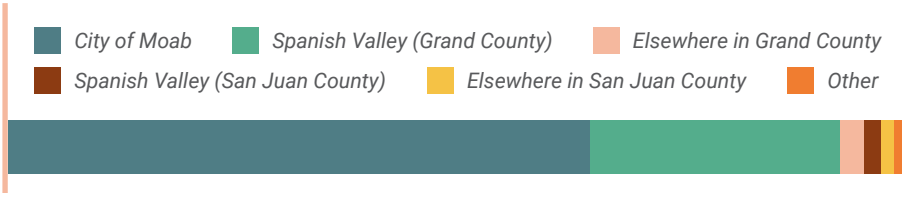






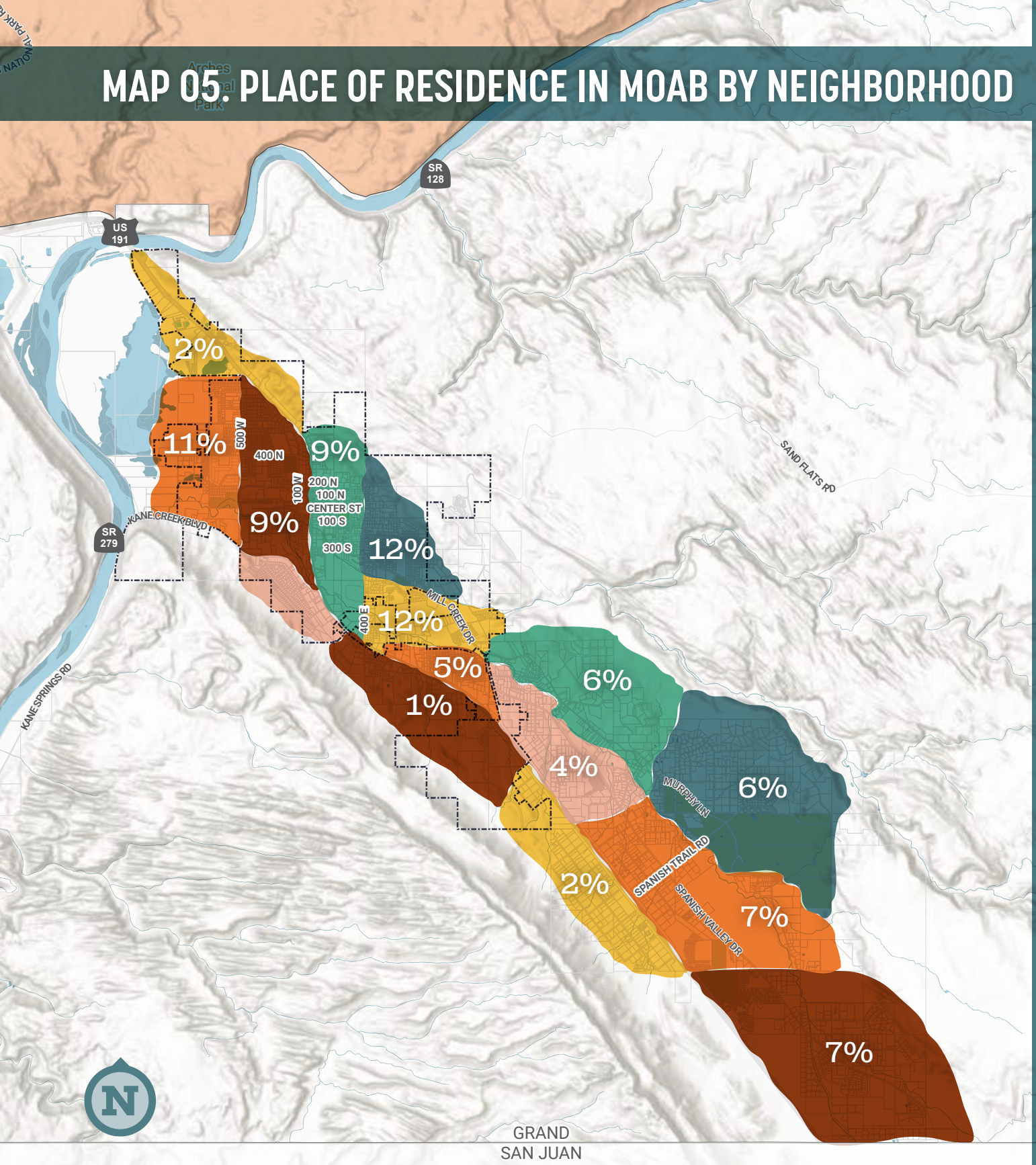


Places of Residence



***Note:** Castle Valley and Thompson Springs had less than one percent each.*

MAP 05. PLACE OF RESIDENCE IN MOAB BY NEIGHBORHOOD



LEGEND

Neighborhood Zones

City of Moab

This map shows percentage of survey respondents from various Moab area neighborhoods.

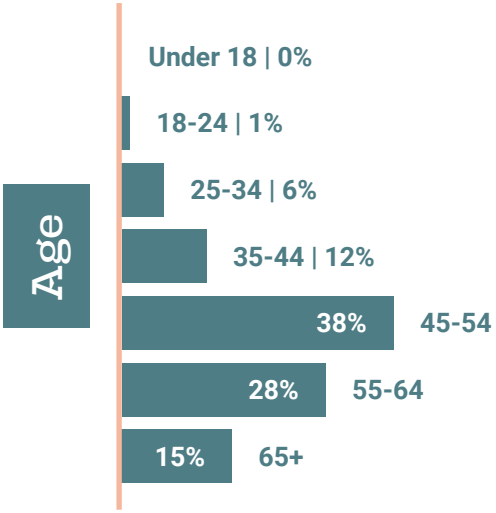
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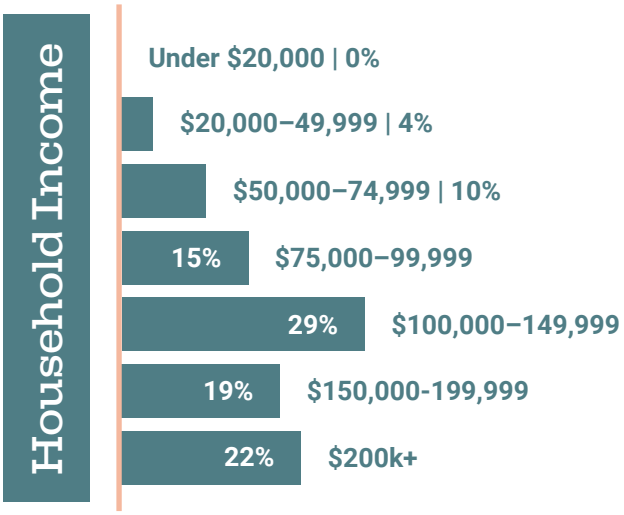
Visitor Survey Profile

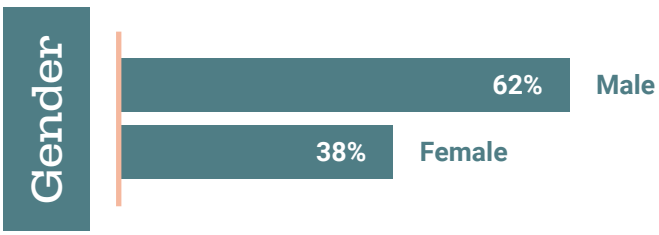
The visitor survey drew a total of 89 participants. Twenty-two respondents were from Colorado, eight from elsewhere in Utah, and two from California and Nevada each, and one each from Alabama, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Hampshire, New Mexico, Oregon, Virginia, Washington, West Virgina, and Wyoming. There were two respondents from outside the United States (New Zealand and Sweden). All except for one respondent used English as their primary language.

People that identify as male made up almost two-thirds of respondents, whereas people that identified as female made up a little over one-third. Over eighty percent of participants were over the age of 45, with the majority between 45 and 54. Nearly one-half were seniors (aged 65 or older). Only one-fifth indicated their age as 34 or under.

Visitor respondents were on average much wealthier than resident respondents. Nearly three-fourths reported household incomes over $100,000, with the most common range between $100,000 and $149,000.







Survey Results

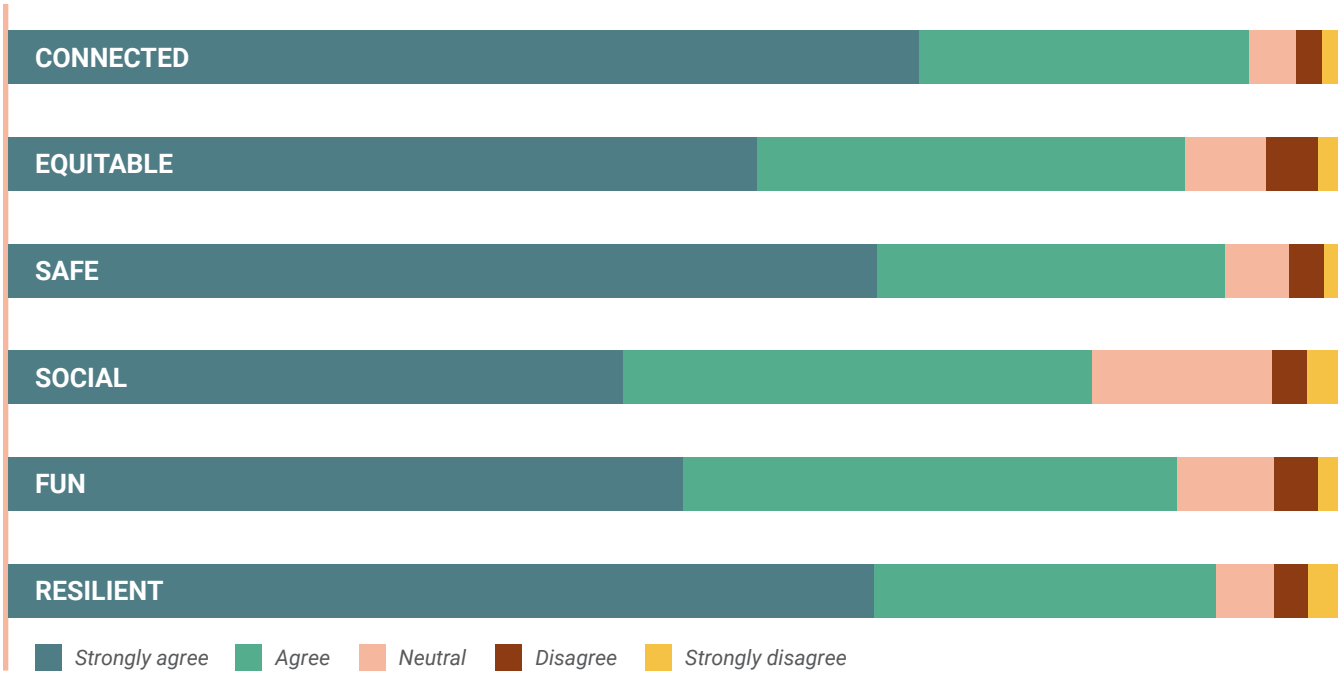
GUIDING PRINCIPLES

There was strong overall support for all six guiding principles. Connnected, Safe, and Resilient had the highest support, which was followed by Equitable, Fun, and Social.

Within the open-ended responses, feedback shows there was general agreement with the guiding principles. However, respondents interpret them in different ways. Under Equity, many called for ADA-consideration, whereas others valued rustic, adventurous trails. Under Resilient, some emphasized ecological resilience (erosion control, wildlife habitat protection, flood control, etc.) and others valued financial resilience (ongoing maintenance/funding, durable materials, etc.). Many appreciated how trails foster community and gathering under Social, whereas others showed concern about overcrowding and personal safety along urban trails.

In addition to the guiding principles, many respondents emphasized private property rights and impact to neighborhoods. Others called for a balance between visitor and resident use to ensure the trail network doesn't just serve tourists but also day-to-day needs of locals. Lastly, several called for additional improvements to comfort and amenities (shade, rest areas, water, and signage).

Guiding Principles



Most Used Trails

RESIDENTS

The Mill Creek Parkway was the most mentioned trail (100 times across all responses). Paved paths, in general, were also mentioned frequently (74 times). Pipe Dream, the Moab Brands, Amasa Back, and Raptor Route were among the most frequently mentioned natural trails and areas.

VISITORS

Visitor responses skewed more towards natural trails. Mag 7 and Navajo Rocks were the most frequently mentioned, although many responded with a spread of different trails that had only a few responses, indicating vast usage across the region.

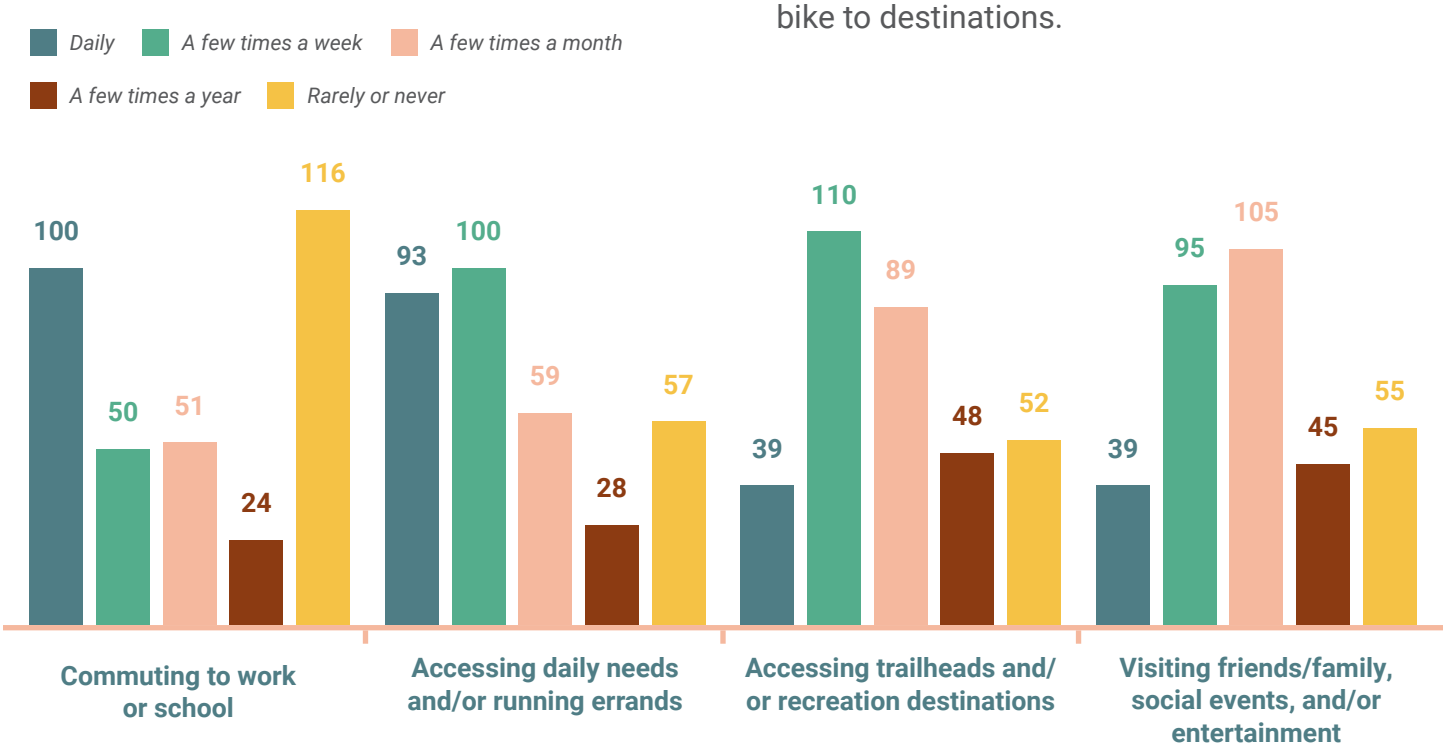
Active Transportation Use

RESIDENTS

Commuting to school/work and accessing daily needs all saw high levels of daily and weekly usage. While accessing recreation and social activities showed more variation, the consistently high monthly usage across all categories demonstrates that these trails serve as critical active transportation corridors in addition to recreational amenities.

VISITORS

75% of respondents indicated that they have used or plan to use active transportation to get around during their stay (or in previous stays) in the Moab area. Active transportation options stand out as a practical choice when traffic and congestion are high in town, especially for those who prefer walking, biking, or rolling and don't mind changing modes of transportation for different legs of their trip. Many reported mountain biking was the main reason for coming to Moab and therefore made sense to bike to destinations.



Resident – Active Transportation Use (Count)

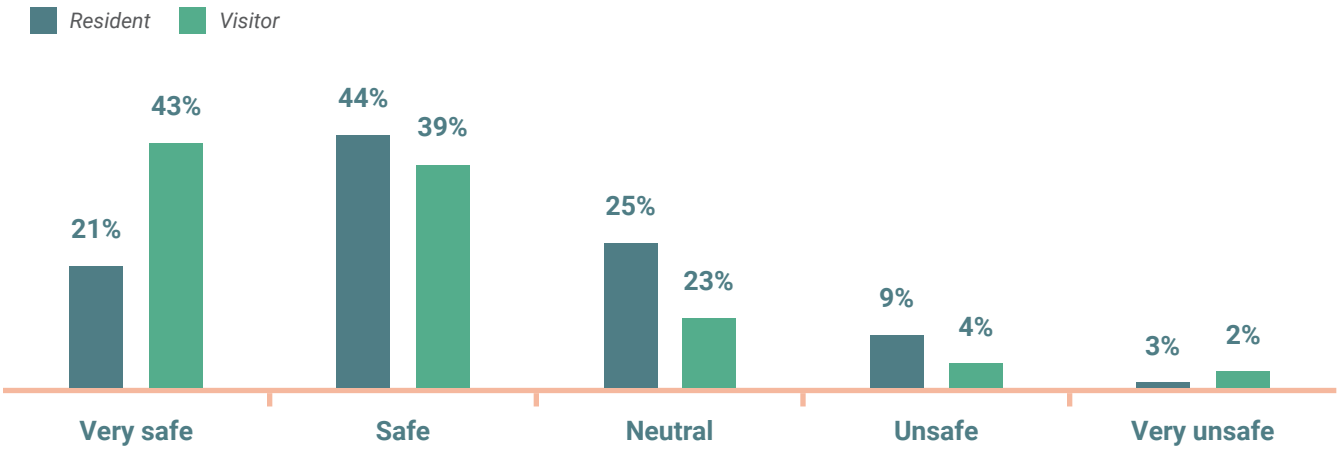
Active Transportation Modes

By a significant margin, walking and biking (both mechanical and electric) are the most used active transportation modes for residents. Almost 60% of resident respondents walk either daily or weekly, whereas about 55% bike at least weekly. Mountain biking, road biking, hiking, and dog walking were cited as the top uses among visitors.

	WALKING	BIKING	E-BIKING	MOBILITY DEVICE	SKATE, SCOOTER, OR ROLL	OTHER E-DEVICE
Daily	95	85	21	0	2	3
A few times a week	100	93	31	2	5	4
A few times a month	72	72	27	0	14	5
A few times a year	28	29	13	0	19	4
Rarely or never	34	48	233	319	286	303

Active Transportation Comfort

An estimated two-thirds of residents felt very safe or safe using active transportation in the Moab area. Visitors felt even safe using active transportation. Over 80% of visitor respondents felt very safe or safe.



Active Transportation Comfort (Percent)

Active Transportation Barriers

The top three barriers for residents are lack of connections to destinations, safety concerns, and inclement weather or heat. These account for over 50% of all resident responses. For visitors, this shifts to safety concerns, lack of connections to destinations, and concerned about bike theft. This highlights the need for additional well-placed and well-designed bike parking options or other programs to reduce bike theft concerns for visitors.

Concerns about physical ability or simply lack of interest in active transportation rank much lower for both residents and visitors. This suggests barriers are more about external conditions rather than internal impartiality.

For both residents and visitors, open-ended responses underscored safety concerns related to conflicts with motorized users (OHVs, ATVs, UTVs, dirt bikes, and even semi-trucks). Specific concerns related to equestrian use were also highlighted, citing encounters with uneducated cyclists or motorized users. Lastly, a lack of parking was cited by both groups and a lack of camping facilities was cited by visitors.

	BARRIERS	#
	RESIDENTS	
1	Lack of connections to destinations	145
2	Safety concerns (e.g. cars, traffic, crossings, etc.)	143
3	Inclement weather / heat	129
4	Have to carry heavy/bulky loads	65
5	Concerned about bike theft	60
6	Distances are too far	53
7	Lack of lighting	50
8	Takes too long/don't have time	48
9	Lack of amenities at destinations (e.g. bike racks)	39
10	Trails are poorly maintained	33
11	Other	32
12	Lack of Information, maps, or signs	21
13	Too crowded	21
14	Travel with kids	17
15	Not interested	11
16	Accessibility concerns (e.g., lack of wheelchair or stroller access)	5
17	Physically unable	4

	BARRIERS	#
	VISITORS	
1	Safety concerns (e.g. cars, traffic, crossings, etc.)	23
2	Lack of connections to destinations	21
3	Concerned about bike theft	18
4	Distances are too far	12
4	Inclement weather / heat	12
6	Lack of amenities at destinations (e.g. bike racks)	11
7	Takes too long/don't have time	10
7	Lack of Information, maps, or signs	10
9	Other	9
10	Too crowded	7
11	Travel with kids	5
11	Not interested	5
13	Have to carry heavy/bulky loads	4
14	Physically unable	1
14	Lack of lighting	1
16	Trails are poorly maintained	0
16	Accessibility concerns (e.g., lack of wheelchair or stroller access)	0

TEMPORARY TRAFFIC CALMING ON US-191 TO IMPROVE CROSSWALK SAFETY



Active Transportation Improvements

RESIDENTS

The top five priorities for residents included: better connections to daily needs (185 responses), better connections to trailheads and recreation destinations (184), increased separation from vehicles on trails (175), more trees for shade (148), and improved crosswalks and intersection improvements (134). These results directly correlate to the top resident barriers to active transportation and highlight the importance of connectivity, safety, and comfort. Enforcement of speed limits on trails and at key roadway conflict areas also ranked high for residents. Overall, results suggest a stronger preference for infrastructure improvements over programming.

Among open-ended responses, many residents want practical enhancements (like drinking fountains), better e-bike routes, and improved safety measures. Others strongly oppose any new spending related to trails.

VISITORS

The top five priorities for visitors include: better connections to trailhead and recreation destinations (37 responses), increased separation from vehicles on trails (31), more trees for shade (25), better connections to amenities (23), and improved crosswalks and intersection improvements (17). These results aligned closely with priorities for residents. Visitors are seeking safe, shaded routes that are practical and well-connected, as opposed to isolated and uncomfortable facilities.

In the open-ended responses, participants expressed interest in expanding access for e-bikes, requesting that all or more trails be open to Class I e-bikes. Safety improvements were also requested, including the need for dedicated bike facilities alongside roads, particularly in Spanish Valley, and more secure bike parking at stores and other destinations. Some noted that many trails are located too far from town to access without a personal vehicle, creating barriers to use.



MOAB AREA TRANSIT STOP ON 100 S NEAR MILL CREEK PARKWAY

	IMPROVEMENTS	#
	RESIDENTS	
1	Connections to daily needs	185
2	Connections to trailheads/ recreation destinations	184
3	Increased separation or protection from vehicles on trails	175
4	More trees for shade	148
4	Improved crosswalks and other intersection improvements	134
6	Traffic calming improvements near/along trails	113
7	Enforcement of speed limits on trails	104
7	Shade structures and shaded rest areas	90
9	Enforcement of traffic at key trail-road conflict areas	87
10	Street lighting on trails and at intersections	72
11	Education campaigns for drivers and/or cyclists/ pedestrians	68
11	Connections to schools	57
13	Connections to transit stops	53
14	Directional wayfinding signage and information	44
15	Landscaping along trails	43
16	Placemaking and/or art installations along trails	38
17	Bike sharing system with docks at accommodations/ destinations	33
18	Online trip planning resources and information	22
19	Programmed events/activation on trails	21

	IMPROVEMENTS	#
	VISITORS	
1	Connections to trailheads/ recreation destinations	37
2	Increased separation or protection from vehicles on trails	31
3	More trees for shade	25
4	Connections to amenities (e.g., restaurants, grocery stores, shops, etc.)	23
4	Improved crosswalks and other intersection improvements	17
6	Shade structures and shaded rest areas	16
7	Enforcement of traffic at key trail-road conflict areas	14
7	Traffic calming improvements near/along trails	13
9	Education campaigns for drivers and/or cyclists/ pedestrians	9
10	Connections to hotels	8
10	Directional wayfinding signage and information	8
12	Connections to transit stops	7
12	Bike sharing system with docks at accommodations/ destinations	7
14	Online trip planning resources and information	6
15	Enforcement of speed limits on trails	4
15	Bike rentals at/near accommodations	4
15	Street lighting on trails and at intersections	4
18	Programmed events/activation on trails	3
19	Landscaping along trails	2
19	Placemaking and/or art installations along trails	2

Recreational Trail Use

RESIDENTS

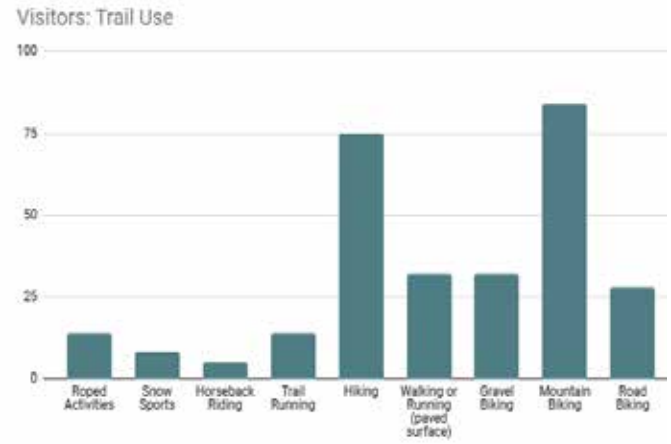
Residents were asked how frequently they participate in each of nine recreational trail activities. Road biking and walking ranked as the most popular daily activities, which may point to the fact that many residents consider walking and biking for work and daily tasks to be recreation as well as active transportation. Road biking, mountain biking, walking and hiking were all popular weekly activities. Gravel biking was a popular, but less frequent activity. Trail running, snow sports and roped activities enjoyed a medium amount of participation, while equestrians composed the smallest group of respondents.

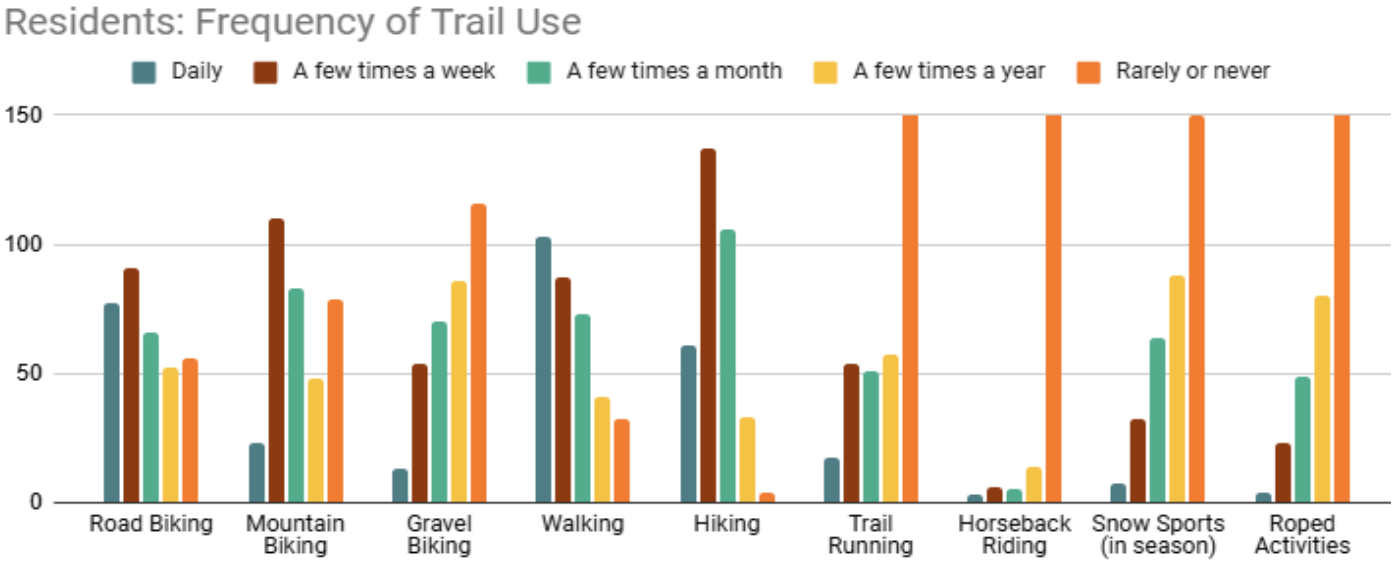
Residents were also asked which trails they used most frequently and for which activities. The Brands trail system was most popular by a significant margin, followed by Pipe Dream, the Amasa Back trail system, Sand Flats Recreation Area, and the Raptor Route specifically. These trail systems are all relatively close to town, and residents cited proximity and convenience as main draws. Common activities included mountain biking, running and dog walking.

VISITORS

Visitors were asked which of the same nine activities they participated in during their previous stays in Moab. Responses were significantly less diverse, with most visitors only engaging in hiking or mountain biking.

Visitors preferred beginner and intermediate trail systems such as Brands, Navajo Rocks and Klondike Bluffs, as well as more epic routes such as the Whole Enchilada. Convenience may be less of a consideration for those who have traveled a long way to enjoy specific trails.





TRAIL USAGE		#
RESIDENTS		
1	Moab Brands	90
2	Pipe Dream	59
3	Amasa Back	31
4	Sand Flats	21
5	Raptor Route	21

TRAIL USAGE		#
VISITORS		
1	Navajo Rocks	19
2	Klondike Bluffs	17
3	Whole Enchilada	15
4	Moab Brands	13
5	Raptor Route	10

BARRIERS

Residents and visitors were asked to select which barriers prevented them from recreating more frequently on trails in the Moab area. For both groups, extreme heat and inclement weather ranked highest, followed by lack of close-to-home trails and lack of trail connections. Residents noted user-group conflicts and lack of signage at trailheads, while visitors saw lack of trailhead amenities and crowding as more serious issues. Visitors' trail use tends to be concentrated on well-known trails, while residents have more knowledge of lesser known trails and spread their usage

BARRIERS		#
RESIDENTS		
1	Inclement weather/ heat	104
2	Lack of trails close to home	75
3	Lack of trail connections	70
4	Conflicts with other users	37
5	Lack of information/ signage	36

BARRIERS		#
VISITORS		
1	Inclement weather/ heat	121
2	Lack of trails close to home	85
3	Lack of trail connections	77
4	Lack of amenities at trailheads	75
5	Too crowded	67

Recreation Improvements

Residents and visitors were asked to identify opportunities for improvement to the soft-surface trail network, based on activity. For biking, hiking and trail running, both locals and visitors focused on connectivity and access–better access to trails from town or home and more connections between existing trails. Visitors also requested more beginner-friendly bike trails, more parking at hiking trails, and more wayfinding signage and information for trail running. Residents requested additional trailheads and more beginner-friendly trails for snow sports and additional parking, educational signage and trailhead infrastructure at climbing areas. Equestrians requested more trailer-appropriate parking at trailheads, more horse-specific trails, and other trailhead infrastructure.



CORIE SPRUILL

	IMPROVEMENTS	#
	RESIDENTS	
	BIKING	
1	More “close-to-home” trails	162
2	Better access from town to trailheads / trail networks	144
3	Connections between existing trails	132
	HIKING	
1	More “close-to-home” trails	84
2	Better access from town to trailheads / trail networks	83
3	Connections between existing trails	78
	TRAIL RUNNING	
1	More “close-to-home” trails	58
2	Connections between existing trails	47
3	Better access from town to trailheads / trail networks	44
	HORSEBACK	
1	Additional parking at existing trailheads	12
2	More user-specific trails	11
3	Trailhead infrastructure (e.g., water, restrooms, signage)	10
	SNOW SPORTS	
1	Additional trailheads	37
2	More beginner-friendly trails	26
3	Better access from town to trailheads / trail networks	25
	ROPED ACTIVITIES	
1	Additional parking at existing trailheads	15
2	Interpretive educational signage and/or trail information	13
3	Trailhead infrastructure (e.g., water, restrooms, signage)	13

	IMPROVEMENTS	#
	VISITORS	
	BIKING	
1	Connections between existing trails	41
2	Better access from town to trailheads / trail networks	32
3	More beginner-friendly trails	20
	HIKING	
1	Connections between existing trails	15
2	Better access from town to trailheads / trail networks	14
3	Connections between existing trails	12
	TRAIL RUNNING	
1	Connections between existing trails	9
2	Better access from town to trailheads/trail network	6
3	Directional wayfinding signage and information	4
	HORSEBACK	
1	More user-specific trails	3
1	Connections between existing trails	3
	SNOW SPORTS	
1	Interpretive educational signage and/or etiquette messaging	4
2	Connections between existing trails	2
	ROPED ACTIVITIES	
1	Additional parking at existing trailheads	2
1	Better access from town to trailheads / trail networks	2
3	Interpretive educational signage and/or etiquette messaging	2

Vision

RESIDENTS

For residents, responses surfaced the following four general themes:

- **Connectivity**
- **Safety**
- **Preservation**
- **Variety**

The most dominant theme is the need for connected, safe pathways that separate cyclists and pedestrians from vehicle traffic. Respondents consistently expressed frustration with having to share roads with cars, trucks, and off-road vehicles, particularly on dangerous routes like Spanish Valley Drive and Main Street. There is overwhelming support for a comprehensive network of shared use paths linking Spanish Valley to Moab and extending to destinations, like Ken's Lake, Castle Valley, and various trailheads. Many envisioned commuting and accessing destinations entirely by active transportation without exposure to traffic dangers.

The responses indicate a tension between expanding access and maintaining the area's character. While many want more trails and better connections, others worried about overuse and its environmental impact—leading to a loss of the rustic backcountry character that makes Moab special. Some respondents expressed concern about creating maintenance burdens beyond the partners' capacity. There is particular anxiety about managing increasing visitor numbers and ensuring trails don't get "loved to death."

E-bikes are a significant consideration. Responses were split between embracing them as a means for accessibility and fearing they'll bring inexperienced users to the wrong trails. Many see directional trails and better user education as the key to managing conflicts between different modes.

The overarching vision includes a world-class trail system that prioritizes human-powered

MOSAIC PLANTERS PROTECTING PEDESTRIANS FROM ANGLED PARKING



transportation and connects all parts of the valley safely for both residents and the millions of annual visitors, while maintaining the rugged appeal that draws people to Moab.

VISITORS

Major themes that surfaced for visitors included:

- **Expansion**
- **E-Bikes**
- **Access**
- **Stewardship**
- **Inclusion**
- **Appreciation**

Visitors had extensive thoughts on trail expansion—giving detailed responses on locations for possible development with a strong focus on mountain biking. There was significant tension between e-bike users and those against them. Both sides positioned themselves from points of view of inclusivity—accessibility with inclusion of e-bike users versus safety considerations for other users when e-bikes are allowed.

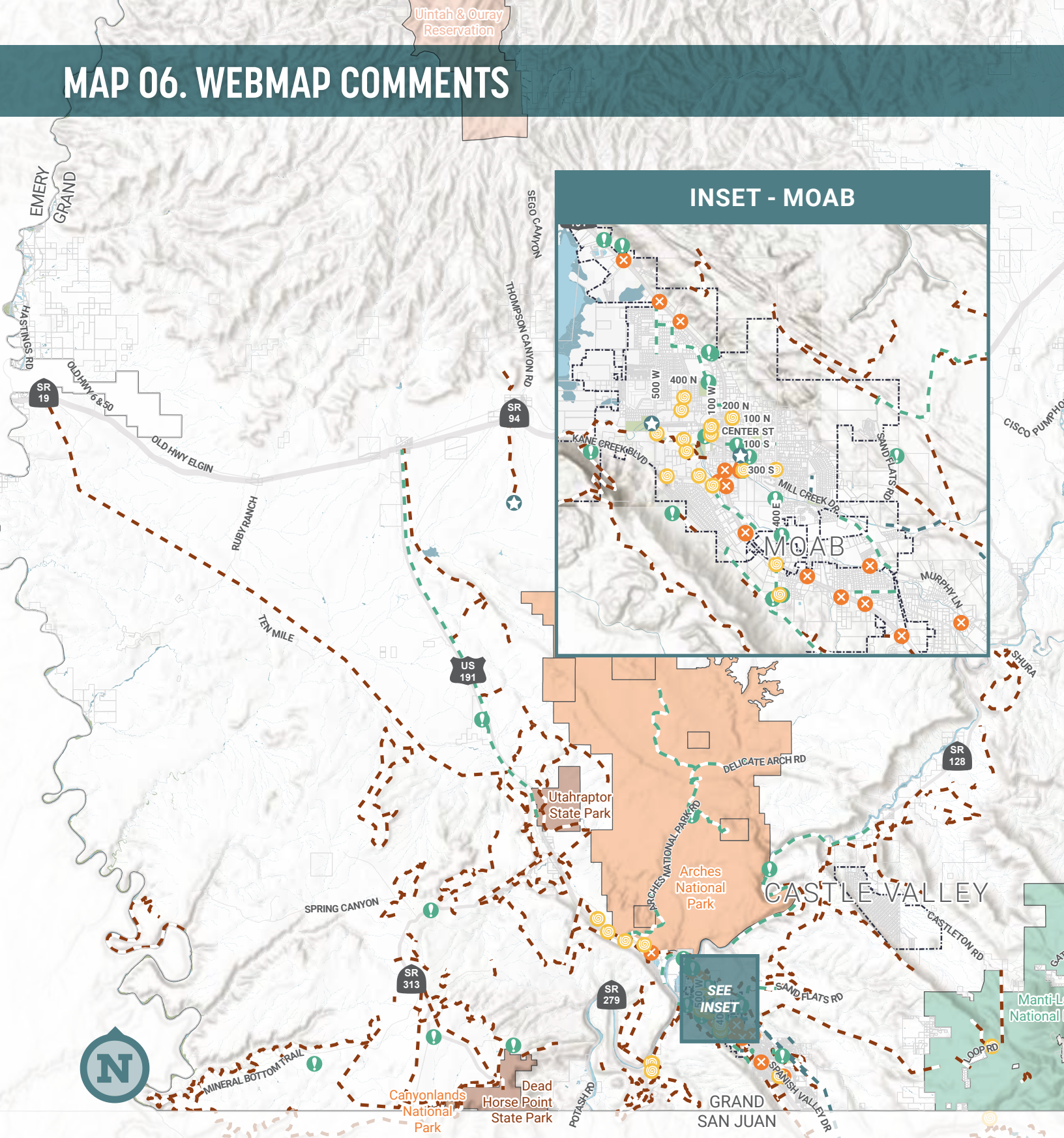
Several participants envisioned active transportation as a practical means to access Moab, trailheads, and an improved shuttle service. Visitors expressed a strong sense of responsibility and stewardship of the trail network. The speed and aggressiveness of motorized users was noted as interfering with the experience, as well as a need for improved trail etiquette. The importance of inclusion was communicated through responses related to considering different user groups, such as children, equestrians, aging populations, and e-bike users. The desire for more natural trails for more ability levels was highlighted more than once.

Lastly, there was an overarching sense of appreciation for trail development over the past decades. Participants recognized the impressiveness of the network and had a forward-thinking vision to increase their use and attract a wider audience.



MID-BLOCK SIDEWALK FROM PARKING TO US-191 CROSSWALK

MAP 06. WEBMAP COMMENTS



LEGEND

Points
- Destination
- Barrier
- Opportunity
- Needs Improvement

Proposed Trails
- Paved
- Soft Surface
- Natural

This map shows highlighted points, including destinations, barriers, opportunities, and areas that need improvement, and proposed trails by surface type.

0 MILES 10 20

COMMENT WEBMAP

The comment webmap was available for a little over one month between July and August 2025. The map showed Grand County's existing and previously proposed trail network. In addition to adding likes, dislikes, and comments to the existing and proposed trails, participants were also asked to add points or lines related to:

- Future Trails – Draw future trails or key connections between trails you would like to see included in the vision;
- Opportunities – Pin locations where you have ideas for improving trails (desired amenities, existing natural/cultural features, places for play or rest, art/placemaking, etc.);
- Barriers – Pin barriers you've encountered along trails (challenging road crossings, unpassable sections, lack of access, etc.);
- Needs Improvement – Pin areas along the existing trail system that need improvement and/or feel unsafe (erosion, steep grades, frequent vandalism, frequent user conflicts, lack of lighting, lack of shade, maintenance needs, etc.); and

Webmap Comments

21 BARRIERS

5 DESTINATIONS

27 NEEDS IMPROVEMENT

26 OPPORTUNITIES

70.8 MILES OF PAVED TRAIL

26.2 MILES OF SOFT-SURFACE TRAIL

397.6 MILES OF NATURAL TRAIL

OPEN HOUSE

On September 4, 2025, an estimated 50 community members participated in the public open house at Grand Center, which showcased the plan's guiding principles and solicited feedback on draft active transportation and recreation networks.

Attendees were asked to use stickers to identify spot improvements:

- **Barriers – Areas that had not been addressed in draft recommendations (e.g., dangerous intersections, crossings, gaps, etc.); and**
- **Destinations – Areas that users would like to walk, bike, or roll to that were not connected by the draft recommendations.**

In addition, attendees were asked to draw and provide further feedback via sticky notes on:

- **Paved Facilities – Paved on or off-street facilities that were not included in the draft recommendations; and**
- **Natural Trails – Unpaved trails that were not included in the draft recommendations.**



TECHNICAL ADVISORY COMMITTEE

The Technical Advisory Committee was made up of local technical experts and stakeholders, including Grand County and City of Moab staff and elected officials, representatives of the Grand County Trail Mix Advisory Committee, and a representative from UDOT Region 4 (for a full list of members, see p. 2).

On May 16, 2025, the first Technical Advisory Committee meeting kicked off the Trails Master Plan and reviewed plan scope, schedule, outcomes, risks and mitigation, and deliverables. The second meeting, on August 25, 2025, reviewed public engagement to-date and gathered feedback on guiding principles and draft active transportation and recreation network recommendations. Lastly, the final meeting, on October 23, 2025, reviewed the draft plan document, including final active transportation and recreation network and program and policy recommendations.



CHAPTER 04.





NETWORK RECOMMENATIONS

ELEMENTS OF A SUCCESSFUL TRAIL NETWORK

PROVIDE CONNECTION TO NATURE & ESCAPE...
Freeing users from the daily grind and promoting experiences with nature from urban open spaces to rugged backcountry wilderness.

PROVIDE EXERCISE & CHALLENGE...
Offering an outlet for health/ fitness goals and encouraging the development of trail skills, such as technical riding/handling.

PROVIDE ACCESS TO DESTINATIONS...
Connecting users to destinations, such as shopping, parks, and daily needs, as well as scenic vistas, peaks, or trailheads.

PROVIDE EDUCATION & PLAY...
Promoting enjoyment of being in the moment and creating learning experiences that promote stewardship and community.

ALL AGES & ABILTIES

To achieve the vision of a world-class trail network providing a variety of experiences for all ages, abilities, and users, the network must provide:

01. COMMUTING
Shorter trips that provide access to and between key destinations within Grand County.

02. EVERYDAY RECREATION
Longer outings that offer close-to-home experiences—typically one to four hours.

03. FULL-DAY ADVENTURE
Experiences that offer access to unique locations or provide more than four hours of movement.

04. MULTI-DAY EXPERIENCES
Adventures that connect to adjacent communities and faraway destinations.

ACTIVE TRANSPORTATION RECOMMENDATIONS

The recommendations in this section are based on criteria at the time of Plan development. Treatments to specific routes or locations may vary at time of implementation.

Shared Use Path

EXISTING: 25 MI | RECOMMENDED: 285 MI



A travel area, removed from vehicles for non-motorized users, along a roadway or separated from the street network altogether (e.g., along a waterway, through a park, in a utility easement, etc.). These facilities often provide safe, comfortable active transportation and recreation opportunities not provided by the existing road network.

Separated Bike Lane

EXISTING: 0 MI | RECOMMENDED: 3 MI



An exclusive space for cyclists with a vertical buffer between traffic and the bike lane, typically on high-speed and volume roadways. They are appropriate on corridors that connect key destinations where a high volume of cyclists are anticipated. Vertical protection prevents vehicles from entering the bike lane. These facilities can be at road level with a raised buffer or at sidewalk level with visual or slight raised/lower buffer between the sidewalk and bike lane.

Buffered Bike Lane

EXISTING: 0 MI | RECOMMENDED: 1 MI



An exclusive space for cyclists with an additional painted buffer between the travel lane and bike lane. They are appropriate on moderate to high-speed roadways where separation is desired but physical protection is not feasible. A common application might be connecting neighborhood networks to centers of employment, schools, or commercial areas. These facilities are easily implemented when reconfiguring or restriping a roadway.

Bike Lane

EXISTING: 3 MI | RECOMMENDED: 4 MI



An exclusive space for cyclists, but no additional buffer space. They are appropriate for low to moderate-speed roadways where space can accommodate a bike lane only. These lanes are also easily implemented when reconfiguring a roadway but should only be considered for low volume streets.

Paved Shoulder

EXISTING: 0 MI | RECOMMENDED: 25 MI



Additional space along the edge of a roadway to improve comfort and safety for cyclists where dedicated facilities are not feasible. They are particularly useful in rural areas and scenic backcountry routes and/or as an interim step towards a more robust facility.

Bicycle Boulevard

EXISTING: 0 MI | RECOMMENDED: 6 MI



A low-stress shared roadway (i.e., low speed and low traffic volume), typically includes pavement markings, signage, and traffic calming. These facilities are designed to offer priority for bicyclists operating within a street shared with vehicles.

Traffic Calming

EXISTING: N/A | RECOMMENDED: <1 MI



Measures on roadways (typically local or collector streets) to create more inviting conditions for people walking, biking, or rolling by reducing vehicle speeds and enhancing driver awareness. They are highly useful on streets where active transportation use is already high or intended to increase. Tools, such as speed humps, raised crosswalks, street narrowing, chicanes, or mini-roundabouts, transform streets into low-stress environments that prioritize safety and comfort.

Corridor Study

EXISTING: N/A | RECOMMENDED: 45 MI



In-depth planning efforts to understand opportunities and constraints along key routes or corridors. These studies often evaluate existing conditions, alignments, and design alternatives to inform coordinated improvements that balance safety and connectivity. They usually identify both near-term actions and long-term visions to ensure future investments align with community goals and the broader trail network. Once completed, the corridor study and preferred trail alignment (if applicable) should be considered part of active transportation network for development review, if approved by the relevant government bodies.

Intersection Improvements



Geometric intersection improvements improve safety and convenience for active transportation users by shortening crossing distances, calming traffic, and improving visibility. Typically, improvements are suitable for arterial or collector intersections or trail crossings with documented safety and operational issues.

Examples include:

Curb Extensions minimize exposure by shortening crossing distances and give more visibility to pedestrians crossing at intersections with a parking lane adjacent to the curb.

Intersection Improvements (Continued)









High-Visibility Crosswalks use bright paint and bold striping patterns, such as ladder and continental designs, to draw driver attention and clearly indicate pedestrian right-of-way. These crosswalks are particularly effective at uncontrolled or high-traffic locations and should be paired with appropriate signing and lighting to further enhance safety. There is also a placemaking opportunity for branded stenciling inside the crosswalk markings or street muraling. Markings should follow the *Manual on Uniform Traffic Control Devices* standards and applicable state and local guidelines and approval processes.

Leading Pedestrian Intervals are used at signalized intersections to enhance visibility by giving pedestrians the opportunity to enter the crosswalk before vehicles are given a green light. This allows pedestrians to better establish their presence in the crosswalk before vehicles can turn left or right, increasing the likelihood of motorists yielding to pedestrians.

Protected Intersections provide physical protection for active transportation users through intersections by slowing vehicle turns vehicles, improving sight lines, and providing clear refuge areas for cyclists and pedestrians. Elements can include corner refuge islands, setback crossings, forward bike stop bars, bike turn boxes, and bike-friendly signal phasing. They are applicable for all types of bicycle facilities, but especially shared use paths and separated bike lanes.

Roundabouts or Mini-Roundabouts reduce vehicle speeds, improve traffic flow, and make motorists more alert to reduce crash potential. Because drivers only need to cross one direction of traffic at a time, active transportation users tend to be more visible and crossing distances shorter compared to signalized intersections.

Crossings











Improvements applied at intersections or mid-block where an active transportation facility crosses a roadway at-grade and non-motorized demand is present or anticipated.

Raised Crossings continue the sidewalk level into the roadway at marked crossing locations, communicating pedestrian priority and creating a continuous, accessible path of travel. They function as ramped speed tables to slow vehicular traffic and make drivers more alert to enhance pedestrian visibility.

Pedestrian Refuge Islands are located at the midpoint of a marked crossing. They improve visibility and allow pedestrians to cross one direction of traffic at a time.

Mid-Block Crossings should be considered at locations with long distances between crossing opportunities and in areas with heavy pedestrian traffic. They may include curb extensions, pedestrian refuge islands, marked crosswalks, and pedestrian warning signals.

Rectangular Rapid Flashing Beacons (RRFB) are appropriate for two to three lane roads with moderate speeds (25 to 35 mph). Crossings usually consist of a high visibility crosswalk with flashing beacons mounted to pedestrian warning signage, requiring vehicles yield to pedestrians in the crosswalk.

Pedestrian Hybrid Beacons (PHB) are appropriate for major streets with high vehicle speeds or areas where a safer crossing is needed (e.g., near a school). Crossings usually consist of a high visibility crosswalk and signal overhead facing both directions, requiring vehicles to completely stop and proceed only when there are no more pedestrians in the crosswalk.

Crossings (Continued)



Undercrossings are non-motorized crossings of a shared use path underneath a major barrier where an at-grade signalized crossing is not feasible or desired, such as a waterway, railroad, or major highway. They work best when existing topography allows for smooth transitions.

Pedestrian Bridge



Non-motorized overcrossing of a shared use path at a major barrier where an at-grade signalized crossing is not feasible or desired, such as a waterway, railroad, or major highway. Bridges work best when existing typography allows for smooth transitions and requires site-specific design.

MAP 07. ACTIVE TRANSPORTATION RECOMMENDATIONS - COUNTY

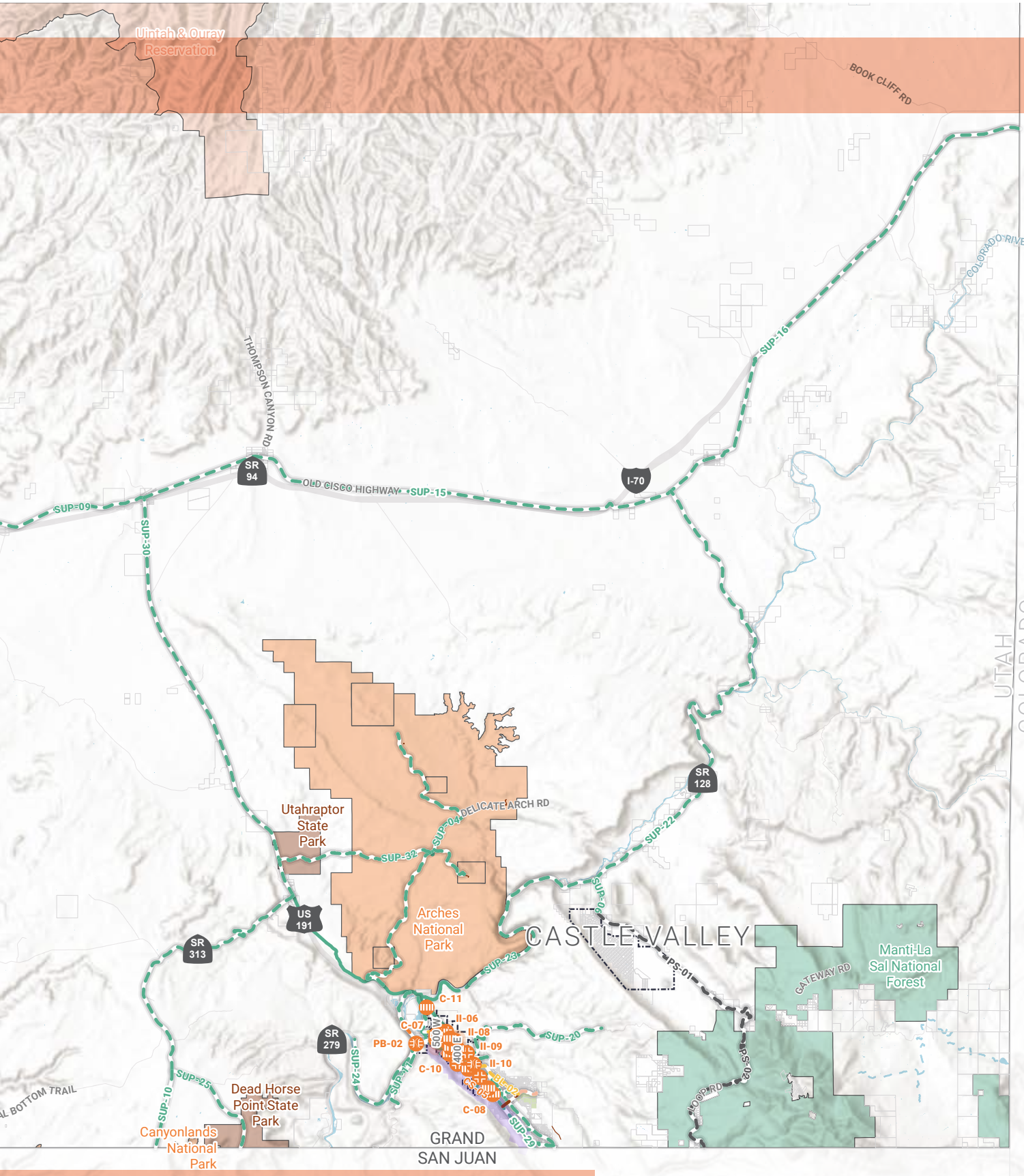


LEGEND

Facilities - Existing
- Shared Use Path
- Bike Lane

Facilities - Recommended
- Shared Use Path
- Protected Bike Lane
- Buffered Bike Lane
- Bike Lane
- Paved Shoulder
- Bicycle Boulevard
- Traffic Calming
- Corridor Study

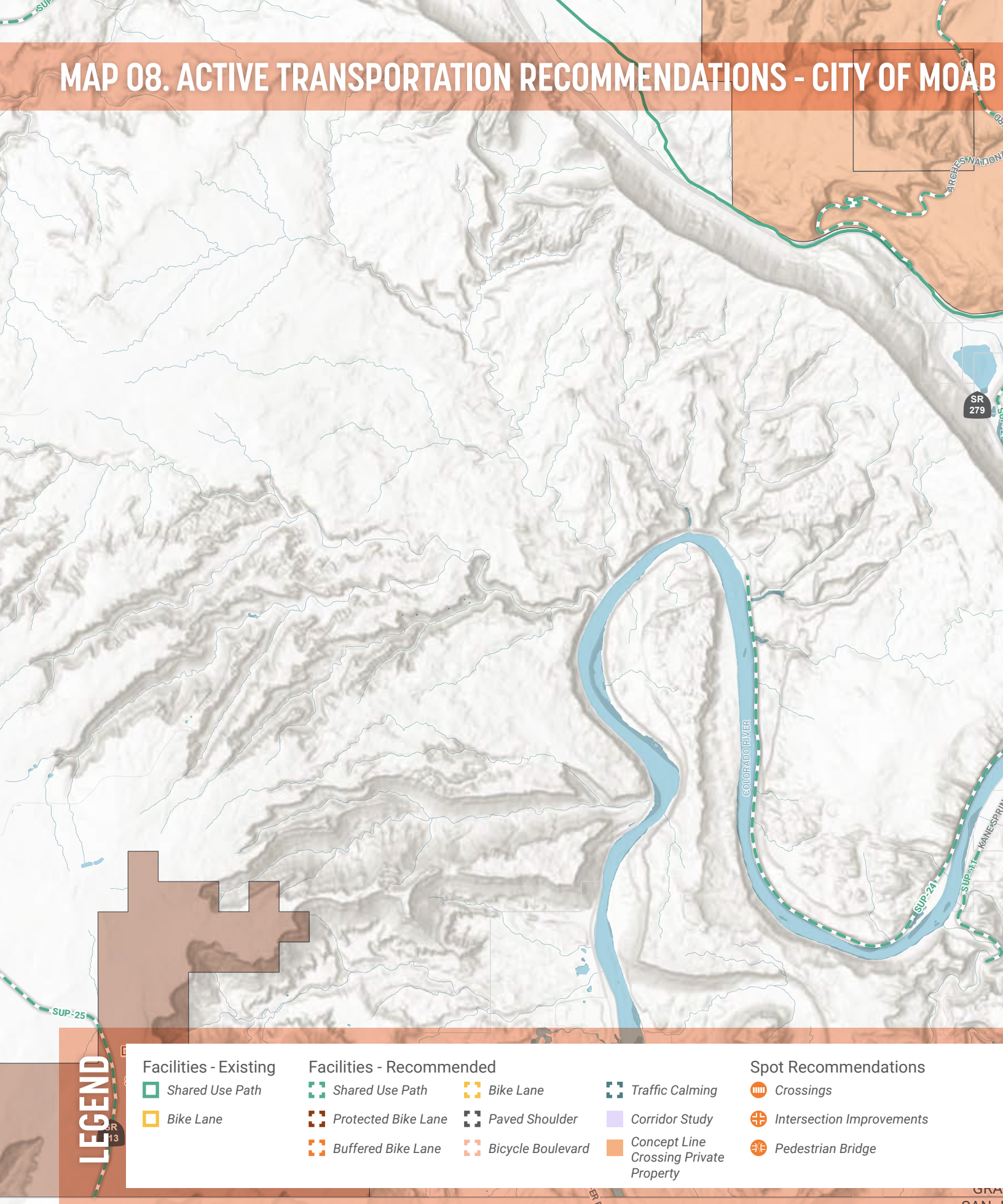
Spot Recommendations
- Crossings
- Intersection Improvements
- Pedestrian Bridge



This map shows the active transportation network recommendations, including facilities and spot improvements. Refer to ***Active Transportation Recommendations Table*** *for more information on each recommendation.*

0 MILES 10 20

MAP 08. ACTIVE TRANSPORTATION RECOMMENDATIONS - CITY OF MOAB



LEGEND

Facilities - Existing

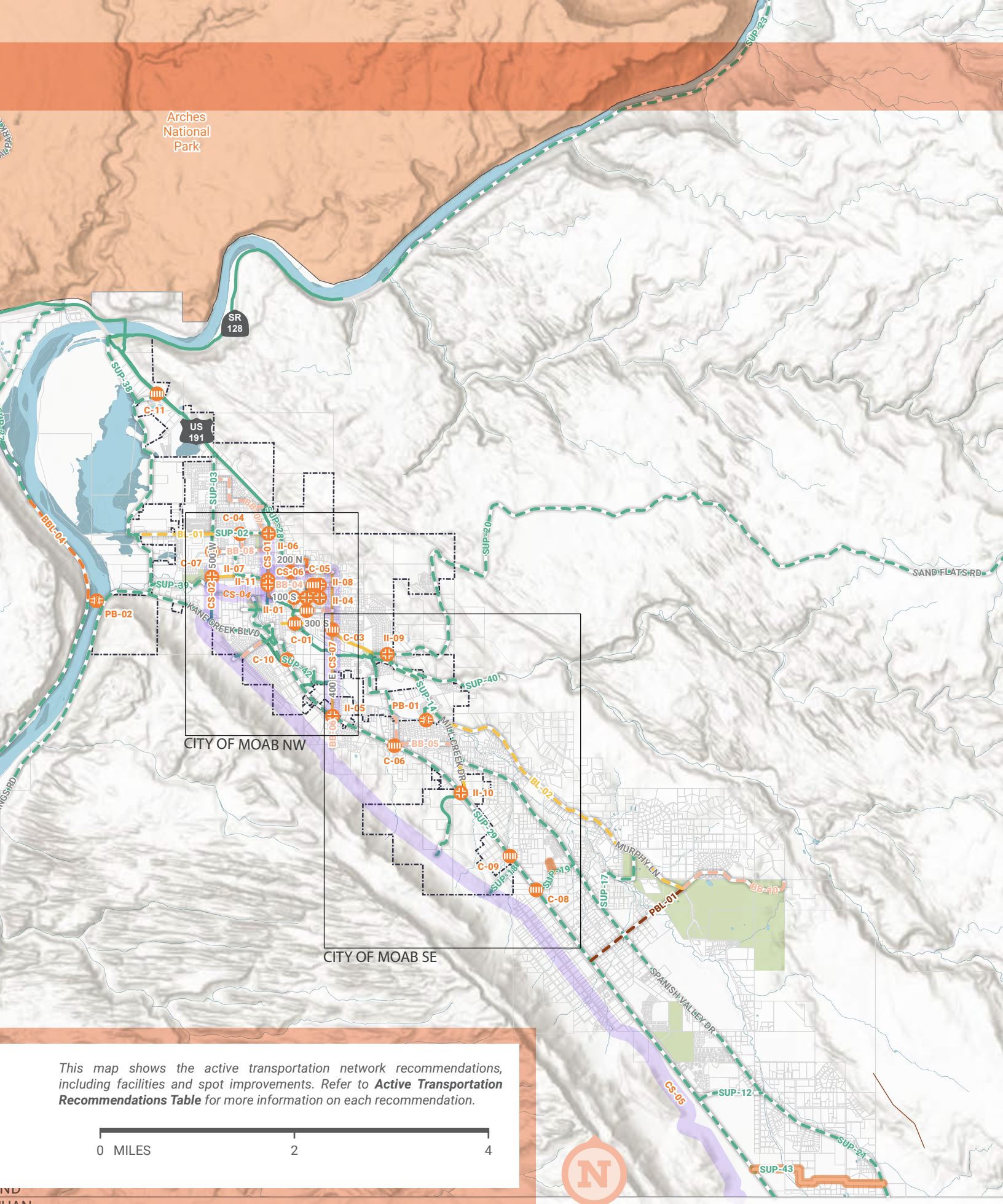
- *Shared Use Path*
- *Bike Lane*

Facilities - Recommended

- *Shared Use Path*
- *Protected Bike Lane*
- *Buffered Bike Lane*
- *Bike Lane*
- *Paved Shoulder*
- *Bicycle Boulevard*
- *Traffic Calming*
- *Corridor Study*
- *Concept Line Crossing Private Property*

Spot Recommendations

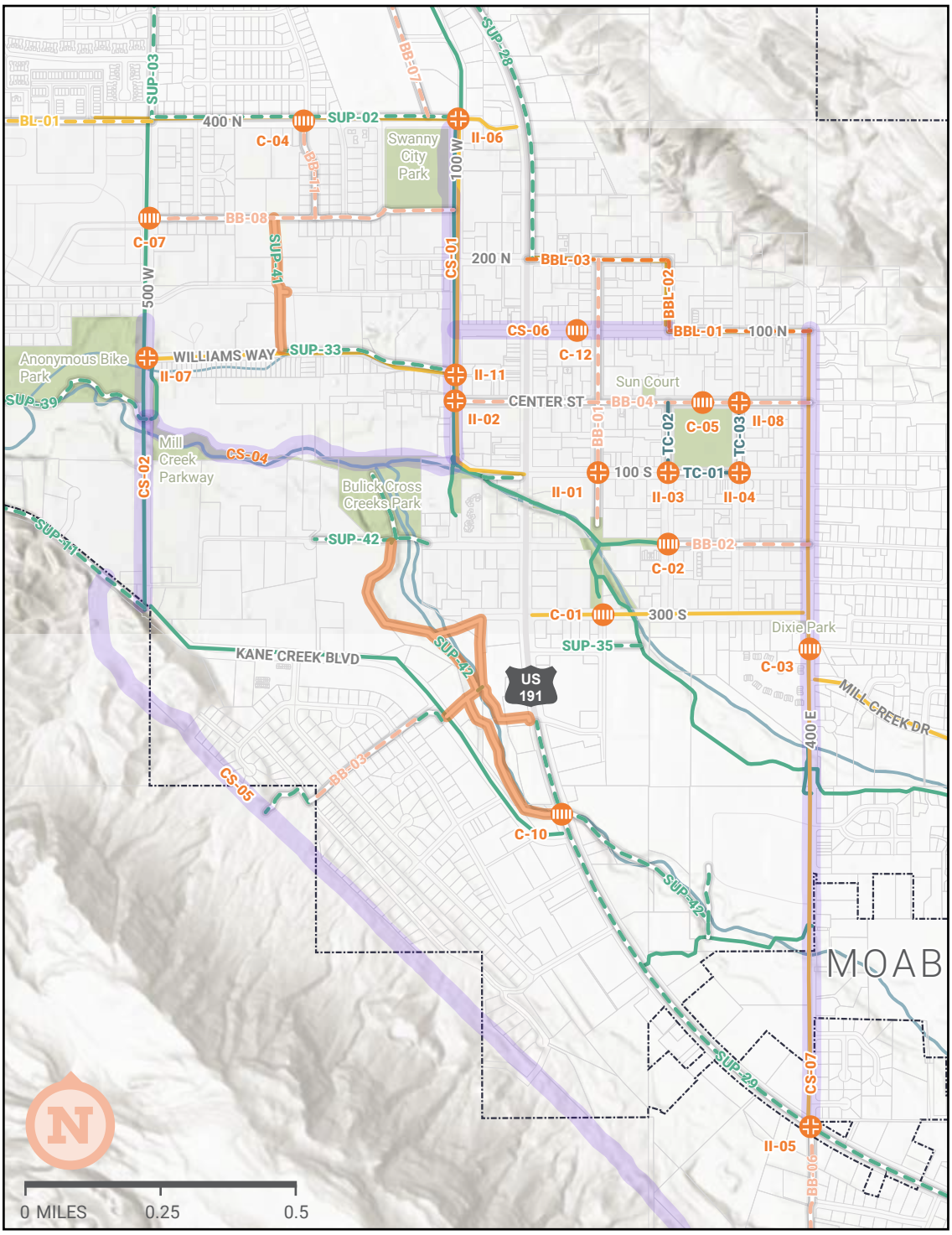
- *Crossings*
- *Intersection Improvements*
- *Pedestrian Bridge*



This map shows the active transportation network recommendations, including facilities and spot improvements. Refer to ***Active Transportation Recommendations Table*** *for more information on each recommendation.*

0 MILES 2 4

MAP 09. ACTIVE TRANSPORTATION RECOMMENDATIONS - CITY OF MOAB NW



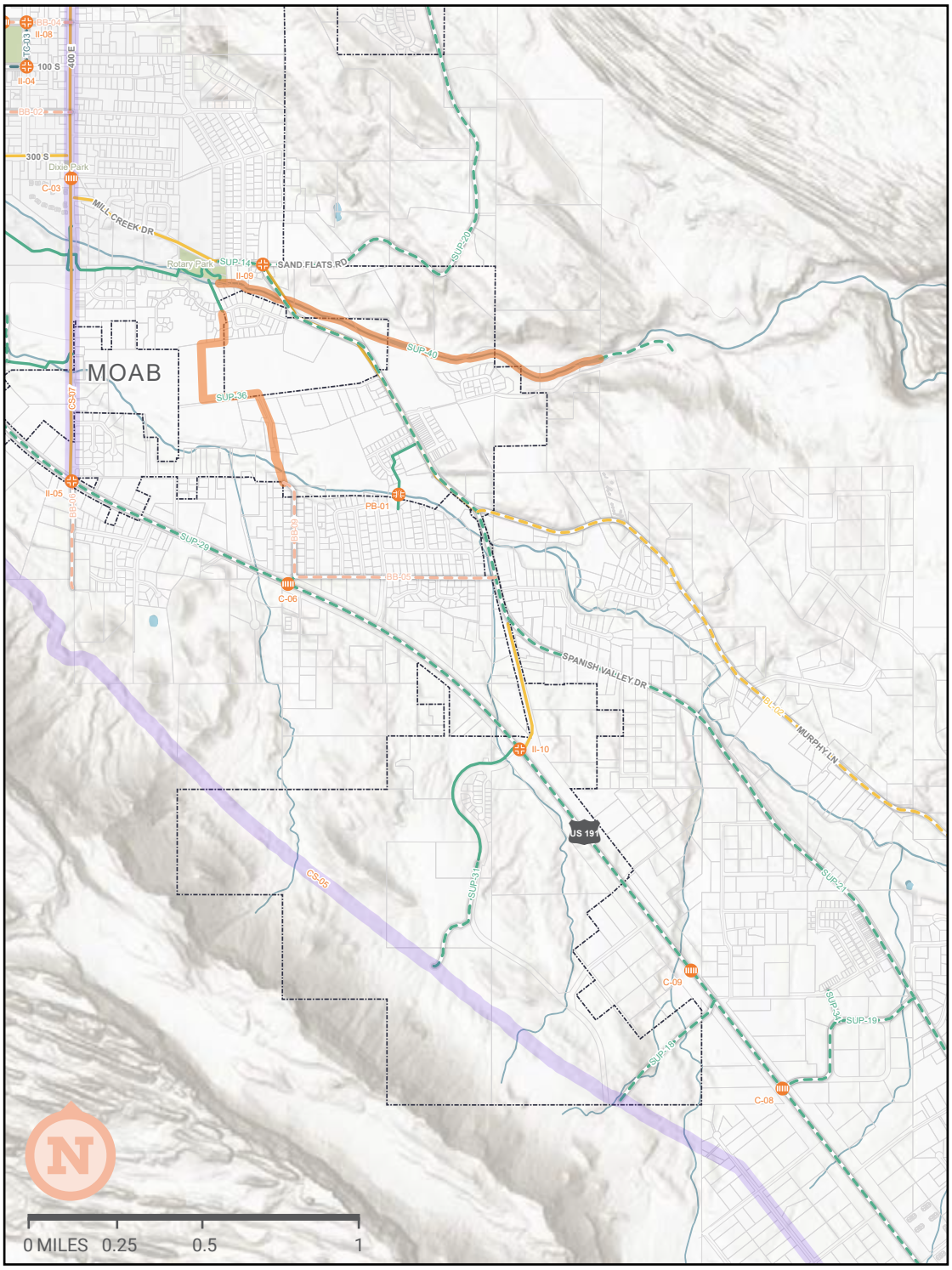
LEGEND

Facilities - Existing
- *Shared Use Path*
- *Bike Lane*

Facilities - Recommended
- *Shared Use Path*
- *Protected Bike Lane*
- *Buffered Bike Lane*
- *Bike Lane*
- *Paved Shoulder*
- *Bicycle Boulevard*
- *Traffic Calming*
- *Corridor Study*
- *Concept Line Crossing Private Property*

Spot Recommendations
- *Crossings*
- *Intersection Improvements*
- *Pedestrian Bridge*

MAP 10. ACTIVE TRANSPORTATION RECOMMENDATIONS - CITY OF MOAB SE



*This map shows the active transportation network recommendations, including facilities and spot improvements. Refer to **Active Transportation Recommendations Table** for more information on each recommendation.*

RECOMMENDATIONS TABLE

ID	NAME	DESCRIPTION	EXTENT ONE	EXTENT TWO	LENGTH (FT)
SHARED USE PATH					
SUP-01	100 S Connector	Create shared use path on 100 S from existing Mill Creek Parkway to US-191.	Mill Creek Parkway	US-191	7.07
SUP-02	400 N Trail - Segment A	Create shared use path on 400 N from existing path on 100 W to existing path on 500 W.	100 W	500 W	0.58
SUP-03	500 W Trail	Create shared use path from existing path on 500 W at 400 N to US-191.	400 N	US-191	0.84
SUP-04	Arches Trail	Create shared use path along Arches National Park Rd from US-191 to Devils Garden Trailhead.	US-191	Devils Garden Trailhead	23.42
SUP-05	Aspen Ave - Segment A	Create shared use path from existing crossing (RRFB) along Ridgeview Apartments. Ramp to street level beyond.	Kane Creek Blvd	Apartment parking lot	0.04
SUP-06	Castleton Trail	Create shared use path from SR-128 to Castle Valley and Castle Valley Dr.	SR-128	Castle Valley Dr	2.26
SUP-07	Doc Allen Dr Connector	Create shared use path on Doc Allen Dr from Aspen Dr to entrance to Pipe Dream Trail.	Aspen Dr	Pipe Dream Trail	0.12
SUP-08	Holyoak Connector Trail	Create shared use path from Holyoak Ln to US-191 through existing dirt cut-through.	Holyoak Ln	US-191	0.01

MORE INFORMATION ON ACTIVE TRANSPORTATION FACILITY AND SPOT IMPROVEMENT RECOMMENDATIONS, INCLUDING DESCRIPTION, EXTENTS, LENGTH, COST, PLANNING HORIZON, PRIORITY, AND DETAILED IMPLEMENTATION NOTES.

COST ($)	HORIZON	PRIORITY	IMPLEMENTATION
$10,598,400	Short	Low	Provides at-grade connection on south-side of 100 S to Main St. Add at least 2' buffer between Mill Creek Parkway and proposed path and curb and increase to 5' where feasible (existing trees in sidewalk could be turned to a tree lawn and sidewalk expanded to south). Consider removing small section of angled parking (~6 spots) to increase sight lines at entrance to business and intersection.
$867,100	Short	High	Connection to HMK Elementary. Remove existing bike lanes and expand sidewalk on north-side of the road to 12'. Add at least 2' buffer between path and curb and increase to 5' where feasible. Consider removing parking in front of school on roadway to mitigate user conflicts. Consider green infrastructure improvements on south-side of street.
$1,256,700	Short	Medium	West-side of road appears most feasible. Expand sidewalk to 12' and reduce lane width and/or shoulders to make space where needed. Consider removing parking lanes. Add at least 2' buffer between path and curb and increase to 5' where feasible.
$35,127,300	Long	High	Coordinate with National Park Service for alignment and implementation. Could utilize old road bed, where feasible, for separation from roadway. Consider paved shoulder in confined areas.
$60,000	Short	Medium	Connection to Pipe Dream Trail. Expand sidewalk to 12' at Ridgeview Apartments. Add 5' buffer between path and curb.
$3,391,000	Long	Low	Widen shoulder and utilize buffered bike lane in confined areas along the road.
$179,400	Medium	Low	Preserve existing sidewalk and add 12' shared use path to the southwest of sidewalk.
$15,000	Short	High	If US-191 Trail on west-side only, crossing is needed here to other side.

SUP-09	I-70 Rail Trail	Create shared use path along rail corridor from Crescent Junction to Green River.	US-191	Grand County line	16.20
SUP-10	Island in the Sky Trail	Create shared use path from proposed SR-313 Trail to Grand County line.	SR-313	Grand County line	4.77
SUP-11	Kane Creek Trail	Extend existing shared use path on Kane Creek Blvd onto Kane Springs Rd and ending at Captain Ahab/HyMasa Trailhead.	Existing trail	Captain Ahab/ HyMasa Trailhead	5.83
SUP-12	Meador Trail	Create shared use path along Meador Dr and future roadway from Spanish Valley Dr to US-191.	Spanish Valley Dr	US-191	0.68
SUP-13	Mi Vida Connector Trail	Create shared use path from Rosalie Ct to US-191 through existing dirt cut-through.	Rosalie Ct	US-191	0.01
SUP-14	Mill Creek Dr Trail	Create shared use path on Mill Creek Dr from existing Mill Creek Parkway at Rotary Park to proposed Spanish Valley Trail on Spanish Valley Dr.	Existing trail	Spanish Valley Dr	1.50
SUP-15	Old Cisco Trail - Segment A	Create shared use path along Old Cisco Highway / I-70 Frontage Road from Crescent Junction through Thompson Springs to Cisco.	Fish Frd Rd	US-191	36.41
SUP-16	Old Cisco Trail - Segment B	Create shared use path along Old Cisco Highway / I-70 from Cisco to Utah state line.	Fish Frd Rd	Utah state line	29.79
SUP-17	Old City Park Trail	Create shared use path at Old City Park from Murphy Ln to proposed Spanish Valley Trail.	Murphy Ln	Spanish Valley Dr	1.00
SUP-18	Plateau Rd Trail	Create shared use path on west-side of US-191 at Plateau Rd intersection to proposed West Commuter Trail.	US-191	Proposed trail	0.42
SUP-19	Resource Blvd Trail	Create shared use path on Resource Blvd from Spanish Valley Dr to US-191.	Spanish Valley Dr	US-191	0.58
SUP-20	Sand Flats Trail	Create shared use path on Sand Flats Rd that connects existing paved Mill Creek Parkway at Rotary Park to Porcupine Rim Trailhead.	Mill Creek Dr	Porcupine Rim Trailhead	11.07
SUP-21	Spanish Valley Trail	Create shared use path on Spanish Valley Dr from Mill Creek Dr to Grand County line.	Mill Creek Dr	Grand County line	6.69

$24,307,400	Long	Low	Consider Old Hwy 6 & 50 / Old Hwy Elgin if rail corridor not feasible. Acquire property or easements as needed to formalize access. Coordinate with Union Pacific if in rail right-of-way. Projects within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.
$7,155,000	Medium	Low	Provides connection to Island in the Sky Visitor Center and facility for popular bikepacking route on White Rim Trail. Widen shoulder and utilize protected bike lane in confined areas along the road.
$8,745,000	Long	High	Connection to popular Captain Ahab/HyMesa Trailhead. Utilize protected bike lane in confined areas along the road. Coordinate with development. Consider soft-surface crusher fines if paved surface undesirable where roadway turns to gravel.
$1,020,000	Medium	Medium	Implement with future roadway connection.
$15,000	Short	High	Connection between Mi Vida Connector and existing sidewalk on US-191.
$2,252,400	Medium	High	Widen shoulder and utilize protected bike lane in confined areas.
$54,615,000	Medium	Low	Consider rail corridor if roadway options not feasible. Barrier is required on state routes where the trail is inside of the clear zone.
$44,684,600	Long	Low	Align extension into Colorado with Mesa County's Riverfront Trail into Fruita/Grand Junction.
$1,502,300	Medium	High	Connection to proposed Pack Creek Parkway. Consider bicycle boulevard in confined areas after Old City Park boundaries.
$627,500	Medium	Low	Connection to proposed US-191 Trail and Roberts Rd undercrossing. Coordinate with SITLA.
$869,300	Long	High	Coordinate with future neighborhood center development.
$16,604,700	Long	High	Widen shoulder and utilize protected / buffered bike lane in confined areas along the road. Connection to most popular trailheads in Sand Flats.
$10,031,000	Short	High	Widen shoulder and utilize protected bike lane in confined areas.

SUP-22	SR-128 Trail - Segment A	Extend existing shared use path on SR-128 from Grandstaff Campground to Castleton Rd.	Grandstaff Campground	Castleton Rd	33.43
SUP-23	SR-128 Trail - Segment B	Create shared use path on SR-128 from Castleton Rd to Old Cisco Highway.	Castleton Rd	Old Cisco Highway	15.71
SUP-24	SR-279 Trail - Segment A	Create shared use path from proposed bridge over Colorado River to Corona Arch Trailhead, a popular hiking destination.	Proposed bridge	Corona Arch Trailhead	9.07
SUP-25	SR-313 Trail	Create shared use path on SR-313 from existing US-191 Trail to Grand County line.	US-191	Grand County line	25.88
SUP-26	The Windows Section Trail	Create shared use path along The Windows Section Rd from proposed Arches Trail to Windows and Double Arch Trailheads.	Proposed trail	Windows/ Double Arch Trailhead	3.46
SUP-27	UMTRA Trail	Create shared use path through Uranium Mill Tailings Remedial Action Site to SR-279. Alignment to be determined through discussions with partners.	US-191	SR-279	2.52
SUP-28	US-191 Trail - Segment A	Extend US-191 shared use path from Emma Blvd to 200 N. Consider removing on-street parking on east-side of US-191 to 200 N to ensure adequate roadway separation.	Emma Blvd	200 N	0.59
SUP-29	US-191 Trail - Segment B	Create US-191 shared use path from Grand County line to Uranium Ave. Align with two-way frontage road concept with trails on both sides in US-191 South Moab Concept Study (2022). If confined, parking could be removed to ensure adequate roadway separation.	Grand County line	Uranium Ave	7.98
SUP-30	US-191 Trail - Segment C	Extend existing US-191 shared use path from SR-313 to Crescent Junction.	SR-313	Old Cisco Highway	26.34

$50,144,700	Medium	Medium	Connections to various popular Colorado River boat ramps and campgrounds. Barrier is required on state routes where the trail is inside of the clear zone. Projects within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.
$23,567,100	Long	Low	Widen shoulder and utilize protected bike lane in confined areas along the road. Barrier is required on state routes where the trail is inside of the clear zone. Projects within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.
$13,600,500	Long	Medium	Widen shoulder and utilize protected bike lane in confined areas along the road. Barrier is required on state routes where the trail is inside of the clear zone. Facility pending approval from UDOT.
$38,827,000	Long	Low	Provides connection to popular Dead Horse Point Trailhead. Barrier is required on state routes where the trail is inside of the clear zone. Projects within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.
$5,182,500	Long	Medium	Coordinate with National Park Service for alignment and implementation. Consider paved shoulder in confined areas.
$3,785,000	Medium	Low	Coordinate with development at UMTRA Site.
$884,900	Medium	High	Partner with UDOT to conduct parking utilization study on US-191 in this area and conduct study for oversized parking lots north and south of downtown Moab to replace spots if needed. Barrier is required on state routes where the trail is inside of the clear zone. Projects within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.
$11,966,800	Long	Medium	Partner with UDOT to conduct parking utilization study on US-191 in this area and conduct study for oversized parking lots north and south of downtown Moab to replace spots if needed. Barrier is required on state routes where the trail is inside of the clear zone. Projects within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.
$39,511,400	Long	Medium	Barrier is required on state routes where the trail is inside of the clear zone. Consider rail corridor if roadway options not feasible. Projects within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.

SUP-31	USU Moab Connector Trail	Extend existing shared use path on Aggie Blvd at USU Moab to proposed West Commuter Trail.	USU Moab	Proposed trail	0.37
SUP-32	Utahraptor Trail	Create shared use path along Willow Flat Rd from US-191 to Arches National Park Rd	US-191	Arches National Park Rd	10.07
SUP-33	Williams Way Trail	Extend existing 12' shared use path through Moab Regional Hospital on Williams Way from existing 500 W Trail to existing 100 W Trail.	500 W	100 W	0.34
SUP-34	Arroyo Crossing Trail	Create shared use path from Plateau Dr to proposed Resource Blvd Trail.	Plateau Dr	Resource Blvd	0.10
SUP-35	Bark Park Connector Trail	Coordinate with Grand County School District to create shared use path through property between Bark Park and MLH Middle parking lot.	Mill Creek Parkway	100 E	0.07
SUP-36	Hecla Trail	Create shared use path from Hecla bridge to existing Mill Creek Parkway at Rotary Park and Lasal Rd to proposed Wagner Ave bicycle boulevard.	Lasal Rd	Wagner Ave	0.77
SUP-37	Matheson Wetlands Preserve Connector Trail	Coordinate with the Nature Conservancy to create shared use path through property to Matheson Wetlands Preserve from US-191. Alignment to be determined through discussions with partners.	US-191	Proposed trail	0.25
SUP-38	Matheson Wetlands Preserve Trail	Coordinate with the Nature Conservancy and Utah DNR to create shared use path through Matheson Wetlands Preserve from Kane Creek Blvd to US-191 and Lions Park. Alignment to be determined through discussions with partners.	Kane Creek Blvd	US-191	3.20
SUP-39	Mill Creek Parkway - Segment B	Coordinate with the Nature Conservancy to pave Mill Creek Parkway from 500 W through Anonymous Park to proposed Matheson Wetlands Preserve Trail. Alignment to be determined through discussions with partners.	500 W	Proposed trail	0.71
SUP-40	Mill Creek Parkway - Segment C	Extend Mill Creek Parkway from existing paved shared use path at Rotary Park to Mill Creek North Fork Trailhead at the mouth of the canyon.	Rotary Park	North Fork Trailhead	1.47
SUP-41	Orchard Park Trail	Create shared use path from existing wide sidewalk at Moab Regional on Orchard Park Ln from existing trail on Williams Way to 400 N.	Williams Way	Park Rd	0.46

$562,500	Long	Low	Coordinate with West Commuter Trail and future roadway development. Partner with USU and SITLA.
$15,107,000	Long	Medium	Connection from Utahraptor State Park to Arches National Park. Coordinate with National Park Service and Utah State Parks for alignment and implementation. Consider paved shoulder in confined areas.
$504,800	Short	Medium	Remove bike lanes on Williams Way and expand sidewalk to 12' on north-side. Add at least 2' buffer between path and curb and increase to 5' where feasible.
$150,000	Medium	Medium	Coordinate with Moab Area Community Land Trust and Arroyo Crossing development.
$105,000	Short	High	Provides connection from Mill Creek Parkway to 100 E / Grand Ave and City Market. Consider improvements to existing school crossing at 100 E for safe connection to Grand Ave.
$1,155,000	Long	Low	Acquire property or easements as needed to formalize access. Consider on-street connections for short-term implementation and/or if property acquisition is not feasible.
$375,000	Medium	Low	Utilize boardwalks where needed to minimize environmental impact and consider soft-surface crusher fines if paved surface undesirable (however, some of area is in 100-year flood zone). Matheson Wetlands studies can be done concurrent to reduce costs.
$4,798,900	Medium	Low	Utilize boardwalks where needed to minimize environmental impact and consider soft-surface crusher fines if paved surface undesirable (however, most of area is in 100-year flood zone).
$1,071,700	Long	Medium	Consider soft-surface crusher fines if paved surface undesirable (however, most of area is in 100-year flood zone). Mill Creek studies can be done concurrent to reduce costs.
$2,207,000	Long	High	Consider on-street connections for short-term implementation and/or if property acquisition is not feasible. Alignment to be determined opportunistically over time through development, interest from property owners, etc. City of Moab has procured easement from Abbey subdivision. Mill Creek studies can be done concurrent to reduce costs.
$693,100	Long	Medium	Coordinate with Moab Area Partnership for Seniors (MAPS) development and LDS Church for alignment and implementation. Acquire property or easements as needed to formalize access.

SUP-42	Pack Creek Parkway - Segment A	Create shared use path along Pack Creek from Mill Creek Parkway at Bulick Cross Creeks Park to existing Pack Creek Parkway.	Mill Creek Parkway	Existing trail	2.05
SUP-43	Stocks Dr Trail	Create shared use path along Stocks Dr, Zimmerman Ln, Moffitt Ln, and Sunny Acres Ln from Spanish Valley Dr to US-191.	Spanish Valley Dr	US-191	1.59

ID	NAME	DESCRIPTION	EXTENT ONE	EXTENT TWO	LENGTH (FT)
PROTECTED BIKE LANE					
PBL-01	Spanish Trail Rd	Create protected bike lane on Spanish Trail Rd from US-191 to Murphy Ln.	US-191	Murphy Ln	1.23

ID	NAME	DESCRIPTION	EXTENT ONE	EXTENT TWO	LENGTH (FT)
BUFFERED BIKE LANE					
BBL-01	100 N - Segment B	Repaint existing bicycle lane to a buffered bike lane on 100 N from 200 E to 400 E.	200 E	400 E	0.27
BBL-02	200 E	Repaint existing bicycle lane to a buffered bike lane on 200 E from 200 N to 100 N.	200 N	100 N	0.27
BBL-03	200 N	Repaint existing bicycle lane to a buffered bike lane on 200 N from US-191 to 200 E.	US-191	200 E	0.14
BBL-04	SR-279 - Segment B	Create buffered bike lane from proposed UMTRA Trail to proposed bridge over Colorado River.	Proposed trail	Proposed bridge	0.27

$3,067,700	Long	High	Acquire property or easements as needed to formalize access. Consider on-street connections for short-term implementation and/or if property acquisition is not feasible. Pack Creek studies can be done concurrent to reduce costs.
$2,385,000	Long	Medium	Acquire property or easements as needed to formalize access. Consider on-street connections for short-term implementation and/or if property acquisition is not feasible. Alignment to be determined opportunistically over time through development, interest from property owners, etc. Coordinate with ongoing proposed development. Consider additional separated sidepath for equestrians.

COST ($)	HORIZON	PRIORITY	IMPLEMENTATION
$778,400	Short	High	Provides connection to Old City Park and Moab Golf Course. Implement sidewalk along with new development. Include in scope of SS4A planning grant.

COST ($)	HORIZON	PRIORITY	IMPLEMENTATION
$70,500	Short	High	Reduce parking lanes (~10') to ~8' and travel lanes (~14') to ~10'. Add 3' buffer on either side of bicycle lane. Implement when resurfacing road.
$70,500	Short	High	Reduce parking lanes to ~8' and travel lanes to ~10'. Add 2-4' buffer on either side of bicycle lane. Implement when resurfacing road.
$36,500	Short	High	Reduce parking lanes to ~8' and travel lanes to ~10'. Add 2-4' buffer on either side of bicycle lane. Implement when resurfacing road.
$70,500	Medium	Medium	Widen shoulder to implement buffered bike lane. Reduce buffer in confined areas. Request UDOT not chip seal bike lanes. Projects within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.

ID	NAME	DESCRIPTION	EXTENT ONE	EXTENT TWO	LENGTH (FT)
BIKE LANE					
BL-01	400 N - Segment B	Create bike lane on 400 N from 500 W to proposed Matheson Wetlands Preserve Trail.	500 W	Proposed trail	0.76
BL-02	Murphy Ln	Create bike lane on Murphy Ln from Mill Creek Dr to Spanish Trail Rd.	Mill Creek Dr	Spanish Trail Rd	3.19

ID	NAME	DESCRIPTION	EXTENT ONE	EXTENT TWO	LENGTH (FT)
PAVED SHOULDER					
PS-01	Castleton Rd	Widen shoulder on Castleton Rd from Castle Valley Dr to Loop Rd.	Castle Valley Dr	Loop Rd	11.46
PS-02	Loop Rd	Widen shoulder on Loop Rd from Castleton Rd to Grand County line.	Castleton Rd	Grand County line	13.86

ID	NAME	DESCRIPTION	EXTENT ONE	EXTENT TWO	LENGTH (FT)
BICYCLE BOULEVARD					
BB-01	100 E	Mark and sign bicycle boulevard on 100 S from 200 N to existing Mill Creek Parkway at ~200 S.	200 N	Mill Creek Parkway	0.51
BB-02	200 S	Mark and sign bicycle boulevard on 200 S from existing Mill Creek Parkway to 400 E.	Mill Creek Parkway	400 E	0.27
BB-03	Aspen Ave - Segment B	Mark and sign bicycle boulevard on Aspen Ave from proposed trail to Doc Allen Dr.	Apartment parking lot	Doc Allen Dr	0.25

COST ($)	HORIZON	PRIORITY	IMPLEMENTATION
$139,500	Short	Low	Utilize bicycle boulevard in confined areas.
$585,600	Medium	Medium	Widen shoulder to implement bike lane. Consider additional buffer width (~2-4') if space allows. Provides connection to Old City Park and Moab Golf Course.

COST ($)	HORIZON	PRIORITY	IMPLEMENTATION
$1,718,300	Medium	Low	Recommended minimum width is ~7'. Reduce width in confined areas. Ensure ongoing FLAP culvert and bridge replacement allows future shoulder widening.
$2,078,400	Long	Low	Recommended minimum width is ~7'. Reduce width in confined areas. Provides connection to Spanish Valley Dr shared use path with extension through San Juan County.

COST ($)	HORIZON	PRIORITY	IMPLEMENTATION
$26,900	Short	High	Existing angled parking limits bicycle facility. Consider buffered bike lane in areas with adequate space (200 N to 100 N and 100 S to Mill Creek Parkway). Consider reducing speed limit to 20 mph (where not already).
$14,300	Short	High	Consider reducing speed limit to 20 mph (where not already).
$13,200	Short	Low	Connection to shared use path to Pipe Dream Trail. Consider stop control switch on Aspen Ave to Mountain View Dr at Aspen Ave / Mountain View Dr intersection to better align with significant drainage dip. Consider reducing speed to 20 mph.

BB-04	Center St	Mark and sign bicycle boulevard on Center St from existing 100 W Trail to 400 E.	100 W	400 E	0.68
BB-05	Holyoak Ln	Mark and sign bicycle boulevard on Holyoak Ln from Mill Creek Dr to Wagner Ave.	Mill Creek Dr	Wagner Ave	0.61
BB-06	Jackson St	Mark and sign bicycle boulevard on Jackson St from US-191 to Jefferson St.	US-191	Jefferson St	0.33
BB-07	Mi Vida Connector	Mark and sign bicycle boulevard on Mi Vida Dr, McCormick Blvd, and Marcus Ct from proposed 400 N Trail to proposed 500 W Trail.	400 N	500 W	1.06
BB-08	Park Dr	Mark and sign bicycle boulevard on Park Dr from existing trail on 500 W and existing trail on 100 W.	500 W	100 W	0.59
BB-09	Wagner Ave	Mark and sign bicycle boulevard on Wagner Ave from proposed Hecla Trail to Holyoak Ln.	Proposed trail	Holyoak Ln	0.30
BB-10	Westwater Rd	Mark and sign bicycle boulevard on Westwater Rd from Spanish Trail Rd to dirt road cutoff.	Spanish Trail Rd	Steelbender Safari Rte	1.25
BB-11	N Park Rd	Mark and sign bicycle boulevard on N Park Rd from Orchard Park Trail to 400 N.	Orchard Park Trail	400 N	0.15

ID	NAME	DESCRIPTION	EXTENT ONE	EXTENT TWO	LENGTH (FT)
TRAFFIC CALMING					
TC-01	100 S	Widen sidewalk (existing ~6') to ~12' and add traffic calming elements to 100 S, especially at existing mid-block entrances to Center Street Ballparks.	200 E	300 E	0.14
TC-02	200 E	Widen sidewalk (existing ~6') to ~12' and add traffic calming elements to 200 E, especially at existing mid-block entrances to Center Street Ballparks.	Center St	100 S	0.13
TC-03	300 E	Widen sidewalk (existing ~6') to ~12' and add traffic calming elements to 300 E, especially at existing mid-block entrances to Center Street Ballparks.	Center St	100 S	0.13

$35,900	Short	Medium	Existing angled parking and traffic calming limits bicycle facility. Confirm speed limit is 20 mph or below.
$32,200	Short	Medium	Connection to shared use path to US-191. Consider reducing speed limit to 20 mph.
$17,400	Short	Low	Connection from proposed 400 E protected bike lane to popular Pipe Dream Trailhead. Implement dirt road section with future development. Consider reducing speed limit to 20 mph.
$56,000	Short	High	Consider reducing speed limit to 20 mph (where not already).
$31,200	Medium	Low	Coordinate with Moab Area Partnership for Seniors (MAPS) and future roadway development. Consider 20 mph for future roadway speed limit.
$15,800	Long	Low	Connection from Rotary Park and Hecla Trail to shared use path to US-191. Align with implementation of proposed Hecla Trail. Consider reducing speed limit to 20 mph.
$66,000	Short	Low	Connection to Steelbender Trail (Flat Pass) popular recreation area. Consider reducing speed limit to 20 mph.
$7,900	Short	Low	

COST ($)	HORIZON	PRIORITY	IMPLEMENTATION
$284,500	Short	Medium	Evaluate various traffic calming techniques, including chokers, curb extensions, median islands, speed cushions, and chicanes.
$271,000	Short	Medium	Evaluate various traffic calming techniques, including chokers, curb extensions, median islands, speed cushions, and chicanes.
$271,000	Short	Medium	Evaluate various traffic calming techniques, including chokers, curb extensions, median islands, speed cushions, and chicanes.

ID	NAME	DESCRIPTION	EXTENT ONE	EXTENT TWO	LENGTH (FT)
CORRIDOR STUDY					
CS-01	100 W Trail	Conduct corridor study to determine design considerations to improve safety and comfort on 100 W Trail.	400 N	100 S	0.63
CS-02	500 W Trail	Conduct corridor study to determine design considerations to improve safety and comfort on 500 W Trail.	Anonymous Park	Kane Creek Blvd	0.53
CS-03	Green River Trail	Conduct a feasibility study to create shared use path along Green River from existing path north to Swaseys Beach.	Existing trail	Swaseys Beach	14.10
CS-04	Mill Creek Parkway - Segment A	Conduct a feasibility study to pave Mill Creek Parkway from existing paved shared use path at 100 W to 500 W through Bullick Cross Creeks Park.	100 W	500 W	0.64
CS-05	West Commuter Trail	Create shared use path along existing dirt roads and powerline easement from proposed Kane Creek Trail to Grand County line.	Kane Creek Blvd	Grand County line	8.74
CS-06	100 N - Segment A	Create protected bike lane on north-side (westbound) of 100 N and bike lane on south-side (eastbound) of 100 N from existing trail on 100 W to 200 E.	100 W	200 E	0.41
CS-07	400 E	Create protected bike lane on 400 E from 100 N to US-191.	100 N	US-191	1.53

COST ($)	HORIZON	PRIORITY	IMPLEMENTATION
$100,000 (Study)	Short (Planning); Medium (Implementation)	High	Potential improvements include removing existing bike lanes for additional space and to eliminate user confusion, adding additional buffer between path and roadway (~2-5'), adding high-visibility paint to driveway crossings, adding stripping and wayfinding signage to make trail more obvious to users, and considering additional path width if increase in users expected.
$75,000 (Study)	Short (Planning); Medium (Implementation)	High	Potential improvements include widening trail to 12', widening the bridge over Mill Creek (existing ~6'), adding additional buffer between path and roadway (~2-5'), and adding stripping and wayfinding signage to make trail more obvious to users. Bridge over Mill Creek creates major choke point for users.
$150,000 (Study)	Short (Planning); Long (Implementation)	Low	Connection to Swaseys Beach Boat Ramp, a popular destination. Consider Hastings Rd when trail near river is not feasible. Acquire property or easements as needed to formalize access. Coordinate partnership with City of Green River and Emery County.
$75,000 (Study)	Short (Planning); Medium (Implementation)	High	Soft-surface section creates major barrier to active transportation with sand, etc. Crusher fines gravel not recommended in floodplain area. Acquire property or easements as needed to formalize access. Mill Creek studies can be done concurrent to reduce costs.
$150,000 (Study)	Short (Planning); Long (Implementation)	Low	Connections to various recreation assets and trailheads on south-west end of valley. Consider on-street connections for short-term implementation and/or if property acquisition is not feasible. Alignment to be determined opportunistically over time through development, interest from property owners, etc. Consider soft-surface crusher fines or natural trail if paved surface undesirable
$75,000 (Study)	Short (Planning); Medium (Implementation)	High	Shift existing angle parking to south. Reduce travel lanes to 10' (14' existing) and existing parallel parking to 6' (8' existing). Bring protected bike lane to intersection and add bike signal. Consider either push button actuation or automatic recall, depending on expected use. Consider removal of west most angled parking stall for improved sightlines. Bike signal pending UDOT approval.
$100,000 (Study)	Short (Planning); Medium (Implementation)	High	Remove existing bike lanes on 400 E and shift protected bike lane to edge of sidewalk. Add 5' buffer with a physical barrier, such as curb or median to protect the bike lane. Consider buffered bike lanes or shared use path in confined areas, especially near and south of the crossings of Mill Creek and Pack Creek. Consider removal of center turn lane (~14'), where feasible.

ID	NAME	DESCRIPTION	EXTENT ONE	EXTENT TWO
SPOT IMPROVEMENTS - CROSSINGS				
C-01	100 E / 300 S	Improve crossing with RRFB, high-visibility crosswalk, and signage between existing Mill Creek Parkway sections and 100 E Trail.	100 E	300 S
C-02	200 S / 200 E	Add high-visibility painted crosswalk, signage, and curb extensions to crossing from Mill Creek Parkway to 200 S bicycle boulevard.	200 S	200 E
C-03	400 E / Locust Ln	Improve existing crossing at 400 E and Locust Ln. Use high-visibility paint to make facilities and crosswalks more visible. Consider raised crosswalk, curb extensions, and RRFB.	400 E	Locust Ln
C-04	400 N / N Park Rd	Add crossing with PHB, raised crosswalk, median refuge island, and signage to connect proposed N Park Rd bicycle boulevard to proposed 400 N Trail	400 N	N Park Rd
C-05	City Ctr / Center St	Improve intersection at City Ctr and Center St and remove existing elevated planters to increase sightlines. Consider RRFB.	City Ctr	Center St
C-06	Holyoak Ln / US-191	Add crossing between proposed Holyoak Connector Trail to proposed US-191 Trail, especially if US-191 Trail is on west-side only.	Holyoak Ln	US-191
C-07	Park Dr / 500 W	Add crossing with PHB,raised crosswalk, curb extensions, median refuge island, and signage to Park Dr bicycle boulevard across 500 W.	Park Dr	500 W
C-08	Resource Blvd / US-191	Add crossing between proposed Resource Blvd Trail and US-191 Trail(s) and businesses on west-side of US-191.	Resource Blvd	US-191
C-09	Roberts Rd / US-191	Create grade-separated crossing underneath US-191 near Roberts Rd for Plateau Rd Trail to West Commuter Trail.	US-191	Roberts Rd

COST ($)	HORIZON	PRIORITY	IMPLEMENTATION
$63,400	Short	High	Provides improved at-grade crossing with detour on damaged section of Mill Creek Parkway and has long-term value for connection between Grand County Middle, City Market, 100 E Trail, Bark Park, and Mill Creek Parkway.
$18,000	Short	Low	
$78,400	Short	High	Connection between Milt's and Dave's on the east and Mas Café, Rize, and Moab Charter School.
$731,000	Long	Low	Implement with Orchard Park Trail development.
$78,400	Short	Medium	Current elevated planters too high to see children crossing. Connection between Center Street Ballparks, Grand County Public Library, and City of Moab buildings.
$718,000	Medium	Medium	Partner with UDOT for appropriate improvements based on current warrants and best practices. Consider PHB, curb extensions, median refuge island, high-visibility crosswalk, and signage. Crossings within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.
$735,000	Medium	Low	Implement with Park Dr bicycle boulevard development.
$708,000	Long	Low	Coordinate with future neighborhood center development. Potential future traffic signal candidate. Partner with UDOT for appropriate improvements based on current warrants and best practices. Consider PHB, median refuge island, high-visibility crosswalk, and signage or coordinate with traffic signal development. Crossings within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.
$200,000	Long	Low	Takes advantage of existing topography. Coordinate with SITLA and UDOT. Crossings within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.

C-10	US-191 / Pack Creek	Create grade-separated crossing underneath US-191 through the culvert containing Pack Creek.	US-191	Pack Creek
C-11	US-191 / Riverview Dr	Add crossing between existing US-191 Trail and Riverview Dr to connect with proposed Matheson Wetlands Preserve Connector Trail.	Riverview Dr	US-191
C-12	100 N / ~50 E	Add mid-block crossing with high-visibility painted crosswalk, curb extensions, and signage to 100 N between US-191 and 100 E.	100 N	N/A

ID	NAME	DESCRIPTION	EXTENT ONE	EXTENT TWO
SPOT IMPROVEMENTS - INTERSECTION IMPROVEMENTS				
II-01	100 E / 100 S	Add high-visibility painted crosswalks, curb extensions, and signage to the 100 E / 100 S intersection. Consider a raised intersection to slow traffic for the 100 E bicycle boulevard crossing.	100 E	100 S
II-02	100 W / Center St	Improve the intersection of the proposed Center St bicycle boulevard and existing 100 W Trail. Consider a mini traffic circle at intersection.	100 W	Center St
II-03	200 E / 100 S	Add high-visibility painted crosswalk and signage to all corners of the intersection. Consider curb extensions to reduce crossing distance.	200 E	100 S
II-04	300 E / 100 S	Add high-visibility painted crosswalk and signage to all corners of the intersection. Consider curb extensions to reduce crossing distance.	300 E	100 S
II-05	400 E / US-191	Improve intersection as part of proposed protected bike lane, trail, and bicycle boulevard improvements.	400 E	US-191
II-06	400 N / 100 W	Improve the intersection of the existing 100 W Trail and proposed 400 N Trail. Consider a roundabout with adjacent shared use path at intersection.	400 N	100 W

$150,000	Long	High	Culvert will likely need to be expanded, which would be beneficial for flood control. Private property acquisition or easement is required to facilitate. Coordinate with UDOT. Crossings within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.
$708,000	Medium	Medium	Connection between hotels/businesses to US-191 Trail. Partner with UDOT for appropriate improvements based on current warrants and best practices. Consider PHB, median refuge island, high-visibility crosswalk, and signage. Crossings within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.
$45,000	Short	High	May need to removing parking spots (~2-4 spots). Connection from Post Office to businesses on north-side of road.

COST ($)	HORIZON	PRIORITY	IMPLEMENTATION
$113,000	Short	High	
$33,000	Medium	Medium	Mini traffic circle provides opportunity for art/placemaking.
$56,700	Short	Low	Connection to Center Street Ballparks.
$56,700	Short	Low	Connection to Center Street Ballparks.
$29,500	Medium	Medium	Partner with UDOT for appropriate improvements based on current warrants and best practices. Consider high-visibility paint to make crosswalks more visible and consider straightening crosswalk at 400 E to reduce crossing distance and align closer to Minor Ct. Crossings within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.
$1,534,000	Long	High	Roundabout provides opportunity for green infrastructure/landscaping or large art/placemaking feature.

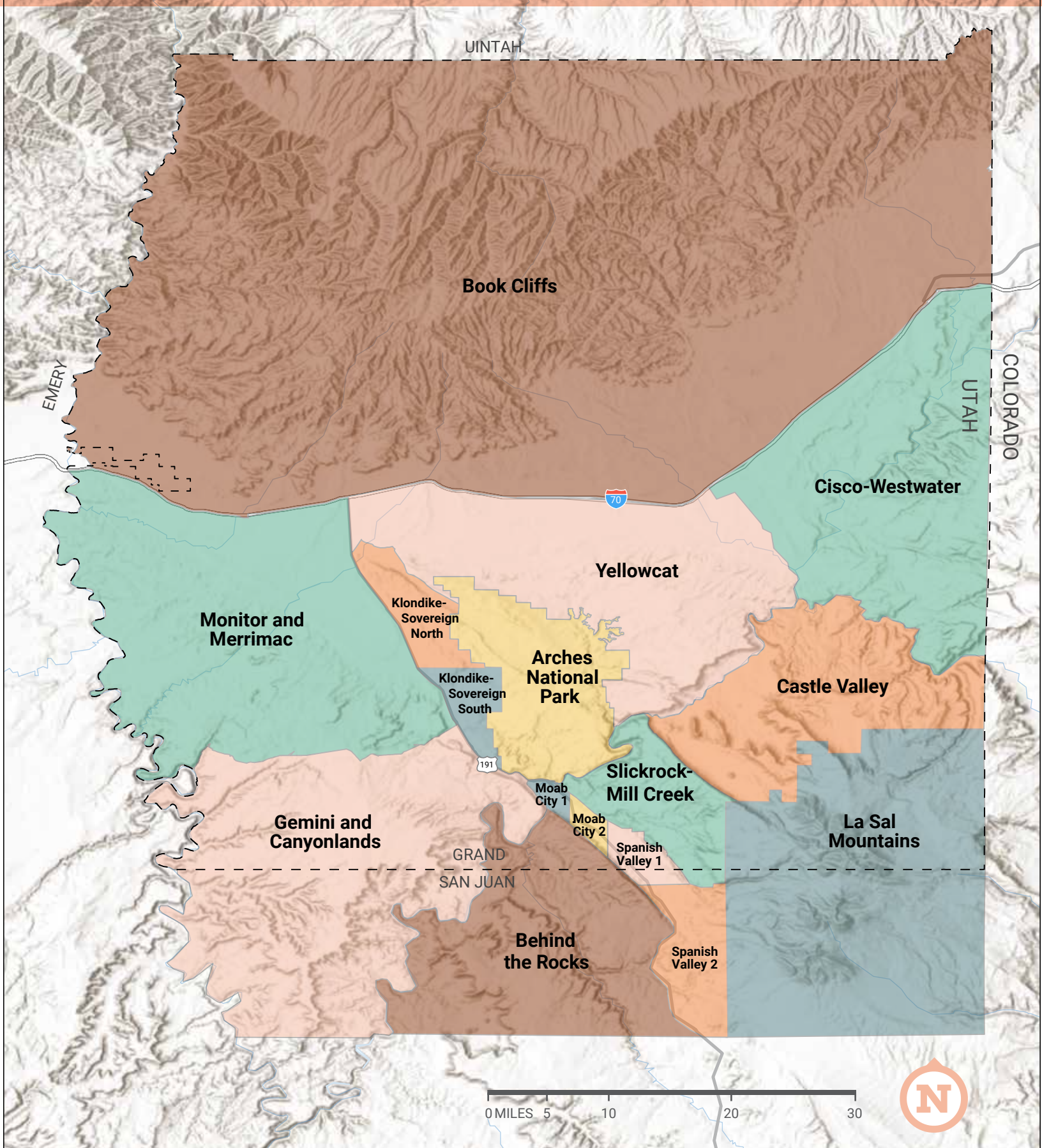
II-07	500 W / Williams Way	Improve the intersection of 500 W / Williams Way and crossings between the existing 500 W Trail and proposed Williams Way Trail. Consider a raised crosswalk across Williams Way to the existing Mill Creek Parkway connector on the east-side of 500 W (currently stop sign controlled). Consider a RRFB, high-visibility crosswalk, curb extensions, and signage across 500 W from the existing 500 W Trail and Anonymous Park to the proposed Williams Way Trail and existing trail near Moab Regional (no traffic control).	Williams Way	500 W
II-08	Center St / 300 E	Add high-visibility painted crosswalk and signage to all corners of the intersection. Consider additional curb extensions to reduce crossing distance.	Center St	300 E
II-09	Mill Creek Dr / Sand Flats Rd	Improvement the intersection of the proposed Mill Creek Dr Trail and Sand Flats Trail. Consider a roundabout with adjacent shared use path at intersection.	Mill Creek Dr	Sand Flats Rd
II-10	Mill Creek Dr / US-191	Improve future US-191 Trail crossing(s) along US-191 between the existing Mill Creek Dr bike lanes and existing USU Moab Trail.	Mill Creek Dr	US-191
II-11	Williams Way / 100 W	Improve 100 W Trail crossing at Williams Way with raised crosswalk and signage to increase safety at the intersection for trail users.	100 W	Williams Way

ID	NAME	DESCRIPTION	EXTENT ONE	EXTENT TWO
SPOT IMPROVEMENTS - PEDESTRIAN BRIDGE				
PB-01	Cinema Court Bridge	Replaced damaged pedestrian bridge over Pack Creek to connect existing trail through Bonita Ln to San Miguel Ave.	Existing trail	San Miguel Ave
PB-02	Colorado River Bridge	Add pedestrian bridge over Colorado River, connecting Kane Creek Trail and SR-279 Trail.	Kane Springs Rd	SR-279

$104,700	Medium	Medium	
$56,700	Short	Low	Connection to Center Street Ballparks.
$168,000	Long	Medium	Roundabout provides opportunity for green infrastructure/ landscaping or large art/placemaking feature.
$658,000	Medium	Medium	Potential future traffic signal candidate. Partner with UDOT for appropriate improvements based on current warrants and best practices. Consider PHB, high-visibility crosswalk, and signage or coordinate with traffic signal development. Crossings within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.
$25,000	Short	High	

COST ($)	HORIZON	PRIORITY	IMPLEMENTATION
$225,000	Short	Medium	Bridge was washed out by flooding and not replaced, but the easement still exists. Important connection for Holyoak neighborhood commuters.
$1,125,000	Long	Medium	Coordinate with development.

MAP 11. OVERVIEW MAP OF MAP REGIONS



NATURAL SURFACE TRAIL PROPOSALS

REGIONS

The following pages contain recommendations for new natural surface trails throughout the County, contextualized with existing trails and doubletrack routes commonly used by non-motorized users. The County is broken into sixteen regional maps that are based on the scheme used in the *2011 Non-Motorized Trails Master Plan,* with a few minor boundary changes in order to improve clarity. The Klondike-Sovereign area has also been broken into a North and South section in order to provide more detail.

EXISTING HIKING AND EQUESTRIAN TRAILS

The majority of trails in the County are open to hikers and equestrians, including all trails on BLM land. Hiking/equestrian trails that have been approved and/or signed by the land manager are shown in blue. Some trails that have not been signed or approved by the land manager, but are commonly/historically used by hikers and equestrians, are shown in teal. Inclusion of these trails in the Plan is an acknowledgment of common use and does not indicate a recommendation for changes, unless the trail appears as a proposal.

EXISTING BIKE TRAILS

Existing, approved trails that allow mountain bike use are shown in orange, although mountain bikers may not be the primary user group. For example, Hidden Valley Trail is open to bikes, but predominantly used by hikers. For information about the most common users of each trail, see the matrices.

EXISTING ROADS

Doubletrack roads that are commonly used by non-motorized users, such as equestrians and mountain bikers, are shown in yellow. For example, the Onion Creek Road is adjacent to many equestrian trails and popular with equestrian users.

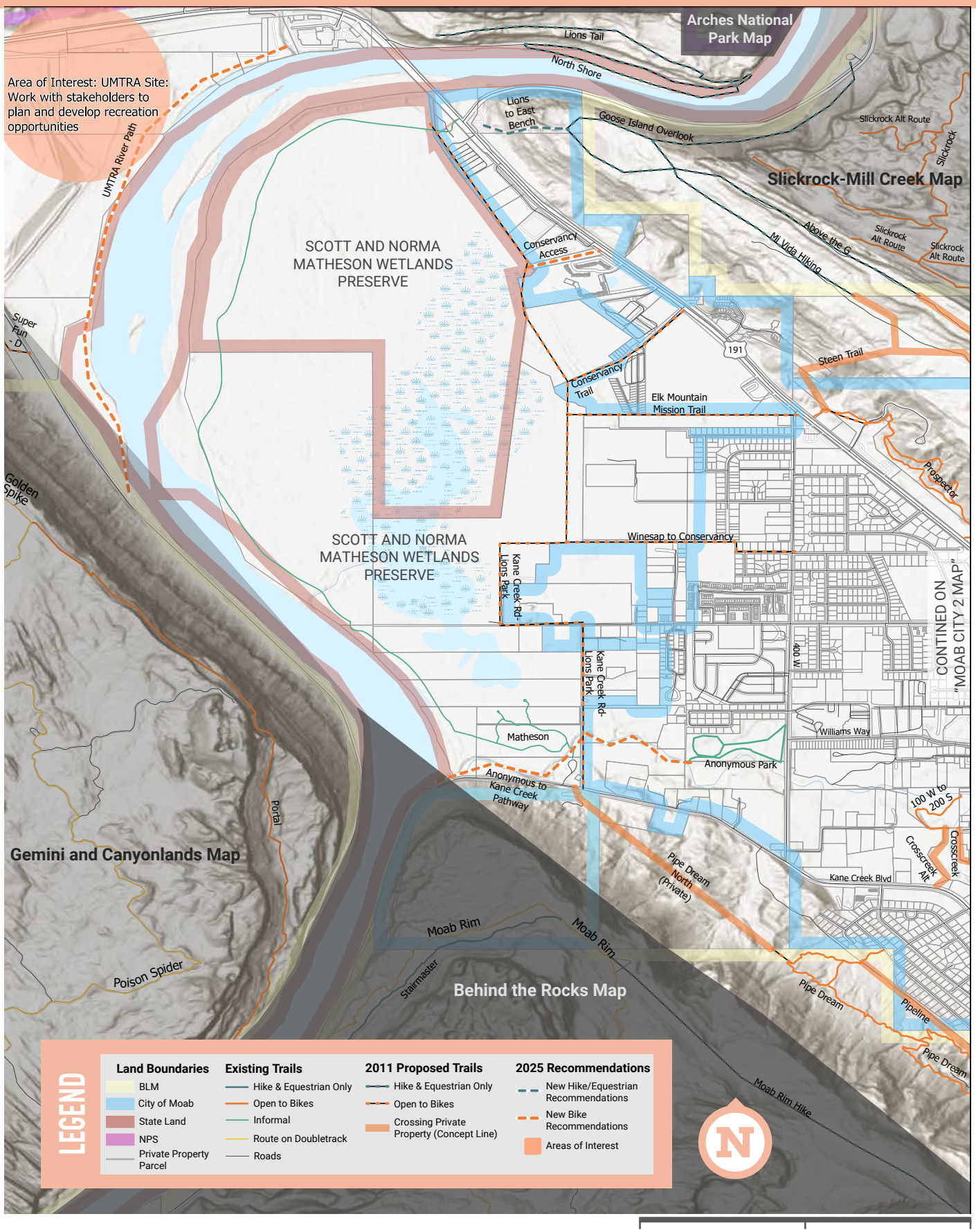
PREVIOUSLY PROPOSED TRAILS

Proposed trails that were included in the previously approved 2011 Plan are shown with a black/blue dotted line (for hiking/equestrian) or black/orange dotted line (for trails that are recommended to allow bikes) and indicated as “2011 Proposals” in the status column of the matrices. 2011 trail proposals that enter San Juan County are shown in grey for context to indicate that Grand County does not have jurisdiction over those areas and do not appear in the proposal matrices. Active transportation-focused recommendations from 2011 appear in the Active Transportation Recommendations section (p.78).

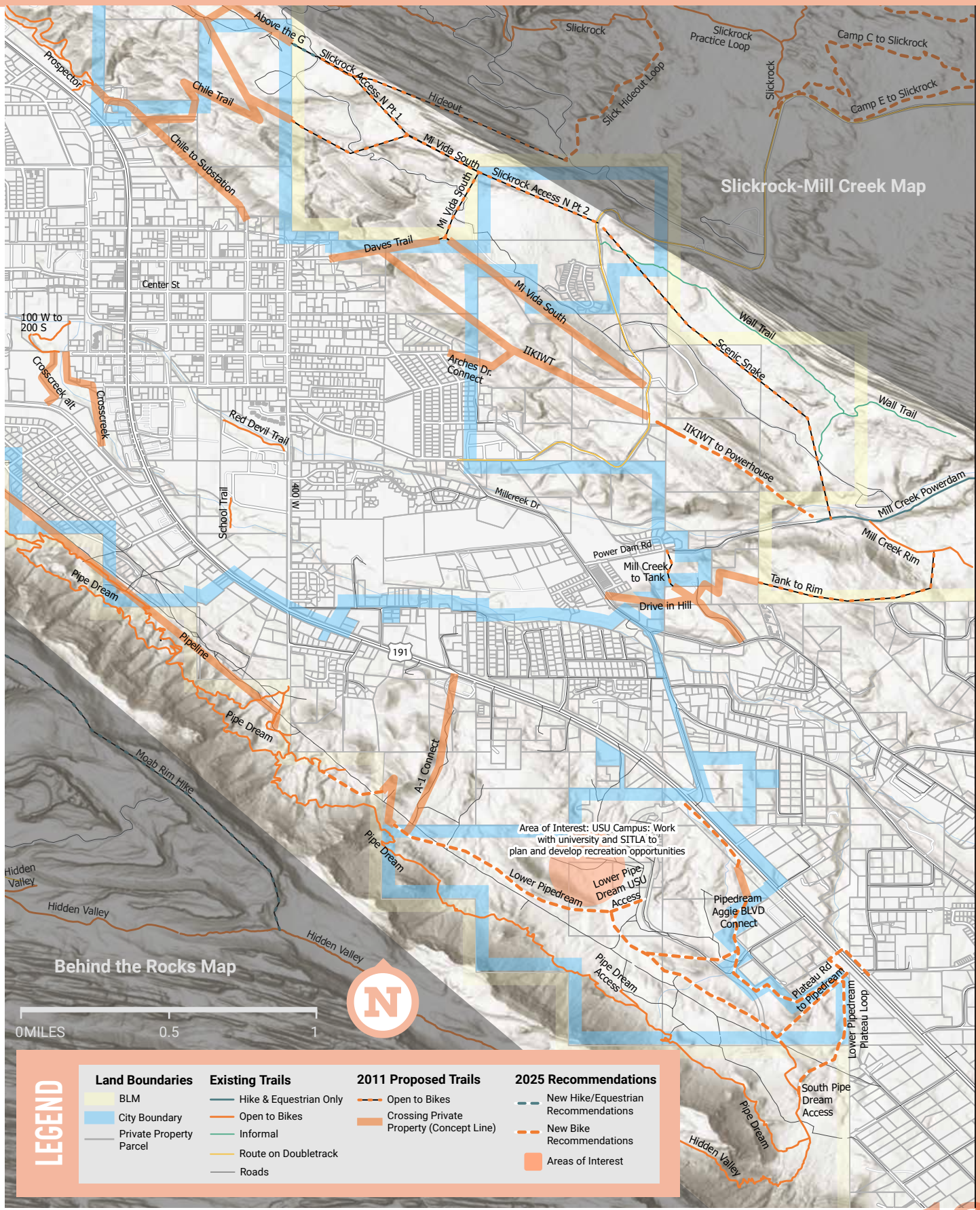
NEW PROPOSALS

New proposals created during the 2025 Plan update are shown by white/blue or white/orange dotted lines and indicated as “2025 Concept” in the matrices. These were developed based on public input: trails suggested in stakeholder meetings and on the online comment map were vetted for feasibility and consistency with guiding principles, discussed with the relevant land managers, and presented to the public at a mid-term open house. Inclusion of trails in this map and matrices constitutes a “wishlist,” and does not guarantee that the trails will be built. Trail alignment, design, and construction is ultimately at the discretion of the land manager or owner (see p. 8 for information about how Grand County and the City of Moab collaborate with land managers, and p. 219 to learn about working with private property owners).

MAP 12. MOAB CITY 1



MAP 13. MOAB CITY 2



Moab City 1: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Moab City 1	Pipedream	Pipedream	Approved	Bike	NA	Single
Moab City 1	100 W to 200 S	NA	Approved	Bike	Hike	Single
Moab City 1	Anonymous Park	NA	Informal	Hike	Bike	Single
Moab City 1	Matheson	NA	Approved	Hike	NA	Single
Moab City 1	Prospector	NA	Approved	Hike	Bike	Single

Moab City 1: Proposed Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Moab City 1	Pipe Dream North (Private)	Pipedream	2011 Proposed	Bike	Hike	Single
Moab City 1	Pipeline	Pipedream	2011 Proposed	Bike	NA	Single
Moab City 1	Above the G	NA	2011 Proposed	Hike		Single
Moab City 1	Anonymous to Kane Creek Pathway	NA	2025 Concept	Bike	Hike	Single
Moab City 1	Conservancy Access	NA	2025 Concept	Bike	Hike	Single
Moab City 1	Crosscreek	NA	2011 Proposed	Hike	Bike	Single
Moab City 1	Crosscreek alt	NA	2011 Proposed	Hike	Bike	Single
Moab City 1	Elk Mountain Mission Trail	NA	2011 Proposed	Bike	Hike	Single
Moab City 1	Goose Island Overlook	NA	2011 Proposed	Hike		Single
Moab City 1	Kane Creek Rd-Lions Park	NA	2011 Proposed	Bike	Hike	Single
Moab City 1	Lions to East Bench	NA	2025 Concept	Hike	NA	Single
Moab City 1	Lion's Tail	NA	2011 Proposed	Hike	NA	Single
Moab City 1	Mi Vida Hiking	NA	2011 Proposed	Hike	Bike	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Black	BLM	NA	Yes	No	No	No	No	5.1
Natural	Easy	City of Moab	NA	Yes	Yes	No	No	No	0.3
Natural	Easy	City of Moab	NA		No	No	No	No	0.8
Natural	Moderate	TNC	DNR	No	No	No	No	No	0.8
Natural	Moderate	Private	NA	Yes	No	No	No	No	1.3

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Blue	Private	BLM	Yes	No	No	No	No	0.7
Natural	Green	Private	Private	Yes	No	No	No	No	1.2
Natural	Moderate	Private	BLM	Yes	No	No	No	No	1.7
Natural	Green	TNC	NA	Yes	No	No	No	No	0.7
Natural	Easy	TNC	DNR	Yes	No	No	No	No	0.2
Natural	Easy	Private	NA	Yes	No	No	No	No	0.4
Natural	Easy	Private	NA	Yes	No	No	No	No	0.2
Natural	Green	Private	NA	Yes	No	No	No	No	0.6
Natural	Moderate	BLM	NA	No	No	No	No	No	1.3
Natural	Green	DNR	TNC	Yes	No	No	No	No	2.5
Natural	Moderate	Grand County	BLM	Yes	No	No	No	No	0.2
Natural	Moderate	Grand County	DNR	No	No	No	No	No	.88
Natural	Moderate	Private	BLM	Yes	No	No	No	No	0.8

Moab City 1: Proposed Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Moab City 1	North Shore	NA	2011 Proposed	Hike	NA	Single
Moab City 1	Steen Trail	NA	2011 Proposed	Bike	Hike	Single
Moab City 1	Winesap to Conservancy	NA	2011 Proposed	Bike	Hike	Single
Moab City 1	UMTRA River Path	NA	2025 Concept	Bike	Hike	Single

Moab City 2: Exisiting Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Moab City 2	Pipedream	Pipedream	Approved	Bike	NA	Single
Moab City 2	Pipedream Access	Pipedream	Approved	Bike	Hike	Single
Moab City 2	100 W to 200 S	NA	Approved	Hike	Bike	Single
Moab City 2	Red Devil Trail	NA	Approved	Hike	Bike	Single
Moab City 2	School Trail	NA	Approved	Hike	Bike	Single
Moab City 2	Wall Trail	NA	Informal	Hike	NA	Single
Moab City 2	Mill Creek Left Hand	NA	Approved	Hike	NA	Single
Moab City 2	Mill Creek Rim	NA	Approved	Hike	Bike	Single
Moab City 2	Prospector	NA	Approved	Hike	Bike	Single
Moab City 2	Hidden Valley	NA	Approved	Hike	Bike	Single
Moab City 2	South Pipe Dream Access	Pipedream	Approved	Bike	Hike	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Easy	Grand County	DNR	Yes	No	No	No	No	1.1
Natural	Blue	Private	BLM	Yes	No	No	No	No	1.4
Natural	Green	Private	TNC	Yes	No	No	No	No	0.6
Natural	Green	Grand County	DNR	Yes	No	No	No	No	1.6

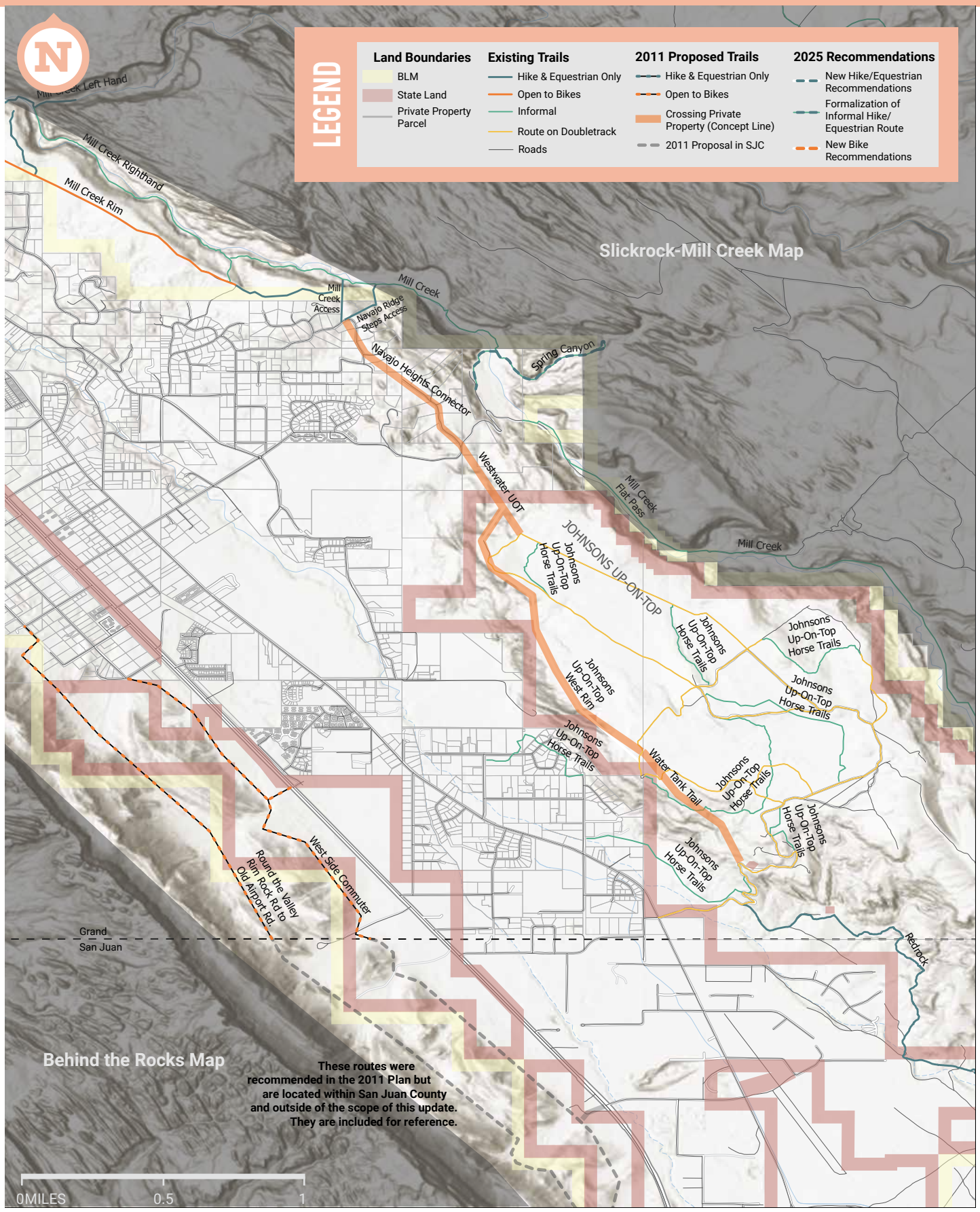
Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	Length (Miles)
Natural	Black	BLM	NA	Yes	No	No	No	No	5.1
Natural	Black	BLM	NA	Yes	No	No	No	No	0.5
Natural	Easy	City of Moab	NA	Yes	Yes	No	No	No	0.3
Natural	Easy	Grand County School District	NA	Yes	Yes	No	No	No	0.2
Natural	Easy	Grand County School District	City of Moab	Yes	Yes	No	No	No	0.1
Natural	Easy	BLM	SITLA	No	No	No	No	No	1.5
Natural	Moderate	BLM	NA	No	No	No	No	No	0.7
Natural	More Difficult	BLM	NA	Yes	No	No	No	No	1.5
Natural	Moderate	Private	NA	Yes	No	No	No	No	1.3
Natural	Moderate	BLM	NA	Yes	No	No	No	No	3.0
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.3

Moab City 2: Proposed Trails

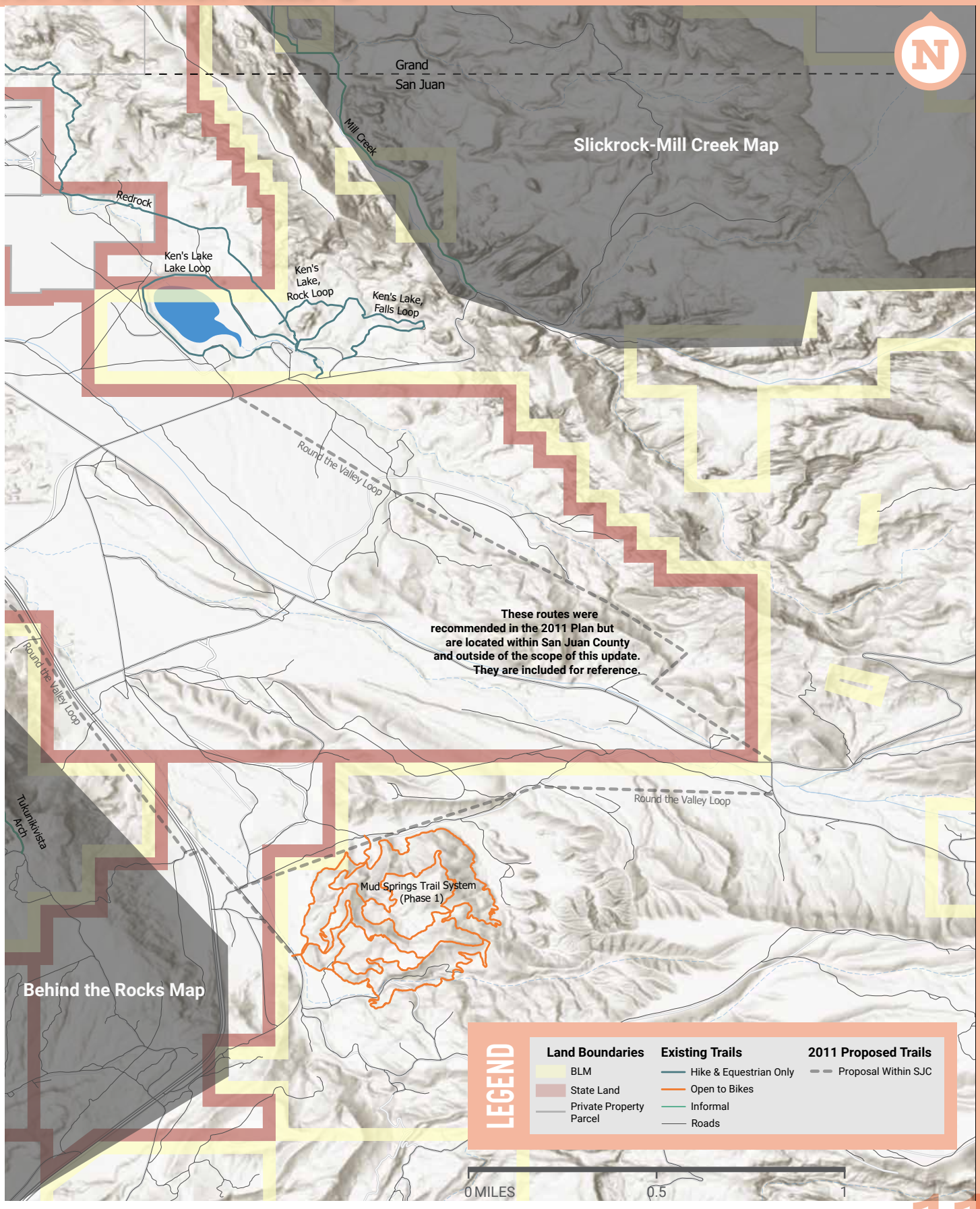
Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Moab City 2	Lower Pipedream Plateau Loop	Pipedream	2025 Concept	Bike	Hike	Single
Moab City 2	Lower Pipedream	Pipedream	2025 Concept	Bike	Hike	Single
Moab City 2	Lower Pipe Dream USU Access	Pipedream	2025 Concept	Bike	Hike	Single
Moab City 2	Pipe Dream Aggie Blvd Connect	Pipedream	2025 Concept	Bike	Hike	Single
Moab City 2	Pipeline	Pipedream	2011 Proposed	Bike	NA	Single
Moab City 2	Plateau Rd to Pipedream	Pipedream	2025 Concept	Bike	Hike	Single
Moab City 2	A-1 Connect	NA	2011 Proposed	Bike	Hike	Double
Moab City 2	Above the G	NA	2011 Proposed	Hike	NA	Single
Moab City 2	Arches Dr. Connect	NA	2011 Proposed	Bike	Hike	Single
Moab City 2	Chile to Substation	NA	2011 Proposed	Bike	Hike	Single
Moab City 2	Chile Trail	NA	2011 Proposed	Bike	Hike	Single
Moab City 2	Crosscreek	NA	2011 Proposed	Hike	Bike	Single
Moab City 2	Crosscreek alt	NA	2011 Proposed	Hike	Bike	Single
Moab City 2	Dave's Trail	NA	2011 Proposed	Bike	Hike	Single
Moab City 2	Drive in Hill	NA	2011 Proposed	Bike	Hike	Single
Moab City 2	Hideout	NA	2011 Proposed	Bike	Hike	Single
Moab City 2	IIKIWT	NA	2011 Proposed	Bike	Hike	Single
Moab City 2	IIKIWT to Powerhouse	NA	2025 Concept	Bike	Hike	Single
Moab City 2	Mi Vida South	NA	2011 Proposed	Bike	Hike	Single
Moab City 2	Mill Creek to Tank	NA	2011 Proposed	Bike	Hike	Single
Moab City 2	Scenic Snake	NA	2011 Proposed	Bike	Hike	Single
Moab City 2	Slickrock Access N pt 1	NA	2011 Proposed	Bike		Single
Moab City 2	Slickrock Access N pt 2	NA	2011 Proposed	Bike	Hike	Single
Moab City 2	Tank to Rim	NA	2011 Proposed	Bike	Hike	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Green-Blue	SITLA	BLM	Yes	No	No	No	No	0.9
Natural	Green	SITLA	BLM	Yes	No	No	No	No	2.0
Natural	Green	USU	SITLA	Yes	No	No	No	No	0.1
Natural	Green-Blue	Private	SITLA	Yes	No	No	No	No	0.8
Natural	Green	Private	Private	Yes	No	No	No	No	1.2
Natural	Green	SITLA	NA	Yes	No	No	No	No	0.5
Natural	Green	Private	NA	Yes	No	No	No	No	0.5
Natural	Moderate	Private	BLM	Yes	No	No	No	No	1.7
Natural	Black	Private	NA	Yes	No	No	No	No	0.2
Natural	Green	Private	NA	Yes	No	No	No	No	0.6
Natural	Green	Private	NA	Yes	No	No	No	No	1.1
Natural	Easy	Private	NA	Yes	Yes	No	No	No	0.4
Natural	Easy	Private	NA	Yes	No	No	No	No	0.2
Natural	Black	Private	Grand County	Yes	No	No	No	No	0.3
Natural	Blue	Private	Grand County	Yes	No	No	No	No	0.2
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.75
Natural	Blue	Private	NA	Yes	No	No	No	No	0.9
Natural	Blue	BLM	City of Moab	Yes	No	No	No	No	0.6
Natural	Blue	Private	BLM	Yes	No	No	No	No	1.7
Natural	Blue	Private	Moab City	Yes	No	No	No	No	0.2
Natural	Blue	Private	BLM	Yes	No	No	No	No	1.2
Natural	Blue	SITLA	Private	Yes	No	No	No	No	.35
Natural	Blue	Sand Flats Recreation Area	BLM	Yes	No	No	No	No	.36
Natural	Black	Private	Grand County; BLM	Yes	No	No	No	No	1.1

MAP 14. SPANISH VALLEY 1



MAP 15. SPANISH VALLEY 2



Spanish Valley 1: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Spanish Valley 1	Pipe Dream Access	Pipedream	Approved	Bike	Hike	Single
Spanish Valley 1	South Pipe Dream Access	Pipedream	Approved	Bike	Hike	Single
Spanish Valley 1	Johnson's Up-on-Top Doubletrack	NA	Private Road	Equestrian	Motorized	Double
Spanish Valley 1	Johnson's Up-on-Top Horse Trails	NA	Informal	Equestrian	NA	Single
Spanish Valley 1	Mill Creek (private property crossing--pending legal status)	NA	Informal	Hike	NA	Single
Spanish Valley 1	Mill Creek Access	NA	Approved	Hike	NA	Single
Spanish Valley 1	Mill Creek Righthand	NA	Approved	Hike	NA	Single
Spanish Valley 1	Navajo Ridge Steps Access	NA	Approved	Hike	NA	Single
Spanish Valley 1	Redrock	NA	Approved	Equestrian	NA	Mixed

Spanish Valley 1: Proposed Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Spanish Valley 1	Johnsons Up-On-Top West Rim	NA	2025 Concept	Bike	Hike	Single
Spanish Valley 1	Spring Canyon	NA	Pending Legal Status	Hike	NA	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Blue	SITLA	NA	Yes	No	No	No	No	0.1
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.3
Natural	Easy	SITLA	Private	Yes	Yes	Yes	Yes	Yes	8.7
Natural	Moderate	SITLA	Private	Yes	No	No	No	No	5.7
Natural	Moderate	Private	NA	No	No	No	No	No	0.4
Natural	Moderate	Private	BLM	No	No	No	No	No	0.2
Natural	Easy	BLM	NA	No	No	No	No	No	2.1
Natural		Private	BLM	No	No	No	No	No	0.3
Natural		SITLA	BLM	No	No	No	No	No	3.5

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Blue	SITLA	Private	Yes	No	No	No	No	1.6
Natural	Moderate	Private	BLM	No	No	No	No	No	0.9

Spanish Valley 2: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Spanish Valley 2	Cauldron Exit	Mud Springs	Approved	Bike	NA	Single
Spanish Valley 2	Cauldron North	Mud Springs	Approved	Bike	NA	Single
Spanish Valley 2	Cauldron South	Mud Springs	Approved	Bike	NA	Single
Spanish Valley 2	Mud Springs North Access	Mud Springs	Approved	Bike	NA	Single
Spanish Valley 2	Mudsprings Trailhead Climb	Mud Springs	Approved	Bike	NA	Single
Spanish Valley 2	Perimeter DH	Mud Springs	Approved	Bike	NA	Single
Spanish Valley 2	Ridge 1 DH	Mud Springs	Approved	Bike	NA	Single
Spanish Valley 2	Ridge 2 DH	Mud Springs	Approved	Bike	NA	Single
Spanish Valley 2	Ridge 3 DH	Mud Springs	Approved	Bike	NA	Single
Spanish Valley 2	Ridges South	Mud Springs	Approved	Bike	NA	Single
Spanish Valley 2	Ken's Lake, Falls Loop	NA	Approved	Hike	NA	Single
Spanish Valley 2	Ken's Lake Loop	NA	Approved	Hike	NA	Single
Spanish Valley 2	Ken's Lake, Rock Loop	NA	Approved	Hike	NA	Single
Spanish Valley 2	Redrock	NA	Approved	Equestrian	NA	Mixed

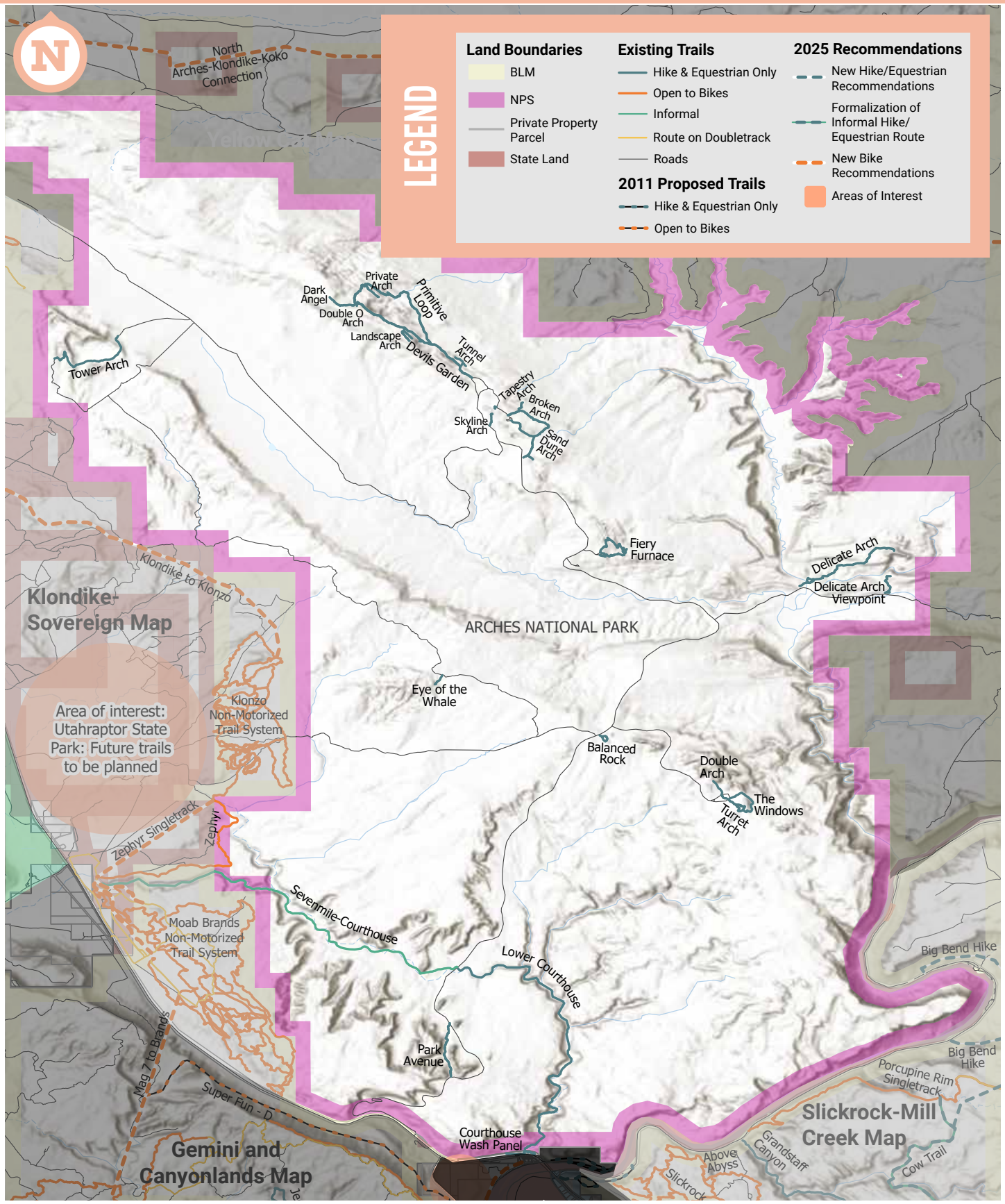
Spanish Valley 2: Proposed Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
No recommendations (outside of scope of 2025 Plan update)						

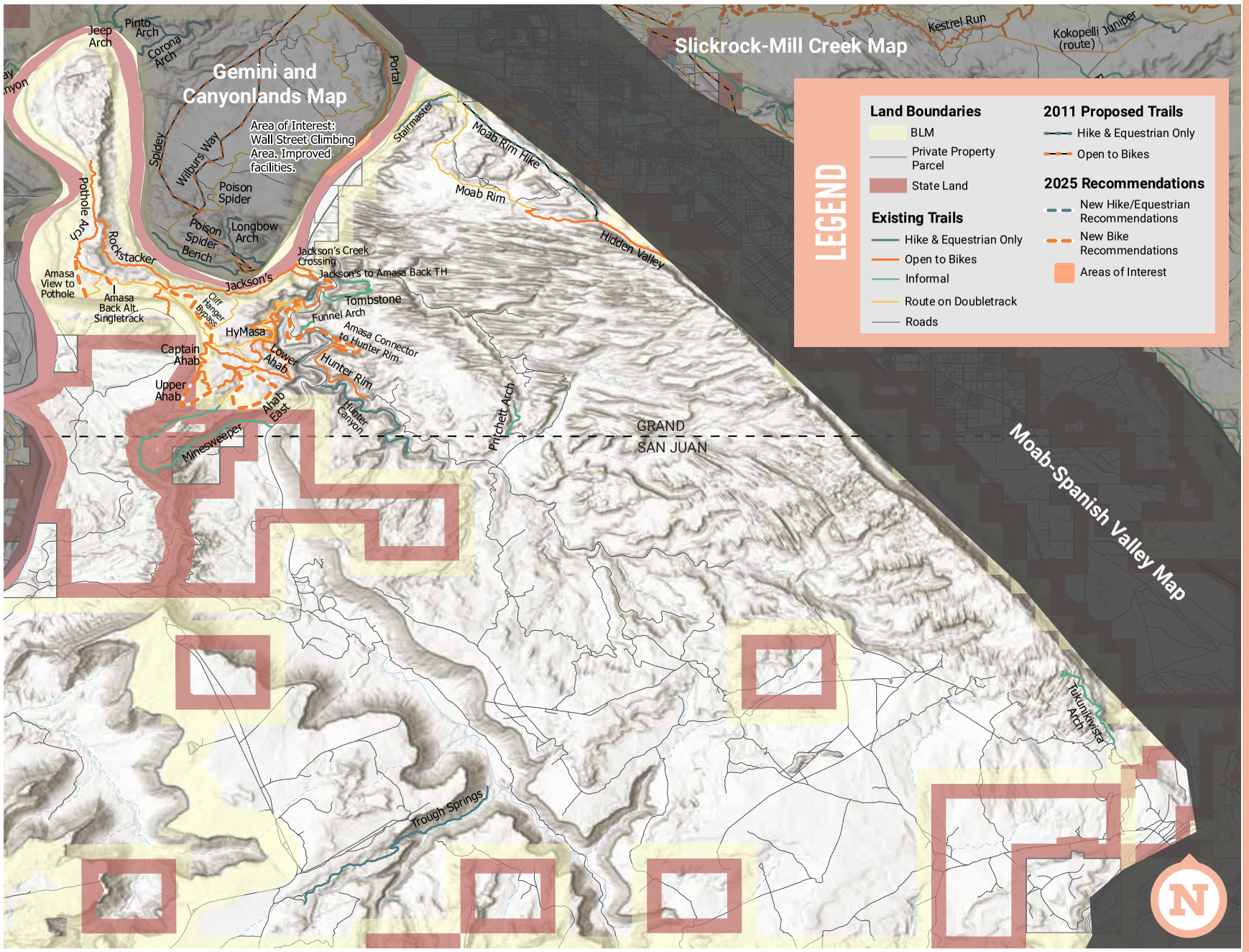
Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Green	BLM	NA	Yes	Yes	No	No	No	0.8
Natural	Blue	BLM	NA	Yes	Yes	No	No	No	1.3
Natural	Green	BLM	NA	Yes	Yes	No	No	No	0.7
Natural	Green	BLM	NA	Yes	Yes	No	No	No	0.5
Natural	Green	BLM	NA	Yes	Yes	No	No	No	2.0
Natural	Green	BLM	NA	Yes	Yes	No	No	No	3.1
Natural	Black	BLM	NA	Yes	Yes	No	No	No	0.5
Natural	Black	BLM	NA	Yes	Yes	No	No	No	0.3
Natural	Black	BLM	NA	Yes	Yes	No	No	No	0.6
Natural	Black	BLM	NA	Yes	Yes	No	No	No	1.1
Natural	Easy	BLM	NA	No	No	No	No	No	1.3
Natural	Easy	BLM	NA	No	No	No	No	No	1.7
Natural	Easy	BLM	NA	No	No	No	No	No	0.4
Natural		SITLA	BLM	No	No	No	No	No	3.5

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	

MAP 16. ARCHES NATIONAL PARK



MAP 17. BEHIND THE ROCKS



Arches National Park: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Arches National Park	Amphitheater	NA	Approved	Hike	NA	Single
Arches National Park	Balanced Rock	NA	Approved	Hike	NA	Single
Arches National Park	Broken Arch	NA	Approved	Hike	NA	Single
Arches National Park	Broken Arch Connector	NA	Approved	Hike	NA	Single
Arches National Park	Courthouse Wash Panel	NA	Approved	Hike	NA	Single
Arches National Park	Dark Angel	NA	Approved	Hike	NA	Single
Arches National Park	Delicate Arch	NA	Approved	Hike	NA	Single
Arches National Park	Delicate Arch Petroglyph	NA	Approved	Hike	NA	Single
Arches National Park	Delicate Arch Viewpoint	NA	Approved	Hike	NA	Single
Arches National Park	Devils Garden	NA	Approved	Hike	NA	Single
Arches National Park	Double Arch	NA	Approved	Hike	NA	Single
Arches National Park	Double O Arch	NA	Approved	Hike	NA	Single
Arches National Park	Eye of the Whale	NA	Approved	Hike	NA	Single
Arches National Park	Fiery Furnace	NA	Approved	Hike	NA	Single
Arches National Park	Fiery Furnace Viewpoint	NA	Approved	Hike	NA	Single
Arches National Park	Landscape Arch	NA	Approved	Hike	NA	Single
Arches National Park	Lower Courthouse	NA	Approved	Hike	NA	Single
Arches National Park	Navajo Arch	NA	Approved	Hike	NA	Single
Arches National Park	North Window	NA	Approved	Hike	NA	Single
Arches National Park	Park Avenue	NA	Approved	Hike	NA	Single
Arches National Park	Partition Arch	NA	Approved	Hike	NA	Single
Arches National Park	Pine Tree Arch	NA	Approved	Hike	NA	Single
Arches National Park	Primitive Loop	NA	Approved	Hike	NA	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	Length (Miles)
Soft Surface	More Difficult	Arches National Park	NA	No	No	No	No	No	0.1
Paved	Easy	Arches National Park	NA	No	No	No	No	No	0.3
Natural	Easy	Arches National Park	NA	No	No	No	No	No	1.4
Natural	Easy	Arches National Park	NA	No	No	No	No	No	0.3
Natural	Easy	Arches National Park	BLM	No	No	No	No	No	0.5
Natural	More Difficult	Arches National Park	NA	No	No	No	No	No	0.4
Natural	More Difficult	Arches National Park	NA	No	No	No	No	No	1.6
Natural	Easy	Arches National Park	NA	No	No	No	No	No	0.2
Soft Surface	Easy	Arches National Park	NA	No	No	No	No	No	0.5
Natural	More Difficult	Arches National Park	NA	No	No	No	No	No	4.0
Natural	Easy	Arches National Park	NA	No	No	No	No	No	0.3
Natural	More Difficult	Arches National Park	NA	No	No	No	No	No	0.0
Natural	More Difficult	Arches National Park	NA	No	No	No	No	No	0.2
Natural	More Difficult	Arches National Park	NA	No	No	No	No	No	1.3
Natural	Easy	Arches National Park	NA	No	No	No	No	No	0.1
Natural	Easy	Arches National Park	NA	No	No	No	No	No	0.9
Natural	Moderate	BLM	NA	No	No	No	No	No	5.2
Natural	Easy	Arches National Park	NA	No	No	No	No	No	0.3
Soft Surface	More Difficult	Arches National Park	NA	No	No	No	No	No	0.3
Natural	Easy	Arches National Park	NA	No	No	No	No	No	0.9
Natural	Easy	Arches National Park	NA	No	No	No	No	No	0.2
Natural	Easy	Arches National Park	NA	No	No	No	No	No	0.2
Natural	More Difficult	Arches National Park	NA	No	No	No	No	No	3.3

Arches National Park: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Arches National Park	Private Arch	NA	Approved	Hike	NA	Single
Arches National Park	Sand Dune Arch	NA	Approved	Hike	NA	Single
Arches National Park	SevenMile-Courthouse	NA	Informal	Hike	NA	Single
Arches National Park	Skyline Arch Trail	NA	Approved	Hike	NA	Single
Arches National Park	Tapestry Arch	NA	Approved	Hike	NA	Single
Arches National Park	Tower Arch	NA	Approved	Hike	NA	Single
Arches National Park	Tunnel Arch	NA	Approved	Hike	NA	Single
Arches National Park	Turret Arch	NA	Approved	Hike	NA	Single
Arches National Park	Windows Connector	NA	Approved	Hike	NA	Single
Arches National Park	Windows Loop Trail	NA	Approved	Hike	NA	Single
Arches National Park	Windows Primitive Loop Trail	NA	Approved	Hike	NA	Single

Arches National Park: Proposed Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
No natural surface trail recommendations.						

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	More Difficult	Arches National Park	NA	No	No	No	No	No	0.3
Natural	Easy	Arches National Park	NA	No	No	No	No	No	0.2
Natural	Moderate	Arches National Park	NA	No	No	No	No	No	5.6
Natural	Easy	Arches National Park	NA	No	No	No	No	No	0.2
Natural	Easy	Arches National Park	NA	No	No	No	No	No	0.3
Natural	More Difficult	Arches National Park	NA	No	No	No	No	No	1.5
Natural	Easy	Arches National Park	NA	No	No	No	No	No	0.1
Natural	Easy	Arches National Park	NA	No	No	No	No	No	0.2
Natural	Easy	Arches National Park	NA	No	No	No	No	No	0.1
Natural	More Difficult	Arches National Park	NA	No	No	No	No	No	0.5
Natural	Easy	Arches National Park	NA	No	No	No	No	No	0.7

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	

Behind the Rocks: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Behind the Rocks	Amasa Back Connector	Amasa Back	Approved	Bike	NA	Single
Behind the Rocks	Captain Ahab (lower)	Amasa Back	Approved	Bike	NA	Single
Behind the Rocks	Captain Ahab (route)	Amasa Back	Approved	Bike	NA	Single
Behind the Rocks	Captain Ahab (upper)	Amasa Back	Approved	Bike	NA	Single
Behind the Rocks	Cliff Hanger	Amasa Back	Existing	Motorized	Bike	Double
Behind the Rocks	Cliff Hanger Connector	Amasa Back	Existing	Bike	Hike	Double
Behind the Rocks	Cliff Hanger Jeep Route	Amasa Back	Existing	Motorized	Bike	Double
Behind the Rocks	HyMasa	Amasa Back	Approved	Bike	NA	Single
Behind the Rocks	Jackson	Amasa Back	Approved	Bike	NA	Single
Behind the Rocks	Jackson Connector	Amasa Back	Approved	Bike	NA	Single
Behind the Rocks	Jackson Creek Crossing	Amasa Back	Approved	Bike	NA	Single
Behind the Rocks	Jackson's Ladder	Amasa Back	Approved	Hike	Bike	Single
Behind the Rocks	Rockstacker	Amasa Back	Approved	Bike	NA	Single
Behind the Rocks	Pothole Arch	Amasa Back	Approved	Bike	NA	Single
Behind the Rocks	Abraxas Climbing Access Trail	NA	Approved	Climb	NA	Single
Behind the Rocks	Funnel Arch	NA	Informal	Hike	NA	Single
Behind the Rocks	Hidden Valley	NA	Approved	Hike	Bike	Single
Behind the Rocks	Hunter Canyon	NA	Approved	Hike	NA	Single
Behind the Rocks	Hunter Rim	NA	Approved	Hike	Bike	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	Length (Miles)
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.7
Natural	Double Black	BLM	NA	Yes	No	No	No	No	2.0
Natural	Double Black	BLM	NA	Yes	No	No	No	No	4.3
Natural	Black	BLM	NA	Yes	No	No	No	No	2.2
Natural	Black	BLM	NA	Yes	Yes	Yes	Yes	Yes	3.8
Natural	Black	BLM	NA	Yes	Yes	Yes	Yes	Yes	1.2
Natural	Black	BLM	NA	Yes	Yes	Yes	Yes	Yes	5.3
Natural	Blue-Black	BLM	NA	Yes	No	No	No	No	2.7
Natural	Double Black	BLM	NA	Yes	No	No	No	No	1.9
Natural	Double Black	BLM	NA	Yes	No	No	No	No	0.3
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.3
Natural	Difficult	BLM	NA	Yes	No	No	No	No	0.5
Natural	Double Black	BLM	NA	Yes	No	No	No	No	1.7
Natural	Black	BLM	NA	Yes	No	No	No	No	2.0
Natural	Moderate	BLM	NA	No	No	No	No	No	0.4
Natural	Difficult	BLM	NA	No	No	No	No	No	0.3
Natural	Moderate	BLM	NA	Yes	No	No	No	No	3.0
Natural	Moderate	BLM	NA	No	No	No	No	No	2.2
Natural	Black	BLM	NA	Yes	NA	NA	NA	NA	1.5

Behind the Rocks: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Behind the Rocks	Minesweeper	NA	Informal	Hike	NA	Single
Behind the Rocks	Moab Rim	NA	Existing	Motorized	Bike	Double
Behind the Rocks	Pritchett Arch	NA	Informal	Hike	NA	Single
Behind the Rocks	Stairmaster	NA	Approved	Hike	NA	Single
Behind the Rocks	Tombstone	NA	Informal	Hike	NA	Single
Behind the Rocks	Trough Springs	NA	Approved	Hike	NA	Single
Behind the Rocks	Tukunikivista Arch	NA	Informal	Hike	NA	Single

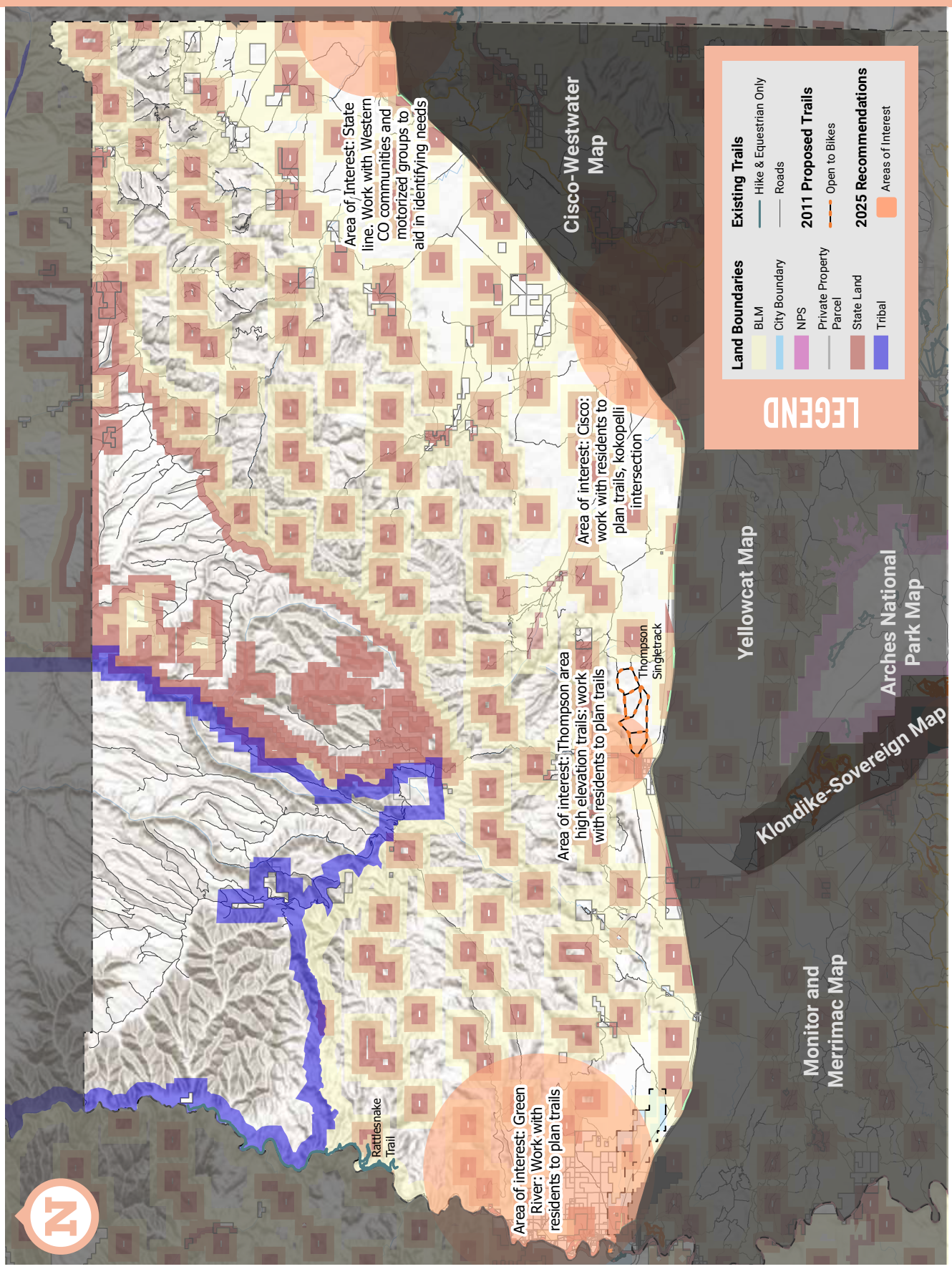
Behind the Rocks: Proposed Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Behind the Rocks	Ahab East	Amasa Back	2025 Concept	Bike	Hike	Single
Behind the Rocks	Amasa Back Alternative Singletrack	Amasa Back	Informal	Bike	Hike	Single
Behind the Rocks	Amasa Connect to Hunter Rim Trail	Amasa Back	2025 Concept	Hike	NA	Single
Behind the Rocks	Amasa View to Pothole	Amasa Back	2025 Concept	Bike	Hike	Single
Behind the Rocks	Cliffhanger Bypass	Amasa Back	2025 Concept	Bike	Hike	Single
Behind the Rocks	Jackson's to Amasaback Trailhead	Amasa Back	2025 Concept	Bike	Hike	Single
Behind the Rocks	Upper Captain Ahab	Amasa Back	2025 Concept	Bike	Hike	Single
Behind the Rocks	Moab Rim Hike	NA	2011 Proposed	Hike	NA	Single

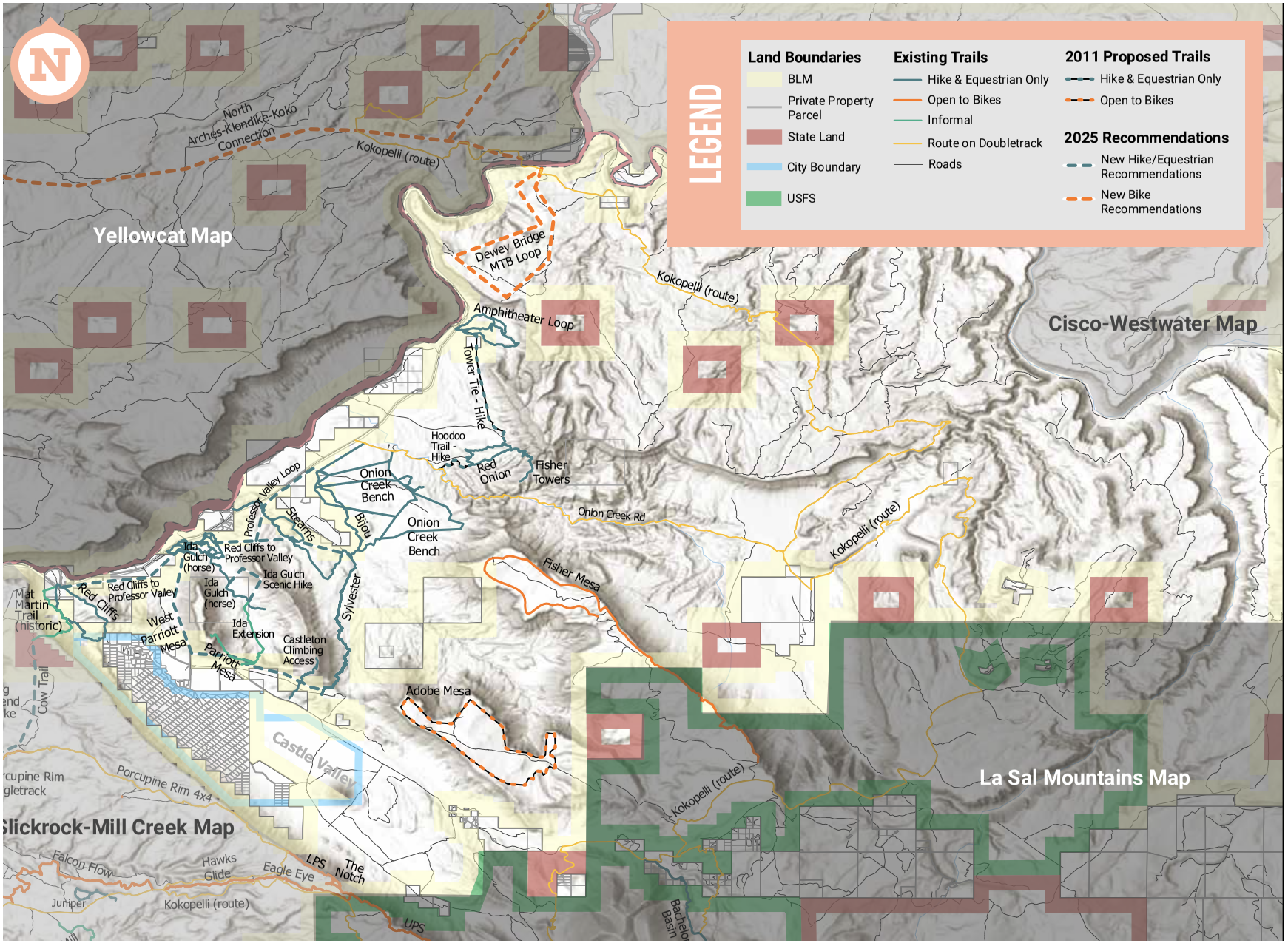
Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Difficult	BLM	NA	No	Yes	Yes	Yes	Yes	3.2
Natural	Double Black	BLM	NA	Yes	Yes	Yes	Yes	Yes	3.5
Natural	Difficult	BLM	NA	No	No	No	No	No	0.5
Natural	More Difficult	BLM	NA	No	No	No	No	No	0.9
Natural	Difficult	BLM	NA	No	No	No	No	No	1.2
Natural	More Difficult	BLM	NA	No	No	No	No	No	3.3
Natural	Moderate	BLM	NA	No	No	No	No	No	1.4

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Black	BLM	SITLA	Yes	No	No	No	No	1.4
Natural	Black	BLM	NA	Yes	No	No	No	No	0.2
Natural	Moderate	BLM	NA	Yes	No	No	No	No	1.7
Natural	Black	BLM	NA	Yes	No	No	No	No	0.5
Natural	Black	BLM	NA	Yes	No	No	No	No	1.0
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.4
Natural	Black	SITLA	BLM	Yes	No	No	No	No	0.9
Natural	Moderate	BLM	NA	No	No	No	No	No	2.2

MAP 18. BOOK CLIFFS



MAP 19. CASTLE VALLEY



Book Cliffs: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Book Cliffs	Rattlesnake Trail	NA	Approved	Equestrian	NA	Single

Book Cliffs: Proposed Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Book Cliffs	Thompson ST	NA	2011 Proposed	Bike	Moto	Single

Castle Valley: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Castle Valley	Amphitheater Loop	NA	Approved	Hike	NA	Single
Castle Valley	Castleton Climbing Access	NA	Approved	Climb	NA	Single
Castle Valley	Fisher Mesa	NA	Approved	Bike	NA	Single
Castle Valley	Fisher Towers	NA	Approved	Hike	NA	Single
Castle Valley	Bijou	NA	Approved	Equestrian	NA	Single
Castle Valley	Ida Extenstion	NA	Informal	Hike	Equestrian	Single
Castle Valley	Ida Gulch (hike)	NA	Approved	Hike	Equestrian	Single
Castle Valley	Ida Gulch (horse)	NA	Approved	Equestrian	Hike	Single
Castle Valley	Onion Creek Bench	NA	Approved	Equestrian	NA	Single
Castle Valley	Onion Creek Road	NA	Existing	Equestrian	NA	Double
Castle Valley	Parriott Mesa	NA	Informal	Hike	Climb	Single
Castle Valley	Red Cliffs	NA	Approved	Equestrian	Hike	Single
Castle Valley	Red Onion	NA	Approved	Hike	NA	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural		BLM	NA	No	No	No	No	No	24.3

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Green-Blue	BLM	Private	Yes	Yes	Yes	No	No	1.4

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Easy-Moderate	BLM	NA	No	No	No	No	No	4.3
Natural	Difficult	BLM	Utah Open Lands	No	No	No	No	No	1.4
Natural	Black	USFS	NA	Yes	No	No	No	No	11.0
Natural	Moderate	BLM	NA	No	No	No	No	No	1.9
Natural	Moderate	BLM	NA	No	No	No	No	No	2.0
Natural	Moderate	BLM	NA	No	No	No	No	No	1.5
Natural	Moderate	BLM	NA	No	No	No	No	No	2.7
Natural	Moderate	BLM	NA	No	No	No	No	No	8.2
Natural	Easy	BLM	NA	No	No	No	No	No	21.7
Natural		BLM	NA	Yes	Yes	Yes	Yes	Yes	9.6
Natural	Most Difficult	BLM	NA	No	NA	NA	NA	NA	1.4
Natural		BLM	Private	No	No	No	No	No	3.7
Natural	Difficult	BLM	NA	No	No	No	No	No	3.5

Castle Valley: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Castle Valley	Stearns Creek	NA	Approved	Equestrian	NA	Single
Castle Valley	Stearns Gulch	NA	Approved	Equestrian	NA	Single
Castle Valley	Sylvester	NA	Approved	Equestrian	Hike	Single

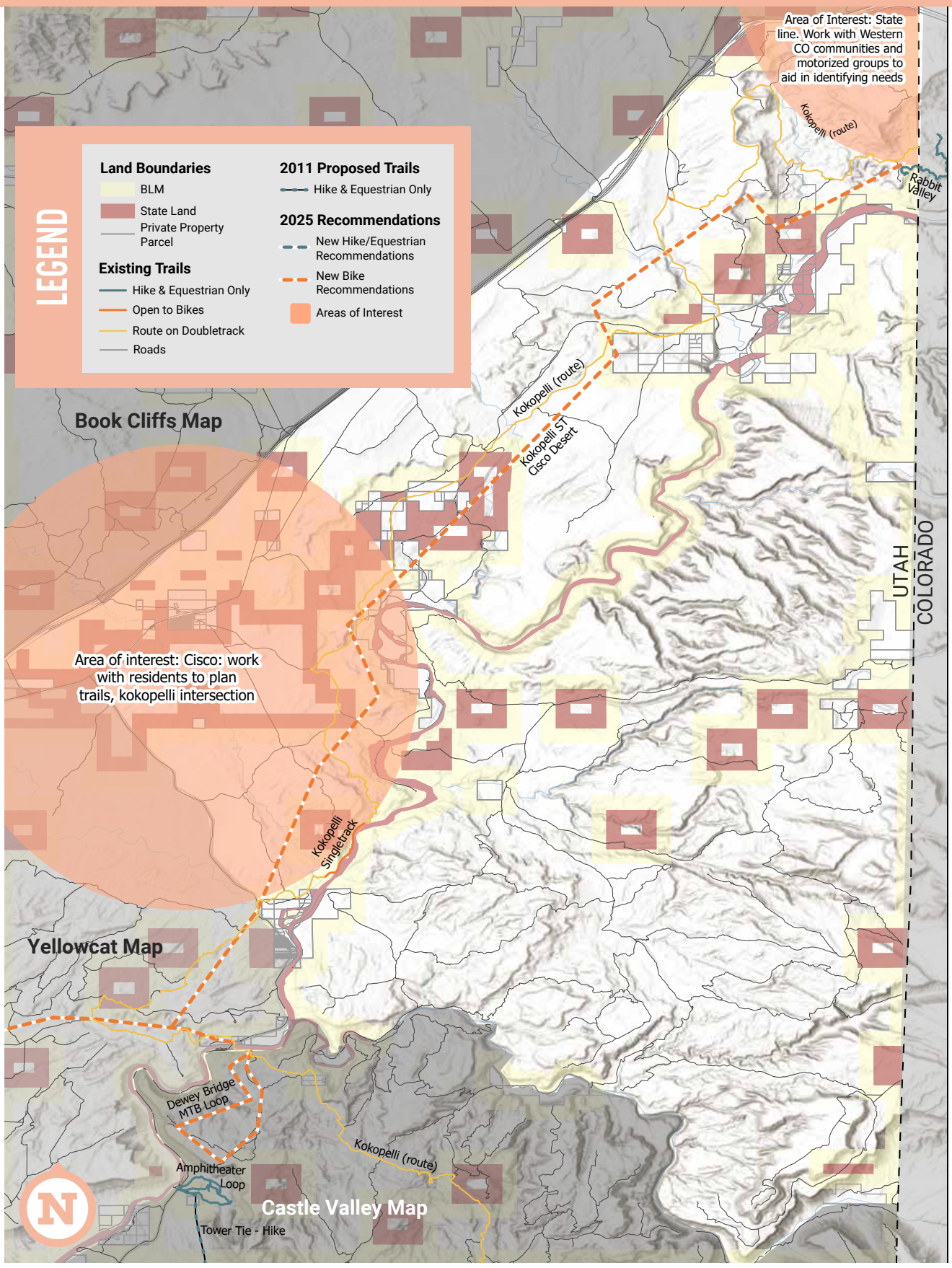
Castle Valley: Proposed Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Castle Valley	Adobe Mesa	NA	2011 Proposed	Bike	Hike	Single
Castle Valley	Dewey Bridge MTB Loop	NA	2025 Concept	Bike	Hike	Single
Castle Valley	Ida Gulch Scenic hike	NA	2025 Concept	Hike	NA	Single
Castle Valley	Professor Valley Loop	NA	2025 Concept	Hike	NA	Single
Castle Valley	Red Cliffs to Professor Valley	NA	2025 Concept	Hike	NA	Single
Castle Valley	Sylvester to Castle Valley	NA	2025 Concept	Hike	Hike	Single
Castle Valley	Tower Tie - Hike	NA	2011 Proposed	Hike	NA	Single
Castle Valley	West Pariott Mesa	NA	2025 Concept	Hike	NA	Single

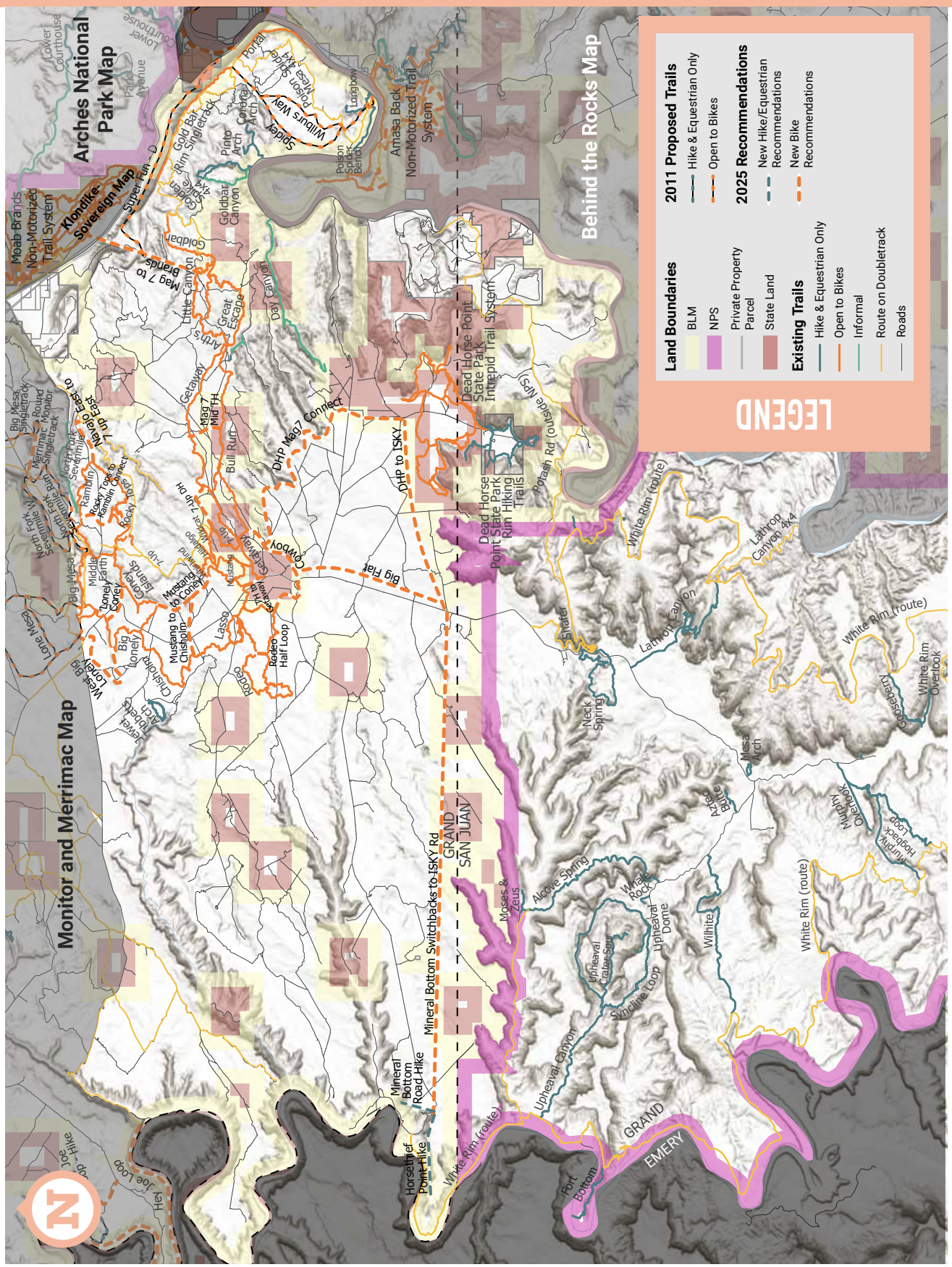
Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural		BLM	NA	No	No	No	No	No	5.0
Natural		BLM	NA	No	No	No	No	No	2.8
Natural	More Difficult	BLM	NA	No	No	No	No	No	6.8

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Moderate	BLM	USFS	Yes	No	No	No	No	9.1
Natural	Blue black	BLM	NA	Yes	No	No	No	No	7.6
Natural	Easy	BLM	NA	Yes	No	No	No	No	3.5
Natural	Easy	BLM	Private	Yes	No	No	No	No	2.2
Natural	Green	Private	BLM	Yes	No	No	No	No	5.3
Natural	Easy	BLM	Private	Yes	No	No	No	No	1.6
Natural	Moderate	BLM	NA	No	No	No	No	No	2.7
Natural	Moderate	BLM	Utah Open Lands	Yes	No	No	No	No	3.7

MAP 20. CISCO-WESTWATER



MAP 21. GEMINI-CANYONLANDS



Cisco-Westwater: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Multiple	Kokopelli Singletrack		Approved	Bike	NA	Single
Multiple	Kokopelli (route)		Existing	Bike	NA	Double

Cisco-Westwater: Proposed Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Cisco-Westwater	Kokopelli ST Cisco Desert	NA	2025 Concept	Bike	Hike	Single

Gemini and Canyonlands: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Gemini and Canyonlands	Big Chief	Dead Horse Point Intrepid Trail System	Approved	Bike	NA	Single
Gemini and Canyonlands	Crossroads	Dead Horse Point Intrepid Trail System	Approved	Bike	NA	Single
Gemini and Canyonlands	Great Pyramid	Dead Horse Point Intrepid Trail System	Approved	Bike	NA	Single
Gemini and Canyonlands	Intrepid	Dead Horse Point Intrepid Trail System	Approved	Bike	E-bike	Single
Gemini and Canyonlands	Miners Point	Dead Horse Point Intrepid Trail System	Approved	Bike	E-Bike	Single
Gemini and Canyonlands	Prickly Pair	Dead Horse Point Intrepid Trail System	Approved	Bike	E-Bike	Single
Gemini and Canyonlands	Raven Roll	Dead Horse Point Intrepid Trail System	Approved	Bike	E-Bike	Single
Gemini and Canyonlands	Raven Roll access	Dead Horse Point Intrepid Trail System	Approved	Bike	NA	Single
Gemini and Canyonlands	Twisted Tree	Dead Horse Point Intrepid Trail System	Approved	Bike	E-bike	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.9
Natural	Black	BLM	USFS	Yes	Yes	Yes	Yes	Yes	111.6

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Blue	BLM	SITLA	Yes	No	No	No	No	29.5

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Green-Blue	Dead Horse State Park	NA	Yes	Yes	No	No	No	3.6
Natural	Green-Blue	Dead Horse State Park	NA	Yes	Yes	No	No	No	1.6
Natural	Green-Blue	Dead Horse State Park	NA	Yes	Yes	No	No	No	2.3
Natural	Green	Dead Horse State Park	NA	Yes	Yes	No	No	No	0.8
Natural	Blue	Dead Horse State Park	NA	Yes	Yes	No	No	No	0.9
Natural	Blue-Black	Dead Horse State Park	NA	Yes	Yes	No	No	No	3.0
Natural	Green	Dead Horse State Park	NA	Yes	Yes	No	No	No	1.4
Natural	Green	Dead Horse State Park	NA	Yes	Yes	No	No	No	0.2
Natural	Blue-Black	Dead Horse State Park	NA	Yes	Yes	No	No	No	1.5

Gemini and Canyonlands: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Gemini and Canyonlands	Whiptail	Dead Horse Point Intrepid Trail System	Approved	Bike	E-bike	Single
Gemini and Canyonlands	Basin Overlook	Dead Horse Point Rim Hiking Trails	Approved	Hike	NA	Single
Gemini and Canyonlands	Bighorn Overlook Trail	Dead Horse Point Rim Hiking Trails	Approved	Hike	NA	Single
Gemini and Canyonlands	Dead Horse Point Overlook	Dead Horse Point Rim Hiking Trails	Approved	Hike	NA	Single
Gemini and Canyonlands	East Rim Trail	Dead Horse Point Rim Hiking Trails	Approved	Hike	NA	Single
Gemini and Canyonlands	Neck Overlook	Dead Horse Point Rim Hiking Trails	Approved	Hike	NA	Single
Gemini and Canyonlands	Pyramid Canyon Overlook	Dead Horse Point Rim Hiking Trails	Approved	Hike	NA	Single
Gemini and Canyonlands	Rim Overlook	Dead Horse Point Rim Hiking Trails	Approved	Hike	NA	Single
Gemini and Canyonlands	Shafer Canyon Overlook (Dead Horse)	Dead Horse Point Rim Hiking Trails	Approved	Hike	NA	Single
Gemini and Canyonlands	Visitor Center Nature Trail	Dead Horse Point Rim Hiking Trails	Approved	Hike	NA	Single
Gemini and Canyonlands	West Rim Trail	Dead Horse Point Rim Hiking Trails	Approved	Hike	NA	Single
Gemini and Canyonlands	7-Up Singletrack (route)	Horsethief	Approved	Bike	NA	Single
Gemini and Canyonlands	Chilsholm to Campground Connector	Horsethief	Approved	Bike	NA	Single
Gemini and Canyonlands	Chisholm	Horsethief	Approved	Bike	NA	Single
Gemini and Canyonlands	Hildalgo	Horsethief	Approved	Bike	NA	Single
Gemini and Canyonlands	Lasso	Horsethief	Approved	Bike	NA	Single
Gemini and Canyonlands	Mustang	Horsethief	Approved	Bike	NA	Single
Gemini and Canyonlands	Rodeo	Horsethief	Approved	Bike	NA	Single
Gemini and Canyonlands	Rowdy	Horsethief	Approved	Bike	NA	Single
Gemini and Canyonlands	Wildcat	Horsethief	Approved	Bike	NA	Single
Gemini and Canyonlands	Whirlwind	Horsethief	Approved	Bike	NA	Single
Gemini and Canyonlands	Wrangler	Horsethief	Approved	Bike	NA	Single
Gemini and Canyonlands	7-Up (route)	Magnificent 7	Existing	Bike	Motorized	Double

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	Length (Miles)
Natural	Blue	Dead Horse State Park	NA	Yes	Yes	No	No	No	2.7
Natural	Easy	Dead Horse State Park	NA	No	No	No	No	No	0.1
Natural	Moderate	Dead Horse State Park	NA	No	No	No	No	No	1.1
Natural	Easy	Dead Horse State Park	NA	No	No	No	No	No	0.3
Natural	Easy	Dead Horse State Park	NA	No	No	No	No	No	1.6
Natural	Easy	Dead Horse State Park	NA	No	No	No	No	No	0.0
Natural	Easy	Dead Horse State Park	NA	No	No	No	No	No	0.7
Natural	Easy	Dead Horse State Park	NA	No	No	No	No	No	0.3
Natural	Easy	Dead Horse State Park	NA	No	No	No	No	No	0.2
Natural	Easy	Dead Horse State Park	NA	No	No	No	No	No	0.1
Natural	Moderate	Dead Horse State Park	NA	No	No	No	No	No	2.6
Natural	Blue	BLM	NA	Yes	No	No	No	No	2.1
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.2
Natural	Blue	BLM	NA	Yes	No	No	No	No	7.2
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.6
Natural	Green	BLM	NA	Yes	No	No	No	No	0.3
Natural	Blue	BLM	NA	Yes	No	No	No	No	2.9
Natural	Blue	BLM	NA	Yes	No	No	No	No	8.8
Natural	Green-Blue	BLM	NA	Yes	No	No	No	No	0.6
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.2
Natural	Blue	BLM	NA	Yes	No	No	No	No	2.2
Natural	Green	BLM	NA	Yes	No	No	No	No	0.8
Natural	Blue	BLM	NA	Yes	Yes	Yes	Yes	Yes	7.5

Gemini and Canyonlands: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Gemini and Canyonlands	Arth's Corner	Magnificent 7	Approved	Bike	NA	Single
Gemini and Canyonlands	Arths Connector	Magnificent 7	Approved	Bike	NA	Single
Gemini and Canyonlands	Bull Run (lower)	Magnificent 7	Approved	Bike	NA	Single
Gemini and Canyonlands	Bull Run (upper)	Magnificent 7	Approved	Bike	NA	Single
Gemini and Canyonlands	Getaway	Magnificent 7	Approved	Bike	NA	Single
Gemini and Canyonlands	Getaway to Bull Run	Magnificent 7	Approved	Bike	NA	Single
Gemini and Canyonlands	Goldbar Singletrack Climb	Magnificent 7	Approved	Bike	NA	Single
Gemini and Canyonlands	Goldbar Rim Singletrack	Magnificent 7	Approved	Bike	NA	Single
Gemini and Canyonlands	Goldbar Rim Road - Mag7 Route	Magnificent 7	Existing	Bike	NA	Double
Gemini and Canyonlands	Golden Spike	Magnificent 7	Existing	Bike	Hike	Double
Gemini and Canyonlands	Great Escape	Magnificent 7	Approved	Bike	NA	Single
Gemini and Canyonlands	Little Canyon	Magnificent 7	Approved	Bike	NA	Single
Gemini and Canyonlands	Poison Spider	Magnificent 7	Existing	Motorized	Bike	Double
Gemini and Canyonlands	Portal	Magnificent 7	Approved	Bike	NA	Single
Gemini and Canyonlands	7-Up Access	Navajo Rocks	Existing	Bike	Motorized	Double
Gemini and Canyonlands	Big Lonely	Navajo Rocks	Approved	Bike	NA	Single
Gemini and Canyonlands	Big Mesa	Navajo Rocks	Approved	Bike	NA	Single
Gemini and Canyonlands	Coney Islands	Navajo Rocks	Approved	Bike	NA	Single
Gemini and Canyonlands	Middle Earth	Navajo Rocks	Approved	Bike	NA	Single
Gemini and Canyonlands	Navajo Rocks - Lone Mesa Camp	Navajo Rocks	Approved	Bike	NA	Single
Gemini and Canyonlands	Ramblin	Navajo Rocks	Approved	Bike	NA	Single
Gemini and Canyonlands	Rocky Tops	Navajo Rocks	Approved	Bike	NA	Single
Gemini and Canyonlands	Rocky Tops to 7-Up Connector	Navajo Rocks	Approved	Bike	NA	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	Length (Miles)
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.5
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.7
Natural	Blue	BLM	NA	Yes	No	No	No	No	3.2
Natural	Black	BLM	NA	Yes	No	No	No	No	2.3
Natural	Green-Blue	BLM	NA	Yes	No	No	No	No	7.9
Natural	Green	BLM	NA	Yes	No	No	No	No	0.9
Natural	Black	BLM	SITLA	Yes	No	No	No	No	2.8
Natural	Black	BLM	NA	Yes	No	No	No	No	3.6
Natural	Black	BLM	NA	Yes	Yes	Yes	Yes	Yes	3.4
Natural	Double Black	BLM	NA	Yes	Yes	Yes	Yes	Yes	5.1
Natural	Blue	BLM	NA	Yes	No	No	No	No	3.4
Natural	Blue	BLM	NA	Yes	No	No	No	No	2.6
Natural	Black	BLM	NA	Yes	Yes	Yes	Yes	Yes	8.4
Natural	Double Black	BLM	NA	Yes	No	No	No	No	2.4
Natural	Blue	BLM	NA	Yes	Yes	Yes	Yes	Yes	1.3
Natural	Blue	BLM	NA	Yes	No	No	No	No	3.1
Natural	Blue	BLM	NA	Yes	No	No	No	No	3.1
Natural	Blue	BLM	NA	Yes	No	No	No	No	3.3
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.6
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.5
Natural	Blue	BLM	NA	Yes	No	No	No	No	3.2
Natural	Blue	BLM	NA	Yes	No	No	No	No	4.6
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.4

Gemini and Canyonlands: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Gemini and Canyonlands	Alcove Spring	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Aztec Butte	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Buck Canyon Overlook Trail	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Corona Arch	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Day Canyon	NA	Informal	Hike	NA	Single
Gemini and Canyonlands	Fort Bottom	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Gemini Bridges Above Arch	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Gemini Bridges Below Arch	NA	Informal	Hike	NA	Single
Gemini and Canyonlands	Goldbar Canyon	NA	Informal	Hike	NA	Single
Gemini and Canyonlands	Gooseberry Canyon	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Gooseneck Overlook	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Grand View Rim	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Jeep Arch	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Jewel Tibbetts Arch	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Lathrop Canyon	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Lathrop Canyon 4x4	NA	Existing	Motorized	Bike	Double
Gemini and Canyonlands	Longbow Arch	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Mesa Arch	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Moses & Zeus	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Murphy Hogback Loop	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Murphy Overlook	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Musselman Arch	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Neck Spring	NA	Approved	Hike	NA	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	Length (Miles)
Natural	Difficult	Canyonlands National Park	NA	No	No	No	No	No	5.6
Natural	Moderate	Canyonlands National Park	NA	No	No	No	No	No	0.8
Paved	Easy	Canyonlands National Park	NA	No	No	No	No	No	0.0
Natural	Moderate	BLM	NA	No	No	No	No	No	1.1
Natural	Difficult	BLM	SITLA	No	No	No	No	No	4.6
Natural	Moderate	Canyonlands National Park	NA	No	No	No	No	No	3.2
Natural	Moderate	BLM	NA	No	No	No	No	No	0.1
Natural	Moderate	BLM	NA	No	No	No	No	No	0.6
Natural	Difficult	BLM	NA	No	No	No	No	No	1.5
Natural	More Difficult	Canyonlands National Park	NA	No	No	No	No	No	2.3
Natural	Easy	Canyonlands National Park	NA	No	No	No	No	No	0.3
Natural	Easy	Canyonlands National Park	NA	No	No	No	No	No	0.9
Natural	Difficult	BLM	NA	No	No	No	No	No	2.5
Natural	Moderate	BLM	NA	No	No	No	No	No	1.6
Natural	More Difficult	Canyonlands National Park	NA	No	No	No	No	No	5.9
Natural	Black	Canyonlands National Park	NA	Yes	Yes	Yes	No	Yes	3.7
Natural	Moderate	BLM	NA	No	No	No	No	No	1.3
Natural	Easy	Canyonlands National Park	NA	No	No	No	No	No	0.7
Natural	Easy	Canyonlands National Park	NA	No	No	No	No	No	0.5
Natural	Difficult	Canyonlands National Park	NA	No	No	No	No	No	7.3
Natural	Easy	Canyonlands National Park	NA	No	No	No	No	No	1.3
Natural	Easy	Canyonlands National Park	NA	No	No	No	No	No	0.1
Natural	Moderate	Canyonlands National Park	NA	No	No	No	No	No	5.5

Gemini and Canyonlands: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Gemini and Canyonlands	Pinto Arch	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Poison Spider Bench	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Potash Road (inside NPS)	NA	Existing	Motorized	Bike	Double
Gemini and Canyonlands	Potash Road (outside NPS)	NA	Existing	Motorized	Bike	Double
Gemini and Canyonlands	Shafer	NA	Existing	Motorized	Bike	Double
Gemini and Canyonlands	Shafer Canyon Overlook (Canyonlands)	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Syncline Loop	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Taylor Canyon	NA	Existing	Motorized	Bike	Double
Gemini and Canyonlands	Upheaval Canyon	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Upheaval Crater Spur	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Upheaval Dome	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	Whale Rock	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	White Rim Overlook	NA	Approved	Hike	NA	Single
Gemini and Canyonlands	White Rim (Route)	NA	Existing	Motorized	Bike	Double
Gemini and Canyonlands	Wilhite	NA	Approved	Hike	NA	Single

Gemini & Canyonlands: Recommended Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Gemini and Canyonlands	7up DH	Horsethief	2025 Concept	Bike	Hike	Single
Gemini and Canyonlands	Mustang to Chisholm	Horsethief	2025 Concept	Bike	Hike	Single
Gemini and Canyonlands	Trailhead to Getaway	Horsethief	2025 Concept	Bike	Hike	Single
Gemini and Canyonlands	Cowboy	Magnificent 7	2025 Concept	Bike	Hike	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Moderate	BLM	NA	No	No	No	No	No	0.5
Natural	Easy	BLM	NA	No	No	No	No	No	1.2
Natural	Blue	Canyonlands National Park	NA	Yes	Yes	Yes	No	Yes	1.7
Natural	Blue	Canyonlands National Park	NA	Yes	Yes	Yes	Yes	Yes	11.2
Natural	Black	Canyonlands National Park	NA	Yes	Yes	Yes	No	Yes	5.3
Natural	Easy	Canyonlands National Park	NA	No	No	No	No	No	0.1
Natural	Most Difficult	Canyonlands National Park	NA	No	No	No	No	No	8.0
Natural	Blue	Canyonlands National Park	NA	Yes	Yes	Yes	No	Yes	5.2
Natural	Difficult	Canyonlands National Park	NA	No	No	No	No	No	3.4
Natural	Difficult	Canyonlands National Park	NA	No	No	No	No	No	2.2
Natural	Moderate	Canyonlands National Park	NA	No	No	No	No	No	0.8
Natural	Easy	Canyonlands National Park	NA	No	No	No	No	No	0.4
Natural	Moderate	Canyonlands National Park	NA	No	No	No	No	No	0.8
Natural	Blue	Canyonlands National Park	NA	Yes	Yes	Yes	No	Yes	135.8
Natural	Difficult	Canyonlands National Park	NA	No	No	No	No	No	5.7

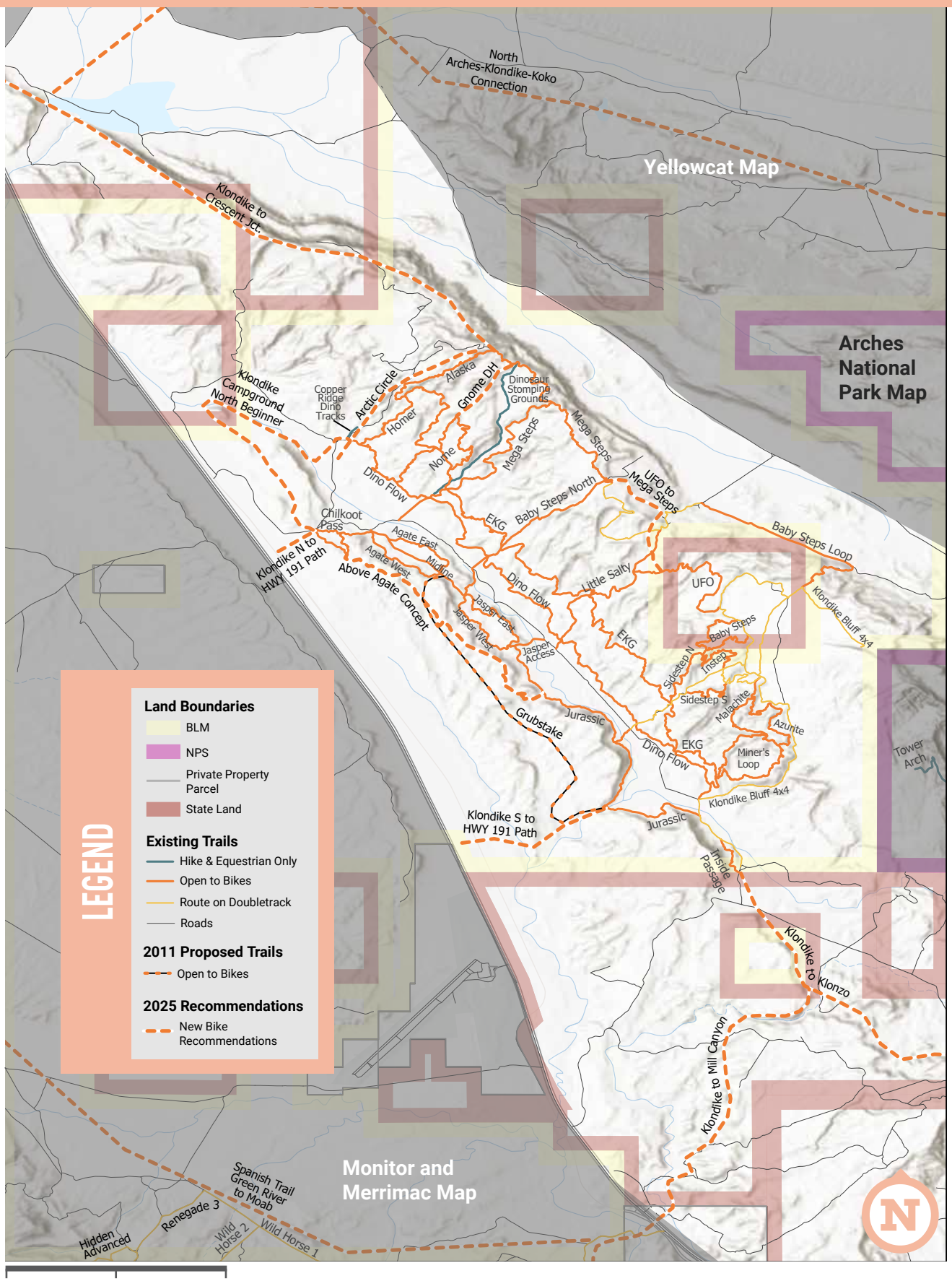
Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Blue	BLM	SITLA	Yes	No	No	No	No	1.1
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.8
Natural	Green	SITLA	BLM	Yes	No	No	No	No	0.4
Natural	Blue	BLM	SITLA	Yes	No	No	No	No	3.1

Gemini & Canyonlands: Recommended Trails

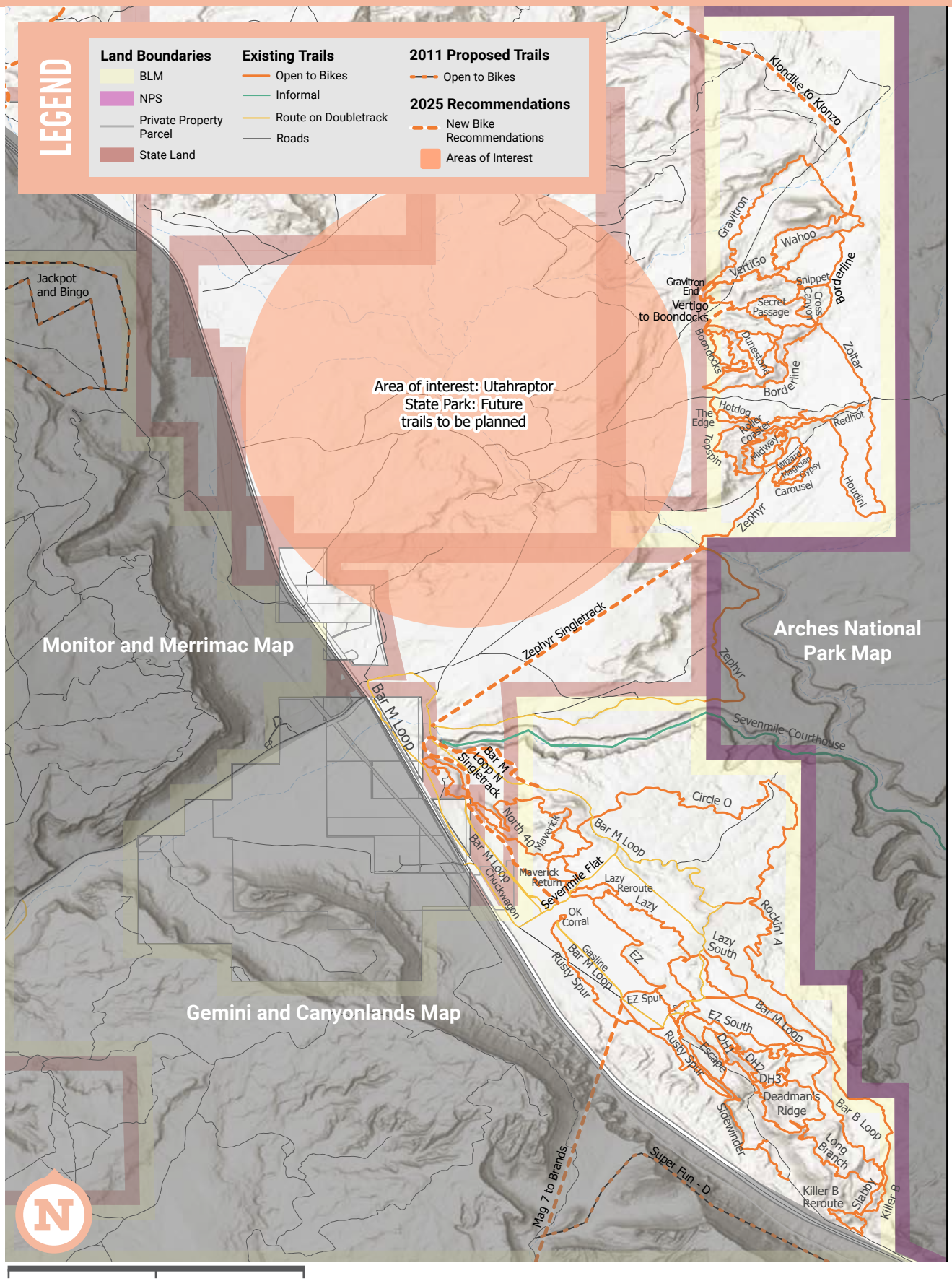
Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Gemini and Canyonlands	Mag 7 to Brands	Magnificent 7	2025 Concept	Bike	Hike	Single
Gemini and Canyonlands	Mag 7 Mid TH	Magnificent 7	2025 Concept	Bike	Hike	Single
Gemini and Canyonlands	Lonely Coney	Navajo Rocks	2025 Concept	Bike	Hike	Single
Gemini and Canyonlands	Coney Islands to Horsethief	Navajo Rocks	2025 Concept	Bike	Hike	Single
Gemini and Canyonlands	Navajo East to 7 up East	Navajo Rocks	2025 Concept	Bike	Hike	Single
Gemini and Canyonlands	Rocky Tops to Ramblin Connect	Navajo Rocks	2025 Concept	Bike	Hike	Single
Gemini and Canyonlands	West Big Lonely	Navajo Rocks	2025 Concept	Bike	Hike	Single
Gemini and Canyonlands	Deadhorse Point - Mag7 connect	NA	2025 Concept	Bike	Hike	Single
Gemini and Canyonlands	Deadhorse to I-Sky Connection	NA	2025 Concept	Bike	Hike	Single
Gemini and Canyonlands	Horsethief Point Hike	NA	2025 Concept	Hike	NA	Single
Gemini and Canyonlands	Mineral Bottom Switchbacks to isky road.	NA	2025 Concept	Bike	Hike	Single
Gemini and Canyonlands	Mineral Bottom Road Hike	NA	2025 Concept	Hike	NA	Single
Gemini and Canyonlands	Spidey	NA	2011 Proposal	Bike	NA	Single
Gemini and Canyonlands	Super Fun - D	NA	2011 Proposal	Bike	NA	Single
Gemini and Canyonlands	Wilburs Way	NA	2011 Proposal	Bike	NA	Single
Gemini and Canyonlands	Rodeo Half Loop	NA	2025 Concept	Bike	Hike	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Blue	BLM	NA	Yes	No	No	No	No	3.2
Natural	Green	BLM	SITLA	Yes	No	No	No	No	0.8
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.9
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.6
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.1
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.0
Natural	Blue	BLM	NA	Yes	No	No	No	No	2.6
Natural	Green	BLM	NA	Yes	No	No	No	No	6.6
Natural	Green	BLM	NA	Yes	No	No	No	No	4.3
Natural	Moderate	BLM	NA	Yes	No	No	No	No	1.8
Natural	Blue	BLM	NA	Yes	No	No	No	No	10.4
Natural	Easy	BLM	NA	Yes	No	No	No	No	0.9
Natural	Black	BLM	NA	Yes	No	No	No	No	5.2
Natural	Black	BLM	UMTRA	Yes	No	No	No	No	5.4
Natural	Black	BLM	NA	Yes	No	No	No	No	2.5
Natural	Green	BLM	NA	Yes	No	No	No	No	0.3

MAP 22. KLONDIKE-SOVEREIGN NORTH



MAP 23. KLONDIKE-SOVEREIGN SOUTH



Klondike-Sovereign North & South: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Klondike-Sovereign	Bar B Loop	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Bar M Cliff	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Bar M Connector	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Bar M Loop Doubletrack	Brands	Existing	Bike	Hike	Double
Klondike-Sovereign	Bar M Loop Singletrack	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Chuckwagon	Brands	Existing	Bike	Hike	Double
Klondike-Sovereign	Circle O	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Deadman's Ridge	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Deadman's Ridge Access	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	DH1 (Cruiser)	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	DH2 (Faulty)	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	DH3 (Aftershock)	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Escape	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	EZ	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	EZ South	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	EZ Spur	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Gas Line	Brands	Existing	Bike	Hike	Double
Klondike-Sovereign	Killer B	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Killer B Reroute	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Lazy	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Lazy reroute	Brands	Approved	Bike	Hike	Single
Klondike-Sovereign	Lazy South	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Long Branch	Brands	Approved	Bike	NA	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	Length (Miles)
Natural	Blue	BLM	NA	Yes	No	No	No	No	2.3
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.4
Natural	Green	BLM	NA	Yes	No	No	No	No	0.1
Natural	Green	BLM	NA	Yes	Yes	Yes	Yes	Yes	7.1
Natural	Green	BLM	NA	Yes	No	No	No	No	1.9
Natural	Green	BLM	NA	Yes	No	No	No	No	0.4
Natural	Blue	BLM	NA	Yes	No	No	No	No	3.1
Natural	Black	BLM	NA	Yes	No	No	No	No	3.4
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.1
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.6
Natural	Black	BLM	NA	Yes	No	No	No	No	0.4
Natural	Black	BLM	NA	Yes	No	No	No	No	0.3
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.2
Natural	Green-Blue	BLM	NA	Yes	No	No	No	No	1.4
Natural	Green	BLM	NA	Yes	No	No	No	No	2.0
Natural	Green	BLM	NA	Yes	No	No	No	No	0.2
Natural	Easy	BLM	NA	Yes	No	No	No	No	1.7
Natural	Double Black	BLM	NA	Yes	No	No	No	No	0.7
Natural	Black	BLM	NA	Yes	No	No	No	No	0.5
Natural	Green	BLM	NA	Yes	No	No	No	No	1.5
Natural	Green	BLM	NA	Yes	Yes	No	No	No	0.4
Natural	Green	BLM	NA	Yes	No	No	No	No	0.4
Natural	Black	BLM	NA	Yes	No	No	No	No	1.1

Klondike-Sovereign North & South: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Klondike-Sovereign	Maverick	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Maverick return trail	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	North 40	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	OK Corral	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Rockin' A	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Rusty Spur	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Sidewinder	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Sidewinder Access	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Seven Mile Flat	Brands	Existing	Motorized	Bike	Double
Klondike-Sovereign	Slabby (Skidiot)	Brands	Approved	Bike	NA	Single
Klondike-Sovereign	Agate East	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Agate West	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Alaska	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Azurite	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Baby Steps 4x4	Klondike Bluffs	Existing	Bike	Motorized	Double
Klondike-Sovereign	Baby Steps Bypass	Klondike Bluffs	Existing	Bike	Motorized	Double
Klondike-Sovereign	Baby Steps Loop	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Baby Steps North	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Baby Steps (other)	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Baby Steps Singletrack	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Baby Steps South	Klondike Bluffs	Existing	Bike	Motorized	Double
Klondike-Sovereign	Chilkoot Pass	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Dino Flow	Klondike Bluffs	Approved	Bike	NA	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	Length (Miles)
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.4
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.1
Natural	Blue	BLM	NA	Yes	No	No	No	No	4.2
Natural	Green	BLM	NA	Yes	No	No	No	No	0.1
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.7
Natural	Green	BLM	NA	Yes	No	No	No	No	2.6
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.4
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.2
Natural	Blue	BLM	NA	Yes	Yes	Yes	Yes	Yes	2.4
Natural	Black	BLM	NA	Yes	No	No	No	No	0.3
Natural	Green	BLM	NA	Yes	No	No	No	No	0.7
Natural	Green	BLM	NA	Yes	No	No	No	No	0.8
Natural	Blue	BLM	NA	Yes	No	No	No	No	3.9
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.2
Natural	Blue	BLM	NA	Yes	Yes	Yes	Yes	Yes	2.5
Natural	Blue	BLM	NA	Yes	Yes	Yes	Yes	Yes	0.2
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.8
Natural	Black	BLM	NA	Yes	No	No	No	No	3.2
Natural	Blue	BLM	NA	Yes	No	No	No	No	3.6
Natural	Blue-Black	BLM	NA	Yes	No	No	No	No	1.2
Natural	Blue	BLM	NA	Yes	Yes	Yes	Yes	Yes	1.0
Natural	Green	BLM	NA	Yes	No	No	No	No	1.0
Natural	Blue	BLM	NA	Yes	No	No	No	No	5.4

Klondike-Sovereign North & South: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Klondike-Sovereign	EKG	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Homer	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Inside Passage	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Instep	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Jasper Access	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Jasper East	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Jasper West	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Jurassic	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Klondike Bluffs 4x4	Klondike Bluffs	Existing	Bike	NA	Double
Klondike-Sovereign	Little Salty	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Malachite	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Miner's Loop	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Nome	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Mega Steps	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Midline	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Sidestep North	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Sidestep South	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	UFO	Klondike Bluffs	Approved	Bike	NA	Single
Klondike-Sovereign	Boondocks	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Borderline	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Carousel	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Cross Canyon	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Dunestone	Klonzo	Approved	Bike	NA	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	Length (Miles)
Natural	Black	BLM	NA	Yes	No	No	No	No	5.4
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.8
Natural	Green	BLM	NA	Yes	No	No	No	No	0.4
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.9
Natural	Green	BLM	NA	Yes	No	No	No	No	0.6
Natural	Green	BLM	NA	Yes	No	No	No	No	0.9
Natural	Green	BLM	NA	Yes	No	No	No	No	0.8
Natural	Green	BLM	NA	Yes	No	No	No	No	3.1
Natural	Blue	BLM	NA	Yes	Yes	Yes	Yes	Yes	4.3
Natural	Black	BLM	NA	Yes	No	No	No	No	1.7
Natural	Blue-Black	BLM	NA	Yes	No	No	No	No	0.9
Natural	Blue-Black	BLM	NA	Yes	No	No	No	No	1.9
Natural	Blue-Black	BLM	NA	Yes	No	No	No	No	
Natural	Blue-Black	BLM	NA	Yes	No	No	No	No	3.2
Natural	Green	BLM	NA	Yes	No	No	No	No	0.9
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.7
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.7
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.6
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.4
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.7
Natural	Green-Blue	BLM	NA	Yes	No	No	No	No	1.0
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.3
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.6

Klondike-Sovereign North & South: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Klondike-Sovereign	Gravitron	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Gypsy	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Hotdog	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Houdini	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Magician	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Midway	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Midway Connectors	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Redhot	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Roller Coaster	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Secret Passage	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Snippet	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	The Edge	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Topspin	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	VertiGo	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Wahoo	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Wizard	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Zephyr	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Zoltar	Klonzo	Approved	Bike	NA	Single
Klondike-Sovereign	Copper Ridge Dinosaur Tracks	NA	Approved	Hike	NA	Single
Klondike-Sovereign	Dinosaur Stomping Grounds	NA	Approved	Hike	NA	Single

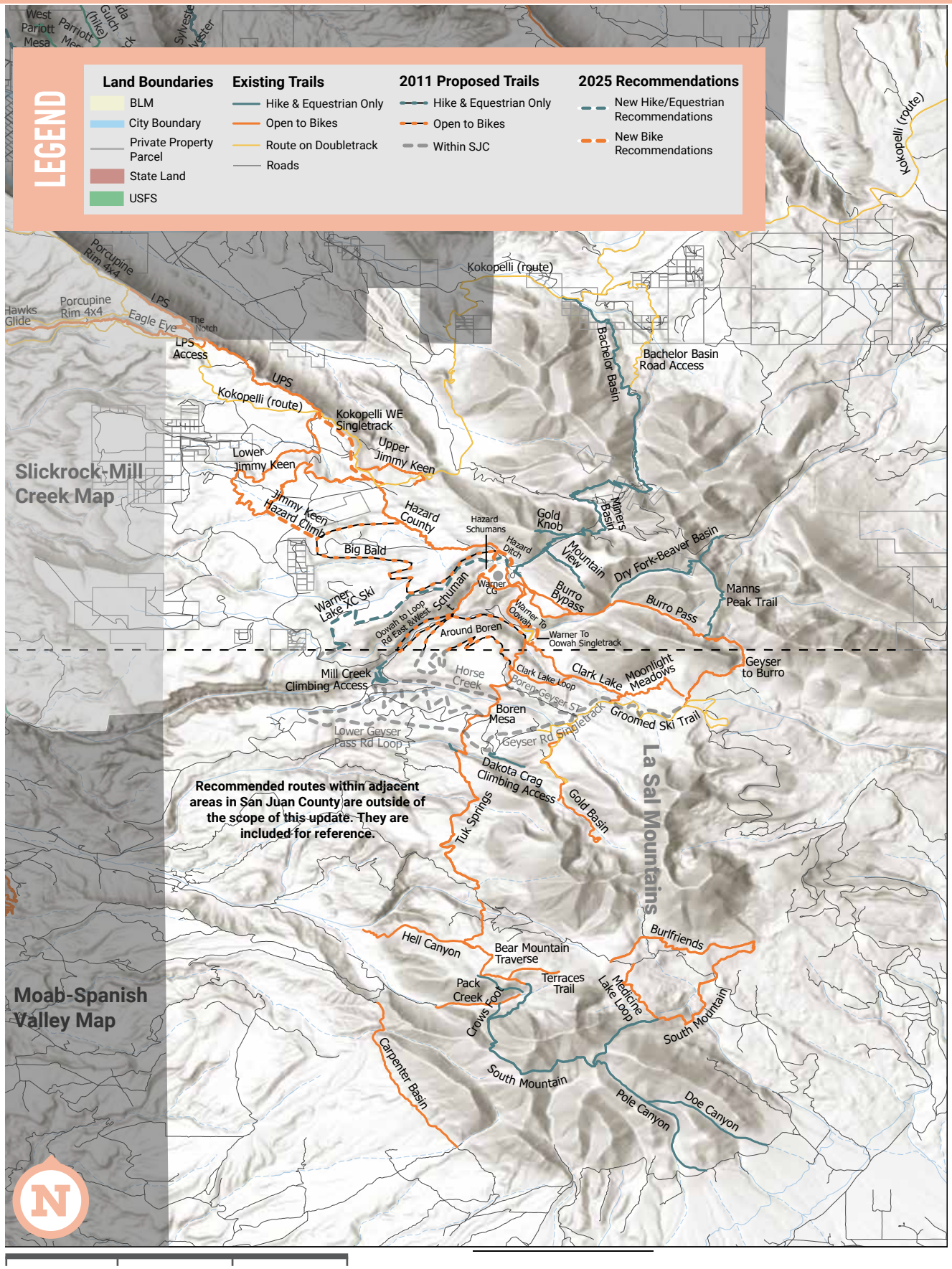
Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	Length (Miles)
Natural	Black	BLM	NA	Yes	No	No	No	No	2.4
Natural	Green	BLM	NA	Yes	No	No	No	No	0.2
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.8
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.8
Natural	Green	BLM	NA	Yes	No	No	No	No	0.3
Natural	Green-Blue	BLM	NA	Yes	No	No	No	No	0.8
Natural	Green	BLM	NA	Yes	No	No	No	No	0.2
Natural	Blue-Black	BLM	NA	Yes	No	No	No	No	0.5
Natural	Blue-Black	BLM	NA	Yes	No	No	No	No	0.7
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.7
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.2
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.6
Natural	Blue-Black	BLM	NA	Yes	No	No	No	No	1.3
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.0
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.7
Natural	Green	BLM	NA	Yes	No	No	No	No	0.2
Natural	Green	BLM	NA	Yes	No	No	No	No	4.0
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.6
Natural	Easy	BLM	NA	No	No	No	No	No	0.1
Natural	More Difficult	BLM	NA	No	No	No	No	No	1.5

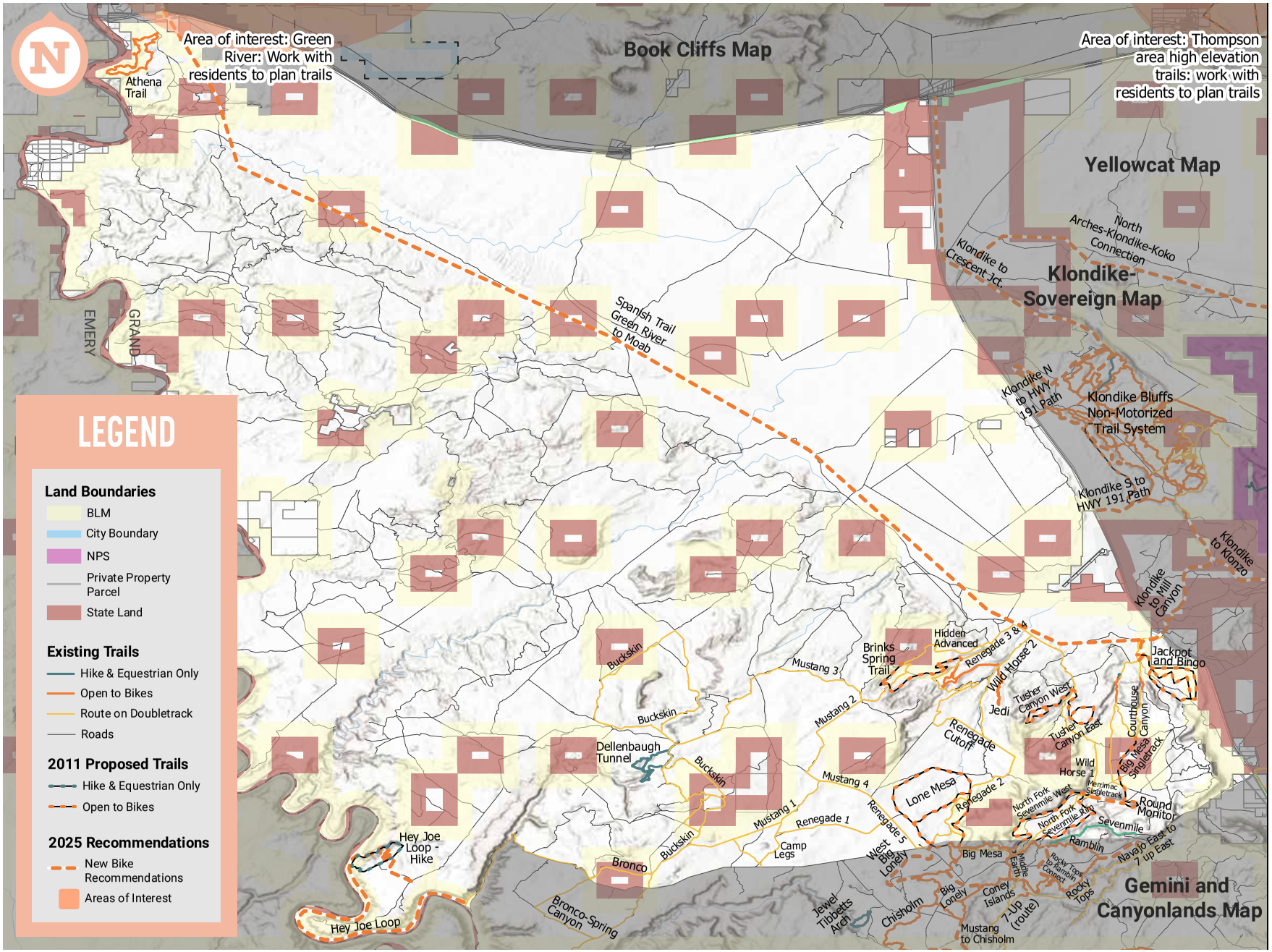
Klondike-Sovereign: Proposed Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Klondike-Sovereign	Bar M Loop N Singletrack	Brands	2025 Concept	Bike	Hike	Single
Klondike-Sovereign	Zephyr Singletrack	Brands	2025 Concept	Bike	Hike	Single
Klondike-Sovereign	UFO to Mega Steps	Klondike Bluffs	2025 Concept	Bike	Hike	Single
Klondike-Sovereign	Above Agate Concept	Klondike Bluffs	2025 Concept	Bike	Hike	Single
Klondike-Sovereign	Arctic Circle	Klondike Bluffs	2025 Concept	Bike	Hike	Single
Klondike-Sovereign	Gnome DH	Klondike Bluffs	2025 Concept	Bike	Hike	Single
Klondike-Sovereign	Grubstake	Klondike Bluffs	2011 Proposal	Bike	Hike	Single
Klondike-Sovereign	Klondike Campground North Beginner	Klondike Bluffs	2025 Concept	Bike	Hike	Single
Klondike-Sovereign	Klondike N to HWY 191 Path	Klondike Bluffs	2025 Concept	Bike	Hike	Single
Klondike-Sovereign	Klondike S to HWY 191 Path	Klondike Bluffs	2025 Concept	Bike	Hike	Single
Klondike-Sovereign	Klondike to Crescent Jct.	Klondike Bluffs	2025 Concept	Bike	Hike	Single
Klondike-Sovereign	Klondike to Mill Canyon	Klondike Bluffs	2025 Concept	Bike	Hike	Single
Klondike-Sovereign	Gravitron End	Klonzo	2025 Concept	Bike	Hike	Single
Klondike-Sovereign	Vertigo to Boondocks	Klonzo	2025 Concept	Bike	Hike	Single
Klondike-Sovereign	Klondike to Klonzo	NA	2025 Concept	Bike	Hike	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Green	SITLA	BLM	Yes	No	No	No	No	2.2
Natural	Blue	SITLA	BLM	Yes	No	No	No	No	1.9
Natural	Blue	BLM	NA	Yes	No	No	No	No	1.1
Natural	Green	BLM	NA	Yes	No	No	No	No	2.4
Natural	Black	BLM	NA	Yes	No	No	No	No	1.4
Natural	Black	BLM	NA	Yes	No	No	No	No	0.6
Natural	Green	BLM	NA	Yes	No	No	No	No	3.1
Natural	Green	BLM	SITLA	Yes	No	No	No	No	2.8
Natural	Green	BLM	NA	Yes	No	No	No	No	0.3
Natural	Green	BLM	NA	Yes	No	No	No	No	1.1
Natural	Blue	SITLA	BLM	Yes	No	No	No	No	8.9
Natural	Blue	SITLA	NA	Yes	No	No	No	No	3.8
Natural	Black	Utah Raptor State Park	BLM	Yes	No	No	No	No	0.1
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.2
Natural	Blue	SITLA	Utah Raptor State Park	Yes	No	No	No	No	6.0

MAP 24. LA SAL MOUNTAINS




Area of interest: Green River: Work with residents to plan trails
Book Cliffs Map
Area of interest: Thompson area high elevation trails: work with residents to plan trails
Yellowcat Map
Athena Trail
North Arches-Klondike-Koko Connection
Klondike to Crescent Jct.
Klondike-Sovereign Map
EMERY
GRAND
Spanish Trail Green River to Moab
Klondike N to HWY 191 Path
Klondike Bluffs Non-Motorized Trail System
Klondike S to HWY 191 Path
Klondike to Klonzo
Klondike to Mill Canyon
LEGEND
Land Boundaries
BLM
City Boundary
NPS
Private Property Parcel
State Land
Existing Trails
Hike & Equestrian Only
Open to Bikes
Route on Doubletrack
Roads
2011 Proposed Trails
Hike & Equestrian Only
Open to Bikes
2025 Recommendations
New Bike Recommendations
Areas of Interest
Buckskin
Mustang 3
Brinks Spring Trail
Hidden Advanced
Renegade 3 & 4
Wild Horse 2
Jackpot and Bingo
Tusher Canyon West
Jedi
Courthouse Canyon
Tusher Canyon East
Mustang 2
Renegade Cutoff
Dellenbaugh Tunnel
Wild Horse 1
Big Mesa Singletrack
Merrimac Singletrack
Mustang 4
Lone Mesa
Renegade 2
North Fork Sevenmile West
North Fork Sevenmile Alt
Round Monitor
Sevenmile
Mustang 1
Renegade 1
Renegade 5
Hey Joe Loop - Hike
Camp Legs
Ramblin
Navajo East to 7 up East
West Big Lonely
Big Mesa
Middle Earth
Rocky Tops to Ramblin Connector
Bronco
Buckskin
Big Lonely
Coney Islands
Rocky Tops
Gemini and Canyonlands Map
Jewel Tibbetts Arch
Chisholm
7-Up (route)
Mustang to Chisholm
Bronco-Spring Canyon
Hey Joe Loop
0MILES
2
4
8

La Sal Mountains: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
La Sal Mountains	Burro Pass	Whole Enchilada	Approved	Bike	Hike	Single
La Sal Mountains	Geyser to Burro	Whole Enchilada	Approved	Bike	NA	Single
La Sal Mountains	Hazard County	Whole Enchilada	Approved	Bike	NA	Single
La Sal Mountains	Kokopelli WE	Whole Enchilada	Existing	Bike	hike	Double
La Sal Mountains	LPS Access	Whole Enchilada	Approved	Bike	NA	Single
La Sal Mountains	UPS	Whole Enchilada	Approved	Bike	NA	Single
La Sal Mountains	Warner Lake Bypass	Whole Enchilada	Approved	Bike	NA	Single
La Sal Mountains	Bachelor Basin	NA	Approved	Hike	NA	Single
La Sal Mountains	Bachelor Basin Road Access	NA	Existing	Hike	Equestrian	Double
La Sal Mountains	Bear Mountain Traverse	NA	Approved	Hike	NA	Single
La Sal Mountains	Boren Mesa	NA	Approved	Hike	Bike	Single
La Sal Mountains	Brumley Arch Hike and Canyoneering Access	NA	Approved	Canyon-eering	NA	Single
La Sal Mountains	Burlfriends	NA	Approved	Bike	Equestrian	Single
La Sal Mountains	Burro Bypass	NA	Approved	Hike	Bike	Single
La Sal Mountains	Carpenter Basin	NA	Approved	Hike	Equestrian	Single
La Sal Mountains	Clark Lake	NA	Approved	Bike	Hike	Single
La Sal Mountains	Clark Lake Loop	NA	Approved	Bike	Hike	Single
La Sal Mountains	Crows Foot	NA	Approved	Hike	NA	Single
La Sal Mountains	Dakota Crag Climbing Access	NA	Approved	Climb	NA	Single
La Sal Mountains	Doe Canyon	NA	Approved	Hike	NA	Single
La Sal Mountains	Dry Fork-Beaver Basin	NA	Approved	Hike	NA	Single
La Sal Mountains	Geyser Pass Groomed Ski Trail	NA	Existing	Ski	NA	Double
La Sal Mountains	Gold Basin	NA	Approved	Hike	NA	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	Length (Miles)
Natural	Black	USFS	NA	Yes	No	No	No	No	4.3
Natural	Blue-Black	USFS	NA	Yes	No	No	No	No	2.6
Natural	Blue-Black	USFS	NA	Yes	No	No	No	No	3.0
Natural	Blue-Black	USFS	NA	Yes	Yes	Yes	Yes	Yes	1.9
Natural	Black	USFS	Sand Flats Recreation Area	Yes	No	No	No	No	0.2
Natural	Black	USFS	NA	Yes	No	No	No	No	2.5
Natural	Black	USFS	NA	Yes	No	No	No	No	0.7
Natural	Difficult	USFS	NA	No	No	No	No	No	7.0
Natural	Black	USFS	Private	Yes	Yes	Yes	Yes	Yes	3.3
Natural	Moderate	USFS	NA	No	No	No	No	No	0.8
Natural	Black	USFS	NA	Yes	No	No	No	No	2.4
Natural	Difficult	USFS	NA	No	No	No	No	No	0.2
Natural	Blue	USFS	NA	Yes	No	No	No	No	3.9
Natural	Moderate	USFS	NA	Yes	No	No	No	No	1.2
Natural	Black	USFS	NA	Yes	No	No	No	No	3.2
Natural	Black	USFS	NA	Yes	No	No	No	No	2.2
Natural	Black	USFS	NA	Yes	No	No	No	No	1.0
Natural	Moderate	USFS	NA	No	No	No	No	No	0.4
Natural	Difficult	USFS	NA	No	No	No	No	No	0.7
Natural	Moderate	USFS	NA	No	No	No	No	No	2.0
Natural	Difficult	USFS	NA	No	No	No	No	No	2.5
Snow	Hard	USFS	NA	Yes	No	No	No	No	4.5
Natural	Moderate	USFS	NA	Yes	Yes	Yes	Yes	Yes	3.4

La Sal Mountains: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
La Sal Mountains	Gold Basin Groomed Ski Trail	NA	Existing	Ski	NA	Double
La Sal Mountains	Gold Knob	NA	Approved	Hike	NA	Single
La Sal Mountains	Hazard County	NA	Approved	Bike	NA	Single
La Sal Mountains	Hell Canyon	NA	Approved	Bike	NA	Single
La Sal Mountains	Lower Jimmy Keen	NA	Approved	Bike	NA	Single
La Sal Mountains	Manns Peak Trail	NA	Approved	Hike	NA	Single
La Sal Mountains	Medicine Lake Loop	NA	Approved	Hike	Bike	Single
La Sal Mountains	Medicine Lake Loop	NA	Approved	Bike	Equestrian	Single
La Sal Mountains	Mill Creek Climbing Access	NA	Approved	Climb	NA	Single
La Sal Mountains	Miners Basin	NA	Approved	Hike	NA	Single
La Sal Mountains	Moonlight Meadows	NA	Approved	Bike	Hike	Single
La Sal Mountains	Mountain View	NA	Approved	Hike	NA	Single
La Sal Mountains	Pack Creek	NA	Approved	Hike	Bike	Single
La Sal Mountains	Pole Canyon	NA	Approved	Hike	NA	Single
La Sal Mountains	Roc Creek	NA	Approved	Hike	NA	Single
La Sal Mountains	Schuman Gulch	NA	Approved	Bike	NA	Single
La Sal Mountains	South Mountain (Portion A open to bikes)	NA	Approved	Hike	Bike	Single
La Sal Mountains	South Mountain (Hiking/Equestrian only)	NA	Approved	Hike	NA	Single
La Sal Mountains	South Mountain (Portion B open to bikes)	NA	Approved	Bike	Hike	Single
La Sal Mountains	Terraces Trail	NA	Approved	Hike	Bike	Single
La Sal Mountains	Trans-La Sal North (Route)	NA	Approved	Hike	NA	Single
La Sal Mountains	Trans-La Sal South (Route)	NA	Approved	Hike	Bike	Single
La Sal Mountains	Tuk Springs	NA	Approved	Hike	Bike	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	Length (Miles)
Snow	Moderate	USFS	NA	Yes	Yes	Yes	Yes	Yes	2.4
Natural	Difficult	USFS	NA	No	No	No	No	No	0.6
Natural	Blue-Black	USFS	NA	Yes	No	No	No	No	3.0
Natural	Double Black	USFS	NA	Yes	No	No	No	No	1.9
Natural	Green-Blue	USFS	NA	Yes	No	No	No	No	7.7
Natural	Difficult	USFS	NA	No	No	No	No	No	1.8
Natural	Advanced	USFS	NA	Yes	No	No	No	No	1.4
Natural	Blue	USFS	NA	Yes	No	No	No	No	1.4
Natural	NA	USFS	NA	No	No	No	No	No	1.4
Natural	Difficult	USFS	NA	No	No	No	No	No	3.1
Natural	Black	USFS	NA	Yes	No	No	No	No	1.6
Natural	Difficult	USFS	NA	No	No	No	No	No	1.0
Natural	Moderate	USFS	NA	Yes	No	No	No	No	1.3
Natural	Moderate	USFS	NA	No	No	No	No	No	3.0
Natural	Difficult	USFS	NA	No	No	No	No	No	1.0
Natural	Black	USFS	NA	Yes	No	No	No	No	1.6
Natural	Difficult	USFS	NA	Yes	No	No	No	No	1.8
Natural	Difficult	USFS	NA	No	No	No	No	No	5.1
Natural	Black	USFS	NA	Yes	No	No	No	No	4.5
Natural	Moderate	USFS	NA	Yes	No	No	No	No	0.9
Natural	Difficult	USFS	NA	No	No	No	No	No	7.8
Natural	Moderate	USFS	NA	Yes	No	No	No	No	8.4
Natural	Black	USFS	NA	Yes	No	No	No	No	4.1

La Sal Mountains: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
La Sal Mountains	Upper Jimmy Keen	NA	Approved	Bike	NA	Single
La Sal Mountains	UPS	NA	Approved	Bike	NA	Single
La Sal Mountains	Warner Campground	NA	Approved	Hike	Bike	Single
La Sal Mountains	Warner Lake Loop	NA	Approved	Hike	Bike	Single
La Sal Mountains	Warner To Oowah (030)	NA	Approved	Hike	Bike	Single

La Sal Mountains: Proposed Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
La Sal Mountains	Jimmy Keen Hazard Climb	Whole Enchilada	2025 Concept	Bike	Hike	Single
La Sal Mountains	Kokopelli WE Singletrack	Whole Enchilada	2025 Concept	Bike	Hike	Single
La Sal Mountains	Warner Hazard Ditch	Whole Enchilada	2025 Concept	Bike	Hike	Single
La Sal Mountains	Around Boren	NA	2011 Proposal	Bike	Hike	Single
La Sal Mountains	Big Bald	NA	2011 Proposal	Bike	Hike	Single
La Sal Mountains	Hazard Shumans	NA	2025 Concept	Bike	Hike	Single
La Sal Mountains	Oowah to Loop Rd - East	NA	2011 Proposal	Bike	Hike	Single
La Sal Mountains	Oowah to Loop Rd - West	NA	2011 Proposal	Bike	Hike	Single
La Sal Mountains	Warner Lake XC Ski	NA	2025 Concept	Ski	NA	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Blue	USFS	NA	Yes	No	No	No	No	1.5
Natural	Black	USFS	NA	Yes	No	No	No	No	2.5
Natural	Easy	USFS	NA	Yes	No	No	No	No	0.2
Natural	Moderate	USFS	NA	Yes	No	No	No	No	0.8
Natural	Moderate	USFS	NA	Yes	No	Yes	No	No	1.0

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Blue	USFS	NA	Yes	No	No	No	No	0.9
Natural	Black	USFS	NA	Yes	No	No	No	No	1.5
Natural	Blue	USFS	NA	Yes	No	No	No	No	0.4
Natural	Blue	USFS	NA	Yes	No	No	No	No	4.3
Natural		USFS	NA	Yes	No	No	No	No	5.5
Natural	Black	USFS	NA	Yes	No	No	No	No	0.5
Natural	Blue	USFS	NA	Yes	No	No	No	No	1.3
Natural	Blue	USFS	NA	Yes	No	No	No	No	2.2
Snow	Blue	USFS	NA	Yes	No	No	No	No	4.8

Monitor & Merrimac: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Monitor and Merrimac	Athena Trail	NA	Approved	Bike	NA	Single
Monitor and Merrimac	Bartlett Dropout	NA	Approved	Bike	NA	Single
Monitor and Merrimac	Bartlett Wash	NA	Approved	Bike	NA	Freeride Area
Monitor and Merrimac	Bronco	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Bronco-Deadman Pt	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Bronco-Spring Cyn	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Buckskin-Bronco	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Buckskin 1	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Camp Leg 1	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Camp Leg 2	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Camp Triangle	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Courthouse Canyon	NA	Approved	Bike	Hike	Single
Monitor and Merrimac	Dellenbaugh Loop	NA	Approved	Hike	NA	Single
Monitor and Merrimac	Dellenbaugh Tunnel	NA	Approved	Hike	NA	Single
Monitor and Merrimac	Hidden Advanced	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Jedi	NA	Approved	Bike	NA	Freeride Area
Monitor and Merrimac	Mill Canyon	NA	Approved	Bike	Hike	Single
Monitor and Merrimac	Mill Canyon Dinosaur Tracks	NA	Approved	Hike	NA	Single
Monitor and Merrimac	Monitor Merrimac 4x4	NA	Existing	Motorized	Bike	Double
Monitor and Merrimac	Mustang 1	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Mustang 2	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Mustang 3	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Mustang 4	NA	Existing	Equestrian	NA	Double

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	Length (Miles)
Natural	Blue	BLM	NA	Yes	No	No	No	No	5.4
Natural	Black	BLM	NA	Yes	No	No	No	No	0.3
Natural	Black	BLM	NA	Yes	No	No	No	No	2.6
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	8.1
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	3.5
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	4.7
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	1.0
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	17.1
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	1.1
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	1.0
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	1.1
Natural	Blue	BLM	NA	Yes	Yes	No	No	No	0.4
Natural	Moderate	BLM	NA	No	No	No	No	No	2.5
Natural	Moderate	BLM	NA	No	No	No	No	No	1.8
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	4.5
Natural	Black	BLM	NA	Yes	No	No	No	No	1.9
Natural	Blue	BLM	NA	Yes	Yes	No	No	No	0.8
Boardwalk	Easy	BLM	NA	No	No	No	No	No	0.2
Natural	Blue	BLM	NA	Yes	Yes	Yes	Yes	Yes	7.9
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	0.3
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	4.4
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	5.8
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	0.4

Monitor & Merrimac: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Monitor and Merrimac	Renegade 1	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Renegade 3	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Renegade 4	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Renegade 5	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Renegade Cutoff	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Sevenmile North Fork	NA	Informal	Hike	NA	Single
Monitor and Merrimac	Sevenmile South Fork	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Wild Horse 1	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Wild Horse 2	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Mustang 1	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Mustang 2	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Mustang 3	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Mustang 4	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Renegade 1	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Renegade 3	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Renegade 4	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Renegade 5	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Renegade Cutoff	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Sevenmile North Fork	NA	Informal	Hike	NA	Single
Monitor and Merrimac	Sevenmile South Fork	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Wild Horse 1	NA	Existing	Equestrian	NA	Double
Monitor and Merrimac	Wild Horse 2	NA	Existing	Equestrian	NA	Double

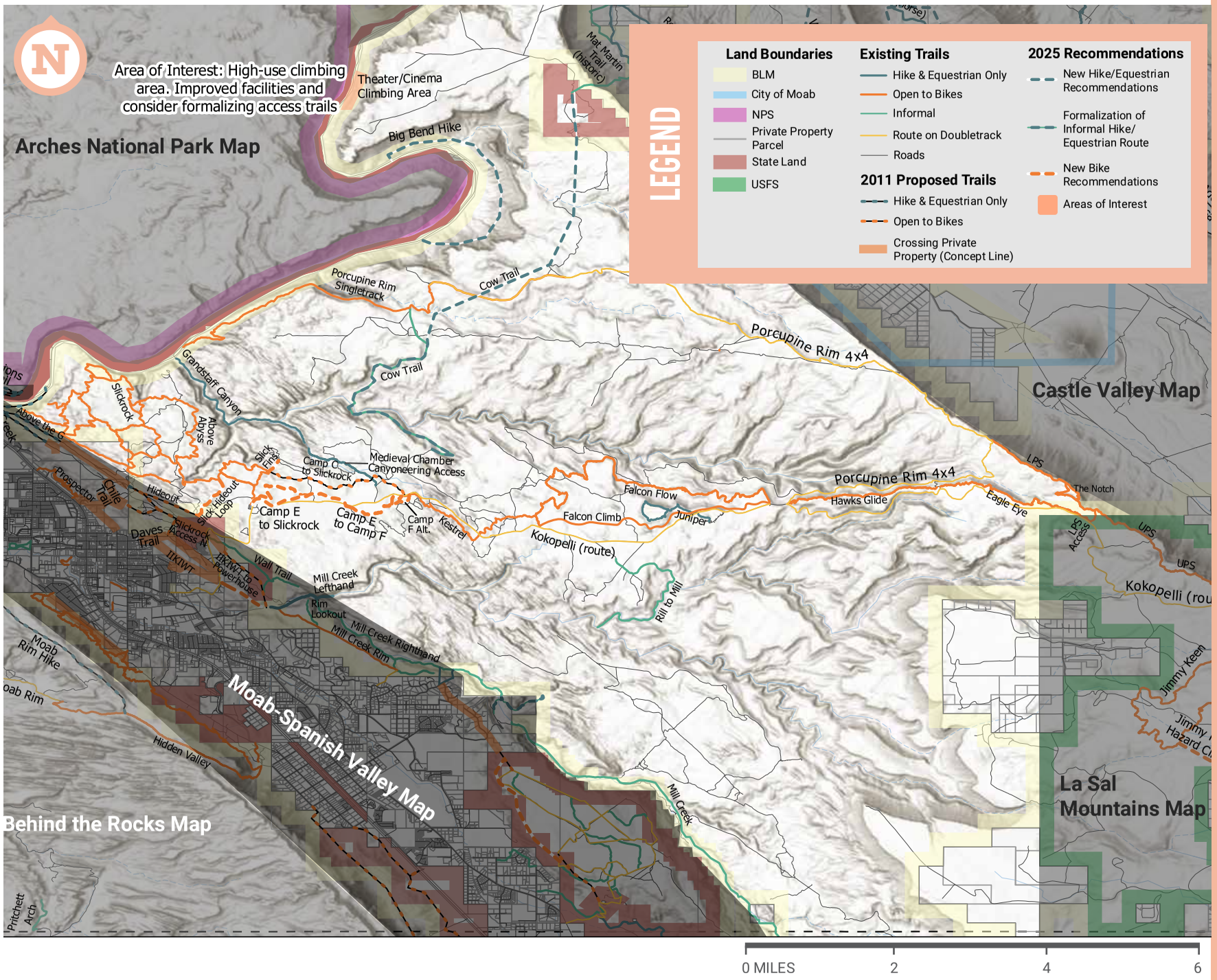
Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	Length (Miles)
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	4.8
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	1.3
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	4.8
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	0.8
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	1.4
Natural	Moderate	BLM	NA	No	No	No	No	No	2.3
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	4.2
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	9.9
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	3.2
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	0.3
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	4.4
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	5.8
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	0.4
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	4.8
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	1.3
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	4.8
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	0.8
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	1.4
Natural	Moderate	BLM	NA	No	No	No	No	No	2.3
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	4.2
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	9.9
Natural		BLM	SITLA	Yes	Yes	Yes	Yes	Yes	3.2

Monitor & Merrimac: Proposed Trails

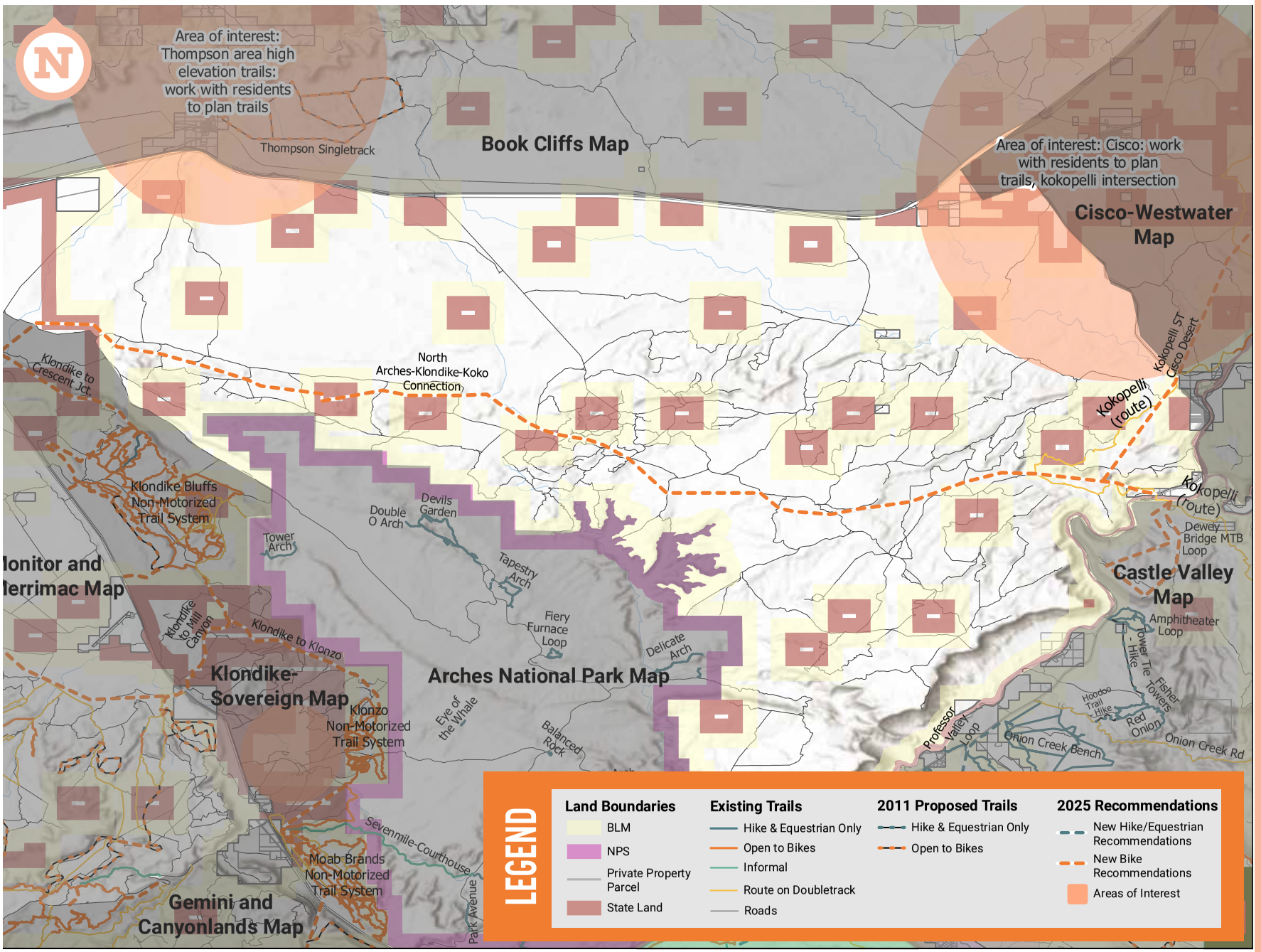
Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Monitor and Merrimac	Lone Mesa	Navajo Rocks	2011 Proposal	Bike	NA	Single
Monitor and Merrimac	North Fork Sevenmile Rim	Navajo Rocks	2011 Proposal	Bike	Hike	Single
Monitor and Merrimac	North Fork Sevenmile West	Navajo Rocks	2011 Proposal	Bike	Hike	Single
Monitor and Merrimac	Big Mesa Singletrack	NA	2011 Proposal	Bike	Hike	Single
Monitor and Merrimac	Brinks Spring Trail	NA	2011 Proposal	Bike	Hike	Single
Monitor and Merrimac	Hey Joe Loop	NA	2025 Concept	Bike	Hike	Single
Monitor and Merrimac	Hey Joe Loop - Hike	NA	2011 Proposal	Hike	NA	Single
Monitor and Merrimac	Jackpot and Bingo	NA	2011 Proposal	Bike	Hike	Single
Monitor and Merrimac	Merrimac Singletrack	NA	2025 Concept	Bike	Hike	Single
Monitor and Merrimac	Round Monitor	NA	2011 Proposal	Bike	NA	Single
Monitor and Merrimac	Spanish Trail Green River to Moab	NA	2025 Concept	Bike	Hike	Single
Monitor and Merrimac	Tusher Canyon East	NA	2011 Proposal	Bike	NA	Single
Monitor and Merrimac	Tusher Canyon West	NA	2011 Proposal	Bike	NA	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Green-Blue	BLM	NA	Yes	No	No	No	No	7.9
Natural	Blue	BLM	NA	Yes	No	No	No	No	2.7
Natural	Blue	BLM	NA	Yes	No	No	No	No	3.4
Natural	Blue	BLM	SITLA	Yes	No	No	No	No	1.9
Natural	Blue-Black	BLM	NA	Yes	No	No	No	No	3.7
Natural	Black	BLM	NA	Yes	No	No	No	No	10.9
Natural	Advanced	BLM	NA	Yes	No	No	No	No	3.1
Natural	Green	BLM	NA	Yes	No	No	No	No	5.7
Natural	Blue	BLM	NA	Yes	No	No	No	No	0.7
Natural	Green	BLM	NA	Yes	No	No	No	No	0.8
Natural	Blue	BLM	SITLA	Yes	No	No	No	No	28.7
Natural	Black	BLM	NA	Yes	No	No	No	No	2.5
Natural	Black	BLM	NA	Yes	No	No	No	No	2.4

MAP 26. SLICKROCK-MILL CREEK



MAP 27. YELLOW CAT



Slickrock-Mill Creek: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Slickrock-Mill Creek	Eagle Eye	Raptor Route	Approved	Bike	NA	Single
Slickrock-Mill Creek	Falcon Flow	Raptor Route	Approved	Bike	NA	Single
Slickrock-Mill Creek	Hawks Glide	Raptor Route	Approved	Bike	NA	Single
Slickrock-Mill Creek	Kestrel Run	Raptor Route	Approved	Bike	NA	Single
Slickrock-Mill Creek	LPS	Whole Enchilada	Approved	Bike	NA	Single
Slickrock-Mill Creek	Porcupine Rim Singletrack	Whole Enchilada	Approved	Bike	NA	Single
Slickrock-Mill Creek	The Notch	Whole Enchilada	Approved	Bike	NA	Single
Slickrock-Mill Creek	Porcupine Rim 4x4	Whole Enchilada	Existing	Bike	Hike	Double
Slickrock-Mill Creek	Above Abyss	Slickrock	Approved	Bike	E-Bike	Single
Slickrock-Mill Creek	Hell's Revenge (portion shared with Slickrock)	Slickrock	Existing	Bike	Hike	Double
Slickrock-Mill Creek	Slickrock	Slickrock	Approved	Bike	E-bike	Single
Slickrock-Mill Creek	Slickrock Alt Routes	Slickrock	Approved	Bike	E-Bike	Single
Slickrock-Mill Creek	Slickrock Practice Loop	Slickrock	Approved	Bike	E-bike	Single
Slickrock-Mill Creek	Cow trail	NA	Informal	Hike	NA	Single
Slickrock-Mill Creek	Grandstaff Canyon	NA	Approved	Hike	NA	Single
Slickrock-Mill Creek	Juniper	NA	Approved	Hike	NA	Single
Slickrock-Mill Creek	Mat Martin Trail (historic)	NA	Informal	Hike	NA	Single
Slickrock-Mill Creek	Medieval Chamber Canyoneering Access	NA	NA		NA	Single
Slickrock-Mill Creek	Mill Creek	NA	Informal	Hike	NA	Single
Slickrock-Mill Creek	Mill Creek Access	NA	Approved	Hike	NA	Single
Slickrock-Mill Creek	Mill Creek Righthand	NA	Approved	Hike	NA	Single
Slickrock-Mill Creek	Mill Creek Rim	NA	Approved	Hike	Bike	Single
Slickrock-Mill Creek	Mill Creek Rim hiking only section	NA	Informal	Hike	NA	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	Length (Miles)
Natural	Blue	Sand Flats Recreation Area	BLM	Yes	No	No	No	No	2.2
Natural	Blue	Sand Flats Recreation Area	BLM	Yes	No	No	No	No	5.3
Natural	Blue	Sand Flats Recreation Area	BLM	Yes	No	No	No	No	1.9
Natural	Blue	Sand Flats Recreation Area	BLM	Yes	No	No	No	No	1.8
Natural	Black	Sand Flats Recreation Area	BLM	Yes	No	No	No	No	1.7
Natural	Double Black	BLM	NA	Yes	No	No	No	No	5.5
Natural	Double Black	Sand Flats Recreation Area	BLM	Yes	No	No	No	No	0.5
Natural	Black	BLM	NA	Yes	Yes	Yes	Yes	Yes	7.4
Natural	Black	Sand Flats Recreation Area	BLM	Yes	Yes	Yes	No	No	2.5
Natural	Black	Sand Flats Recreation Area	BLM	Yes	Yes	Yes	Yes	Yes	0.3
Natural	Black	Sand Flats Recreation Area	BLM	Yes	Yes	Yes	No	No	7.1
Natural	Black	Sand Flats Recreation Area	BLM	Yes	Yes	Yes	No	No	3.8
Natural	Black	Sand Flats Recreation Area	BLM	Yes	Yes	Yes	No	No	1.6
Natural	Difficult	BLM	NA	No	No	No	No	No	3.6
Natural	Moderate	BLM	NA	No	No	No	No	No	2.2
Natural	Moderate	Sand Flats Recreation Area	BLM	No	No	No	No	No	1.6
Natural	Advanced	BLM	Private	No	No	No	No	No	2.1
Natural	Easy	Sand Flats Recreation Area	BLM	No	No	No	No	No	1.0
Natural	Moderate	BLM	Private	No	No	No	No	No	7.2
Natural	Moderate	Private	BLM	No	No	No	No	No	0.2
Natural	Easy	BLM	NA	No	No	No	No	No	2.1
Natural	More Difficult	BLM	NA	Yes	No	No	No	No	1.5
Natural	Moderate	BLM	NA		No	No	No	No	0.4

Slickrock-Mill Creek: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Slickrock-Mill Creek	Navajo Ridge Steps Access	NA	Approved	Hike	NA	Single
Slickrock-Mill Creek	Porcupine Rim 4x4	NA	Existing	Motorized	Bike	Double
Slickrock-Mill Creek	Rill to Mill	NA	Informal	Hike	NA	Single
Slickrock-Mill Creek	Rim Lookout	NA	Informal	Hike	NA	Single

Slickrock-Mill Creek: Proposed Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Slickrock-Mill Creek	Slick Fins	Slickrock	2025 Concept	Bike	Hike	Single
Slickrock-Mill Creek	Slick Hideout Loop	Slickrock	2025 Concept	Bike	Hike	Single
Slickrock-Mill Creek	Big Bend Hike	NA	2025 Concept	Hike	NA	Single
Slickrock-Mill Creek	Camp C to Slickrock	NA	2025 Concept	Bike	Hike	Single
Slickrock-Mill Creek	Camp E to Slickrock	NA	2025 Concept	Bike	Hike	Single
Slickrock-Mill Creek	Camp F Alternative	NA	2025 Concept	Bike	Hike	Single
Slickrock-Mill Creek	Cow Trail	NA	2025 Concept	Hike	NA	Single
Slickrock-Mill Creek	Camp E to Camp F	NA	2025 Concept	Bike	Hike	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural		Private	BLM	No	No	No	No	No	0.3
Natural	Black	Sand Flats Recreation Area	BLM	Yes	Yes	Yes	Yes	Yes	8.7
Natural	Difficult	BLM	NA	No	No	No	No	No	2.3
Natural	Moderate	BLM	NA		No	No	No	No	0.4

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Black	BLM	NA	Yes	No	No	No	No	0.2
Natural	Black	BLM	NA	Yes	No	No	No	No	0.6
Natural	Green	BLM	NA	Yes	No	No	No	No	3.1
Soft Surface	Green	Sand Flats Recreation Area	BLM	Yes	Yes	No	No	No	1.0
Soft Surface	Green	Sand Flats Recreation Area	BLM	Yes	Yes	No	No	No	1.2
Soft Surface	Green	Sand Flats Recreation Area	BLM	Yes	Yes	No	No	No	0.2
Natural	Difficult	BLM	SITLA	Yes	No	No	No	No	8.9
Soft Surface	Green	BLM	NA	Yes	No	No	No	No	0.9

Yellow Cat: Existing Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Multiple	Kokopelli (route)		Existing	Bike	NA	Double

Yellow Cat: Proposed Trails

Map Region	Trail Name	Trail System	Status	User Group 1	User Group 2	Trail Type
Yellowcat	North Arches-Klondike-Koko Connection	NA	2025 Concept	Bike	Hike	Single
Yellowcat	Kokopelli ST Cisco Desert	NA	2025 Concept	Bike	Hike	Single
Yellowcat	Klondike to Crescent Jct	NA	2025 Concept	Bike	Hike	Single

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Black	BLM	USFS	Yes	Yes	Yes	Yes	Yes	111.6

Surface Type	Difficulty Level	Primary Land Manager	Secondary Land Manager	Shared with					Length (Miles)
				Bikes	Class 1 E-Bikes	Motor-cycles	UTVs	Full-Size Vehicles	
Natural	Blue	BLM	NA	Yes	No	No	No	No	29.6
Natural	Blue	BLM	SITLA	Yes	No	No	No	No	29.5
Natural	Blue	SITLA	BLM	Yes	No	No	No	No	8.9

CHAPTER 05.





TOOLBOX

DESIGN

Trails are one of the primary ways in which people experience Grand County. Trails that are carefully planned and sustainably constructed will promote enjoyable user experiences and minimize future maintenance requirements and budgeting. These design guidelines specify how trails and supporting facilities should be designed and constructed.

The following standards and guidelines are referred to in this guide:

The Federal Highway Administration's ***Manual on Uniform Traffic Control Devices*** (2023) defines the standards to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public traffic.

The Federal Highway Administration's ***Small Town and Rural Multimodal Networks*** (2016) document is a design resource and idea book to help small towns and rural communities support safe, accessible, comfortable, and active travel for people of all ages and abilities.

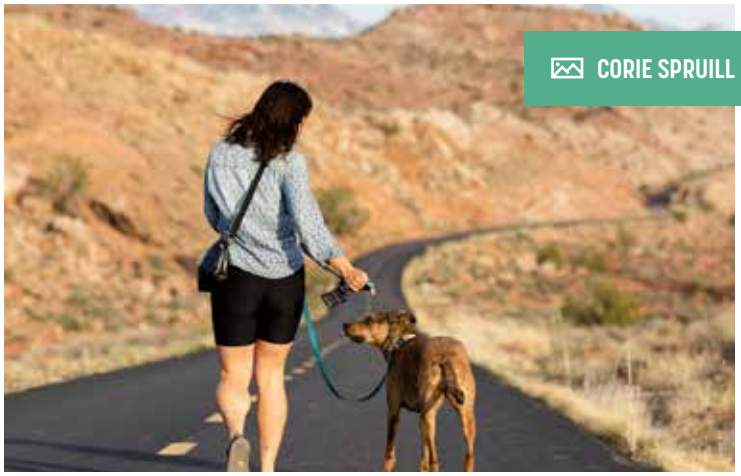
American Association of State Highway and Transportation Officials' ***Guide for the Development of Bicycle Facilities*** (2024) covers a wide range of design considerations for both on-street bikeways and shared use paths. It specifies the minimum desired widths and conditions for bicycle lanes, shared use paths, and buffers between sidepaths and adjacent roadways.

Federal Highway Administration's ***Bikeway Selection Guide*** (2019) defines high-comfort facilities based on a roadway's vehicle speed and volume, suggesting that as speeds and volumes increase, greater physical separation is needed to accommodate people of all ages and abilities.

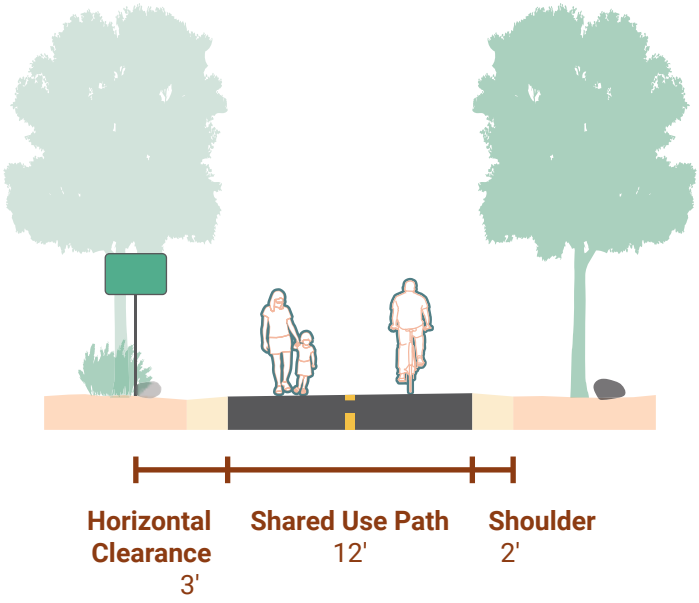
National Association of City Transportation Officials' ***Urban Bikeway Design Guide*** (2025) provides guidance on the development of bike lanes and shared use paths. In this guide, clear dimensions are given for varying types of facilities, as well as detailed guidance on intersection treatments and maintenance of facilities.

National Association of City Transportation Officials' ***Designing for All Ages & Abilities*** (2017) provides guidance for selecting high comfort bikeways based on roadway context.

Utah Department of Transportation's ***Utah Trail Network Design Standards*** (2025) provide guidance for Utah's growing state-wide paved trail network, designed for active transportation purposes.



Shared Use Path



Cross Section

DESIGN

- Recommended 12' width (14' preferred for heavy use, such as the Mill Creek Parkway). Minimum 8' width—for low volume situations only.
- 5' buffer minimum from face of curb (or edge of paved roadway) to edge of path. Wider buffer (6' to 15') recommended next to high-speed roadways
- Vertical barriers recommended when desired horizontal buffer can't be achieved and required along state-owned roadways when the path is within the clear zone.
- Minimum 2' shoulders on both sides of the path should be provided free of obstacles. An additional foot of clearance is required near signage or other furnishings along the trail.
- Keep approaches to roadway intersections and driveways clear of obstructions from on-street parking, vegetation, and signs within buffer for better sightlines.
- Limit number of at-grade crossings with driveways and business accesses, when feasible. Use green-colored markings at

conflict points (e.g., intersections, driveways, etc.) to enhance visibility.
- Standard vertical clearance for overhead obstructions is 10'. Considered additional clearance if equestrian use anticipated.
- Maximum cross slope is 2% and running slopes should be below 5% for accessibility. Up to 8% permitted for short distances; periodic resting intervals should be provided at least every 200'.
- Use saw-cut joints on concrete surfaces for smoother transitions at expansion joints.

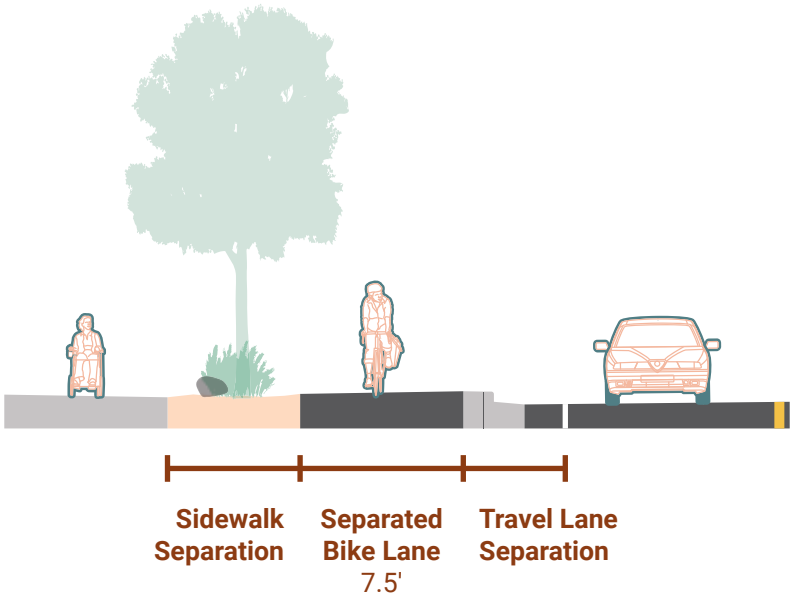
CONSIDERATIONS

- Centerline markings are not requirement but can be useful in clarifying user positioning and preferred operating procedure (e.g., solid line = no passing) on high-use trails. They can also help delineate trails for motorists approaching conflict zones.
- Where there is a sharp blind curve, a solid centerline line with directional arrows reduces the risk of head-on collisions. Short sections of centerline are also recommended at the approach to street crossings to channelize users.
- Small-scale signs should be used along trails.
- Paths should terminate where it is easily accessible to and from the street network, preferably a trailhead, controlled intersection, or dead-end street.
- Use of bollards to prevent motorized access at entry points should be avoided. Instead, consider split-path entry lanes divided by a narrow median or landscaped area. If bollards used, color brightly and add reflective materials for nighttime visibility. Regardless, entry points should be designed for all types of users (i.e., size, length, turn radius, etc.), such as recumbent bikes.



SHARED USE PATH AT SWANNY CITY PARK IN MOAB

Separated Bike Lane



Cross Section

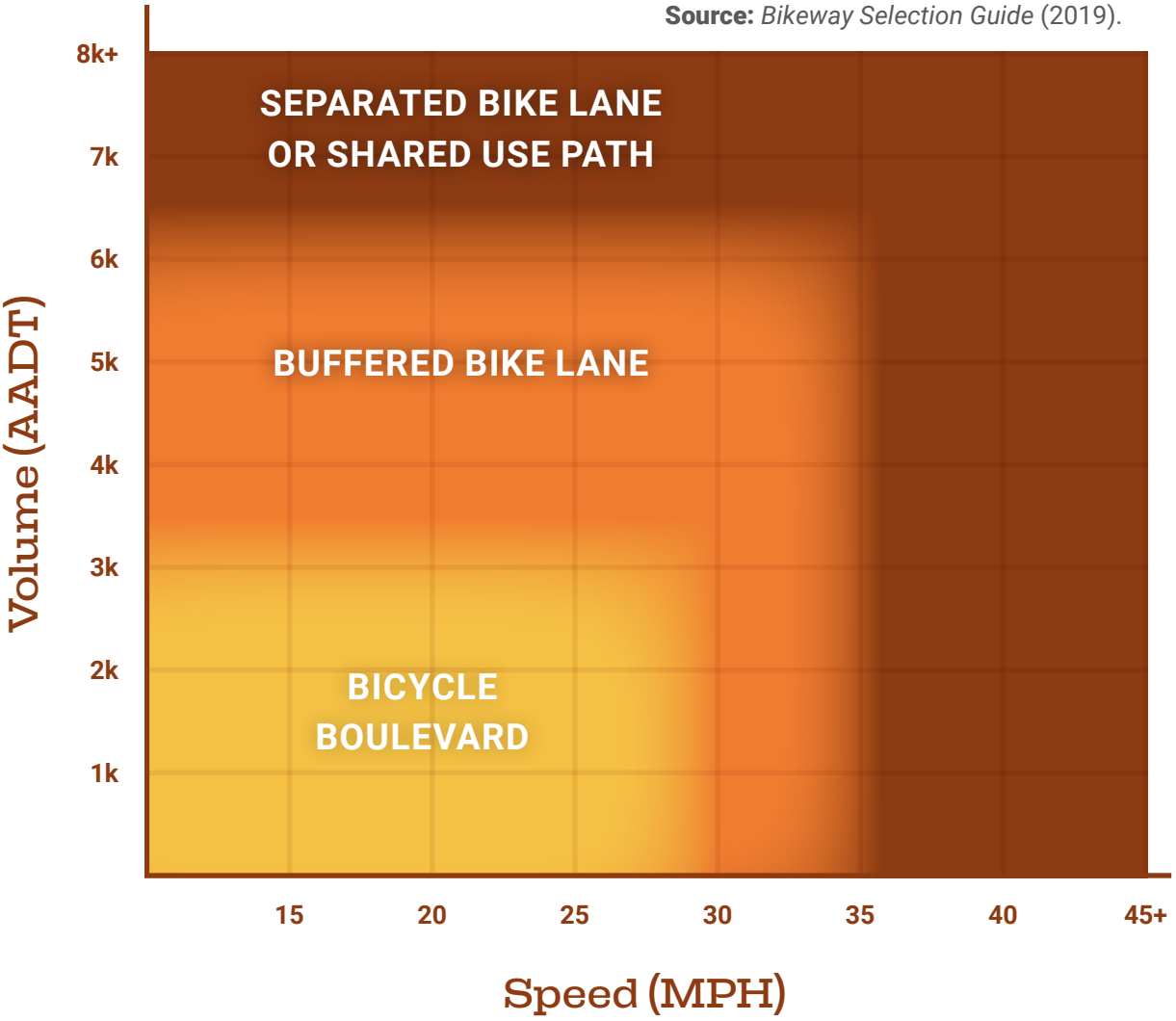
DESIGN

- Recommended 7.5’ width for one-way lanes. Increase to 9’ where volumes are high or users vary in speed. Minimum 6’ width—for constrained situations only.
- Two-way separated lanes should be between 12’ to 14’, depending on anticipated use (like shared use paths), to accommodate all types of bicycles, side-by-side riding, and passing.
- Installed at either the sidewalk or roadway level; vertical protection elements include curbs, planters, and, less ideally, flexible posts. Parking lanes between the bike lane/ vertical protection and vehicle travel lane provide further protection.
- Keep approaches to roadway intersections and driveways clear of obstructions from on-street parking for better sightlines.
- 2’ buffer minimum between bike lane and travel or parking lanes required to accommodate vertical separation and provide operating space. Ensure proper shy distance is provided from all types of vertical separation within the buffer area. Shy distance should not extend into the bike lane.
- Bicycle signal heads, two-stage turn boxes, and high visibility intersection markings are recommended at crossings.
- Keep pavement surfaces smooth and free from utility covers, drainage grates, or longitudinal joints. Use saw-cut joints on concrete surfaces for smoother transitions at expansion joints.
- Use green-colored markings at conflict points (e.g., intersections, driveways, etc.) to enhance visibility.

CONSIDERATIONS

- Signage and pavement markings should clearly identify the facility as a bikeway and indicate directional flow.
- Provide frequent access points and clear transition zones to and from mixed traffic, other bikeways, or shared use paths.

Source: *Bikeway Selection Guide* (2019).

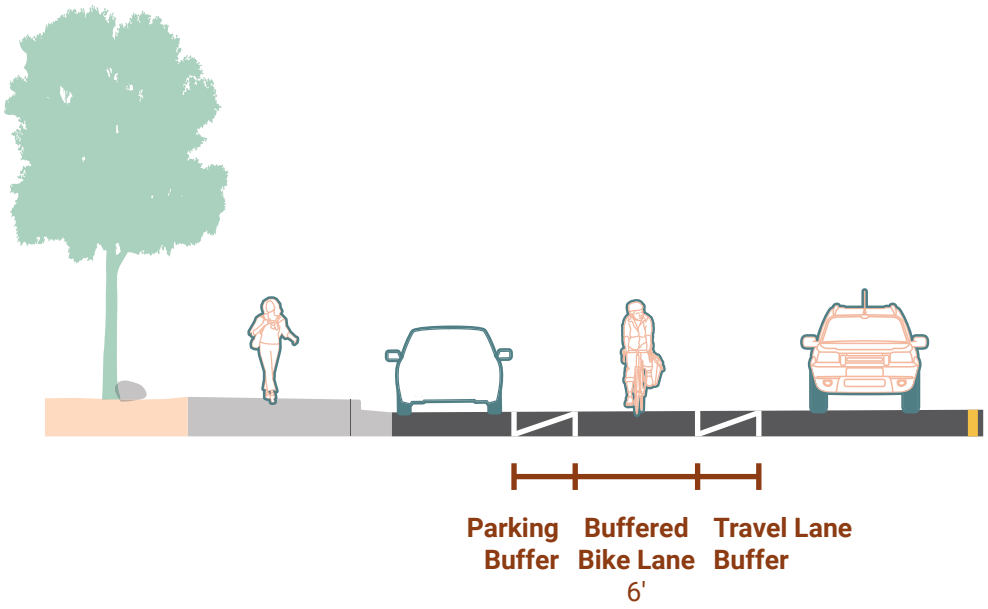


Preferred Bikeway Type



SEPARATED BIKE LANE IN MISSOULA, MT

Buffered Bike Lane



Cross Section

DESIGN

- Recommended 6’ width with additional 3’ painted buffer (which should accommodate the full swing of a car door).
- Painted buffer should include two solid white lines with diagonal markings.
- Maintain buffer width and clear pavement markings through intersections to define the intended path of travel.
- Keep pavement surfaces smooth and free from utility covers, drainage grates, or longitudinal joints.
- Use green-colored markings at conflict points (e.g., intersections, driveways, etc.) to enhance visibility.

CONSIDERATIONS

- Avoid buffered bike lanes wider than 7’ to reduce the likelihood of people using the bike lane for parking or as a travel lane. If additional space available, consider separated bike lane depending on speed and volume of the roadway and anticipated use.
- Use “No Parking Bike Lane” (MUTCD R7-9) and/or “Bike Lane” (MUTCD R3-17) signs to reinforce the intended use.

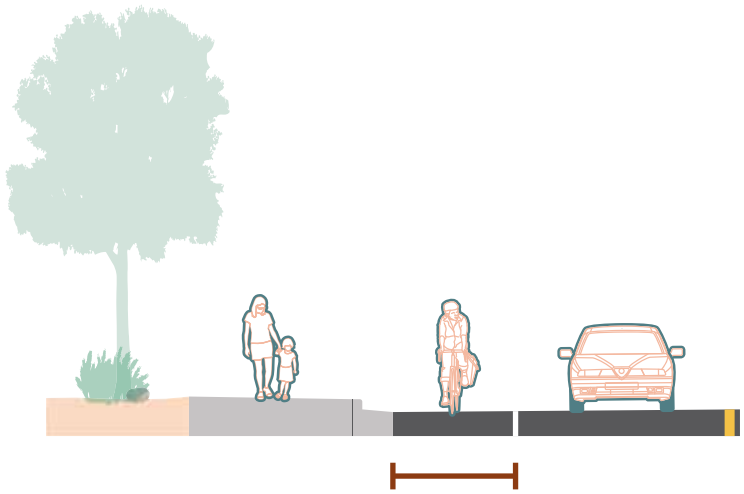


EXAMPLE IN LYNDONVILLE, VT



EXISTING BUFFERED BIKE LANE ON MILL CREEK DR

Bike Lane



Cross Section

DESIGN

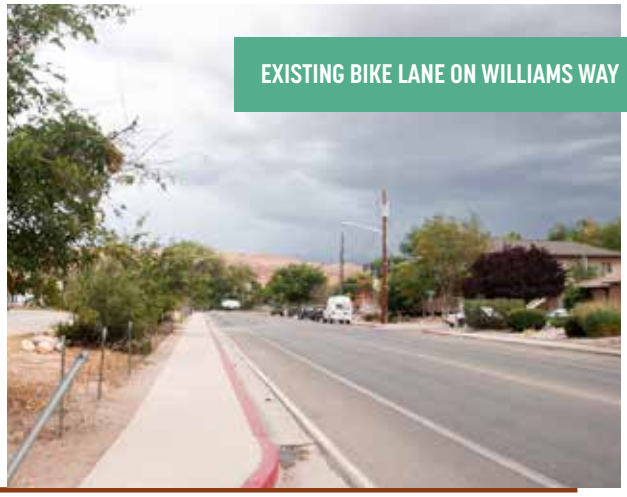
- Recommended 6’ width—not including gutter pan. Consider additional width when adjacent to on-street parking or in high-use areas.
- A solid white line should be used to separate the bike lane from the travel lane with standard bike lane symbols and directional arrows placed every 250’ and after major intersections.
- Keep pavement surfaces smooth and free from utility covers, drainage grates, or longitudinal joints.
- Use green-colored markings at conflict points (e.g., intersections, driveways, etc.) to enhance visibility.

CONSIDERATIONS

- Avoid bike lanes wider than 7’ to reduce the likelihood of people using the bike lane for parking or as a travel lane. If additional space available, consider buffered or separated bike lane depending on speed and volume of the roadway and anticipated use.
- Use “No Parking Bike Lane” (MUTCD R7-9) and/or “Bike Lane” (MUTCD R3-17) signs to reinforce the intended use.

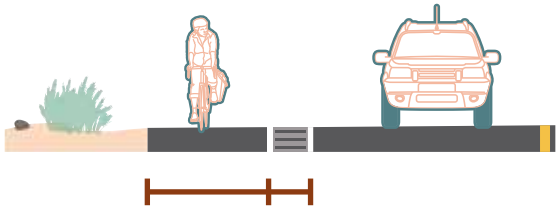


GREEN CONFLICT PAINT



EXISTING BIKE LANE ON WILLIAMS WAY

Paved Shoulder



Cross Section

DESIGN

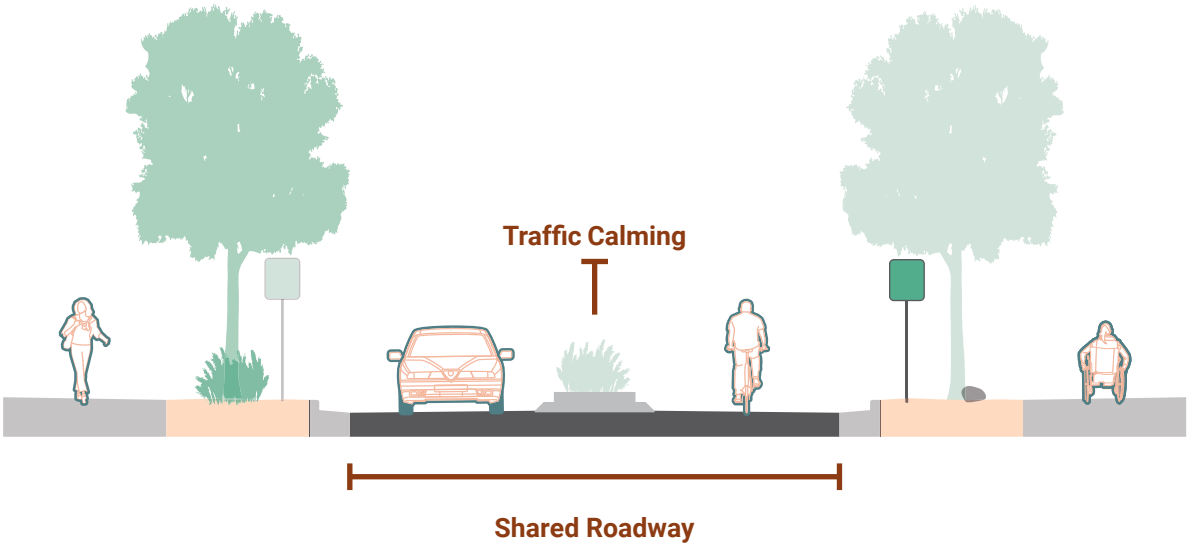
- Recommended 6’ rideable surface (outside of buffer or rumble strip). Consider additional width, when possible, to increase comfort and safety. Higher speed and volumes should correspond with greater shoulder widths. Minimum 4’ is necessary to be functional.
- Rumble strips improve bicyclist safety if they do not infringe on the minimum rideable surface. If used, locate rumble strips on the edge line or within a diagonally striped buffer space. 12’ gaps every 50’ provide access as needed.
- Shoulders that are intended for pedestrian use are required to meet accessibility standards.

CONSIDERATIONS

- Discontinue solid shoulder edge lines at intersections and major driveways. The shoulder area can be defined through the intersection using a dotted white line. A second dotted white line can be added to the outside edge of the shoulder to provide further definition.
- Paved shoulders typically stay to the right of right turn lanes. To mitigate conflicts with right turns, bike lanes may be added to serve cyclists going through the intersection. In this scenario, the bike lane is to the right of the turn lane and drivers must yield to cyclists.
- Use signage to indicate that motorists should yield to bicyclists and pedestrians through conflict areas.
- Contrasting or colored pavement in the shoulder area can provide greater differentiation between the shoulder and travel lanes.
- “Bike Route” (MUTCD D11-1) wayfinding signage is not required but may be used to identify the road as a bicycle route and enhance motorist awareness of the presence of bicyclists.

CLASS	VOLUME (AADT)	SPEED (MPH)	WIDTH
Minor Collector	≤1,100	35	5'
Major Collector	≤2,600	45	6.5'
Minor Arterial	≤6,000	55	7'
Principal Arterial	≤8,500	65	8'

Bicycle Boulevard



Cross Section

DESIGN

- Target roadway operating speeds should be 20 to 25 mph.
- Incorporate traffic calming elements, such as speed humps, curb extensions, raised crosswalks, mini-roundabouts, and chicanes, to slow vehicle speeds and enhanced user comfort.
- Use volume management measures, like median diverters, partial closures, or traffic circles, to limit through traffic while maintaining local access.
- Provide shared lane markings centered in the travel lane to indicate preferred cyclist positioning in the roadway and to reinforce bicycle priority. Use "Bicycles Allowed Use of Full Lane" (MUTCD R9-20) signs.
- Consider wayfinding and route signage (MUTCD D11-1 or M1-8) with supplemental panels identifying destinations and distance information.
- Keep approaches to roadway intersections and driveways clear of obstructions from on-street parking, vegetation, and signs within buffer for better sightlines.

CONSIDERATIONS

- Where bicycle boulevards intersect busier streets, use protected intersection elements to improve visibility and increase user comfort.



EXAMPLE IN SAN LUIS OBISPO, CA

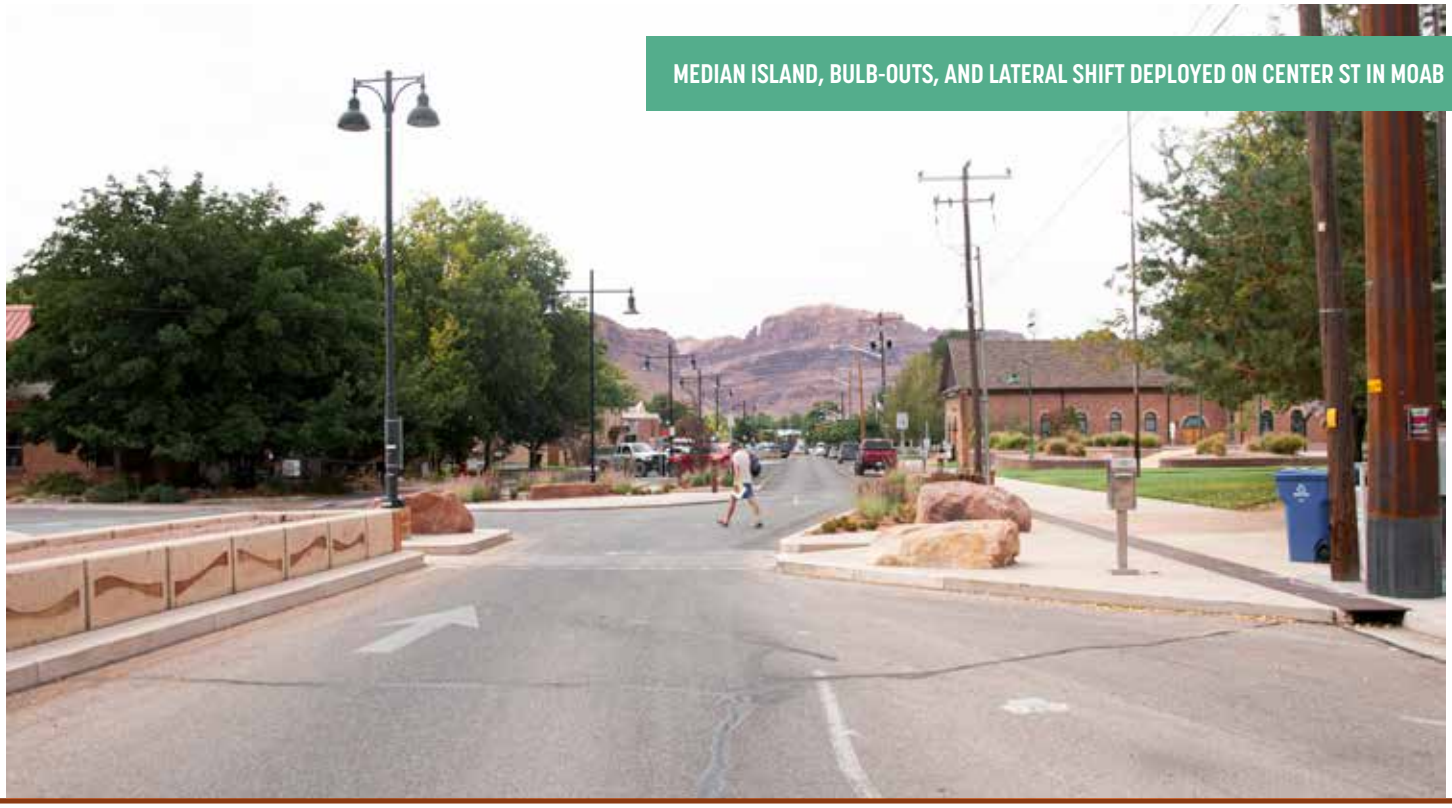
Traffic Calming

DESIGN

- Vertical deflection elements, including speed humps, speed tables, raised crosswalks, or raised intersections, require drivers to physically reduce speed.
- Horizontal deflection elements, including lateral shifts, chicanes, or roundabouts, shift the path of travel to slow speeds and improve pedestrian visibility.
- Street width restrictions, including curb extensions, chokers, and road diets, visibly reduce travel lanes to entice reduced speed. Street trees, planters, furniture, or art/sculptural elements can also help visually narrowing the roadway and create a strong sense of place.
- Consider travel lane width reductions to 10' or 11', where feasible.
- Consider curb radii reductions to 10' for neighborhood streets and 20' for all others (without freight traffic) to shorten pedestrian crossing distance and reduce vehicle turning speed; preserve 30' radii for streets with freight traffic.
- Textured or contrasting pavement materials can signal changes in context and reinforce shared spaces. Branded pavement stamps and/or colors can be used for placemaking.

CONSIDERATIONS

- Designs should balance speed reduction goals with accessibility and emergency service needs.
- Vertical deflection elements should be spaced to ensure consistent speed management without causing discomfort for cyclists.
- Ensure all features are visible and predictable. Use reflective materials on horizontal deflection elements to ensure they are visible at nighttime.
- Gather a baseline of pre-installation speeds and monitor post-installation to verify efficacy and adjust designs as needed.



MEDIAN ISLAND, BULB-OUTS, AND LATERAL SHIFT DEPLOYED ON CENTER ST IN MOAB


ARTERIAL
COLLECTOR
LOCAL
EMERGENCY ACCESS
TRANSIT ROUTE
HORIZONTAL DEFLECTION
Lateral Shift
Chicane
Realigned Intersection
Traffic Circle
Mini-Roundabout
Roundabout
VERTICAL DEFLECTION
Speed Hump
Speed Cushion
Speed Table
Offset Speed Table
Raised Crosswalk
Raised Intersection
STREET WIDTH REDUCTION
Corner Extension
Choker
Median Island
On-Street Parking
Road Diet
ROUTING RESTRICTION
Diagonal Diverter
Full Closure
Half Closure
Median Barrier
Forced Turn Island
May Be Appropriate
Could Be Appropriate
Likely Not Appropriate

Intersection Improvements

DESIGN

- Curb extensions should bump out 6' to 8' on streets with parallel parking lanes and 15' with angled parking lanes.
- Accessible curb ramps must be provided at all crossings and align directly with crosswalks.
- Larger roundabouts should include yield markings, set-back crossings, and splitter islands to create staged crossings for active transportation users.
- Leading pedestrian intervals should give pedestrians three to seven seconds to establish themselves in the crossing, depending on distance and sightlines, before vehicles receive a green signal.
- Bicycle signals provide dedicated right-of-way to cyclists, separating their movements from other modes. This can reduce conflicts and improve intersection safety by alerting drivers to the presence of a cyclist. Signals should include bicycle detection via inductive loops, cameras, or push buttons, depending on anticipated use, to ensure accurate and consistent actuation.
- Corner refuge islands should be mountable to maintain emergency vehicle access.
- Setback crossings should be 6' to 20' from the adjacent travel lane, allowing drivers to turn and yield to non-motorized users from a stopped position.
- Bike stop lines should be placed at least 10' ahead of vehicle stop lines.
- Vertical and/or horizontal separation should continue through intersections, where feasible, to maintain protection and visual continuity from approaches.
- Bike boxes must be at least 10' long. One side of the bike box may be created with the vehicular stop line. Use a second stop line to establish the front of the bike box instead of using the transverse line of the crosswalk. Green surfacing is recommended.
- Outline two-stage turn boxes with a white line. Install a bike symbol marking and arrow within the box. Green surfacing is recommended. Use the maximum space available, allowing multiple users to share the space while remaining outside vehicle traffic. Consider a "NO TURN ON RED" (MUTCD R10-11) sign to prevent vehicles from entering the queuing area.

CONSIDERATIONS

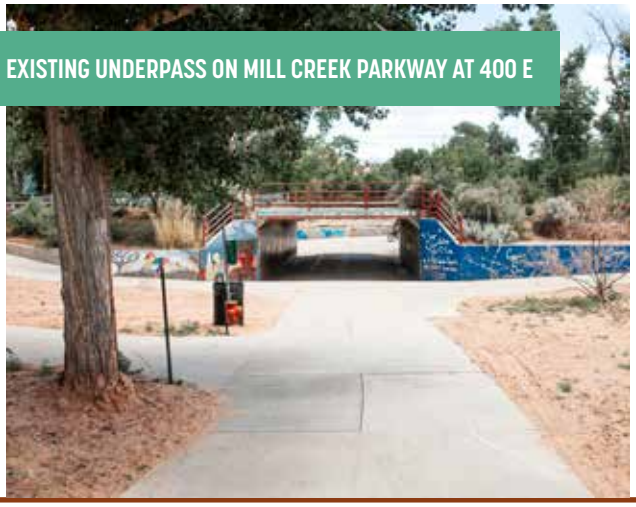
- Maintain clear sight lines and remove obstructions such as signage, vegetation, or utility poles within visibility triangles at intersection corners.
- Coordinate signal timing and phasing to prioritize non-motorized users.
- Ensure drainage does not conflict with curb extensions or refuge islands.
- Ensure compliance with ADA standards using tactile materials and detectable warnings at crossing locations.
- Protected intersections are most appropriate at intersections with separated bike lanes or shared use paths, particularly along corridors with high vehicle speeds and turning volumes. Although, they can be useful at challenging intersections for all bicycle facilities.
- Signal timing should be programmed to minimize delays for active transportation users while maintaining vehicle progression.



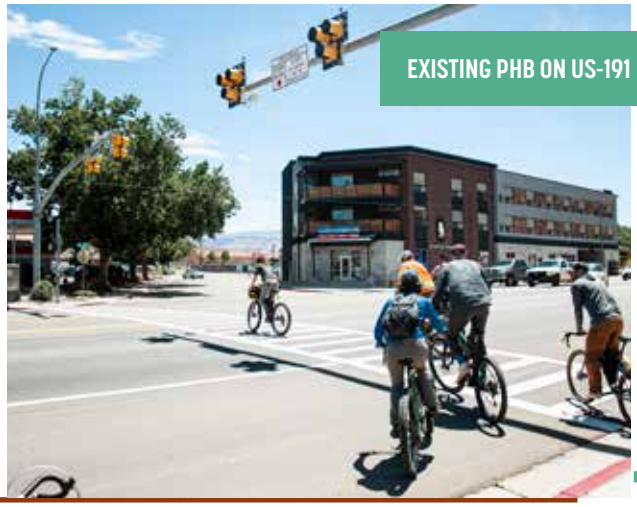
PROTECTED INTERSECTION IN SALT LAKE CITY, UT

DESIGN

- Continental and ladder style crosswalks are preferred for their visibility, where feasible.
- Raised crosswalks should include gentle ramps that accommodate drainage, and emergency and maintenance vehicle access, and use contrasting materials or markings to clearly define the crossing area. Typically, useful in downtown areas and near schools, parks, and major trail intersections.
- Pedestrian refuge islands should be ADA accessible and 8’ to 10’ wide to allow for the storage of a bicycle (6’ minimum). They should be 40’ long to ensure drivers are aware of its presence (20’ minimum). On 25 mph and above streets, provide double centerline marking, reflectors, and “KEEP RIGHT” signage on the island.
- Mid-block crossings should be considered at locations with long distances between crossing opportunities (greater than 400’) and near destinations with heavy pedestrian traffic.
- Rectangular rapid flashing beacon signals should be used on two or three-lane roads with moderate speeds (25 to 35 mph). They are typically push-activated but can also include passive detectors that recognize users and immediately activate. When possible, a pedestrian refuge island should be included at the crossing.
- Pedestrian hybrid beacons are well-suited for multilane or high-speed roadways where standard markings do not provide enough visibility. They are typically installed at unsignalized intersections or mid-block crossings, such as where a shared-use path intersects with a major highway. They are usually push activated. Signals start solid for users to cross unabated and then blink for vehicles to proceed when there are no users in the crosswalk. When used at intersections, "NO RIGHT TURN" blank out signs may be used to control side street traffic.
- Undercrossings should be spacious, well-lit, and completely visible for its entire length. Recommended 14’ width to allow for maintenance vehicle access. Minimize the width of undercrossings whenever feasible. If greater than 60’ consider additional width to improve sightlines. Minimum 10’ vertical clearance. Consider additional vertical clearance if equestrian use is anticipated.



EXISTING UNDERPASS ON MILL CREEK PARKWAY AT 400 E



EXISTING PHB ON US-191

Crossings (Continued)

- Underpasses should have a minimum daytime illuminance of ten foot candles via artificial and/or natural light (provided through a gap between highway lanes) and a nighttime level of four foot candles.

CONSIDERATIONS

- Select crossing treatments based on roadway speed, vehicle volumes, number of lanes, and non-motorized user volumes.
- Eliminate visual clutter and ensure that signs and markings are visible both day and night. Lighting should illuminate the crossing and approach zones without glare.
- Regularly evaluate crossing treatments as user volumes and roadway conditions change, and update accordingly.
- Compared to pedestrian bridges, undercrossings typically have a smaller elevation differential, which means shorter ramps for users to navigate.
- Undercrossings should use a centerline through the entire length, even if the rest of the trail does not have one, to clarify user positioning and prevent head-on collisions. Proper drainage must be established to avoid pooling of stormwater in underpasses. For waterway or stormwater corridors, undercrossings can be designed to flood periodically.

Pedestrian Bridge

DESIGN

- Recommended 14' width. If the overcrossing has scenic vistas, provide additional width to allow for stopping. Minimum 10' vertical clearance for users. Consider additional vertical clearance if equestrian use is anticipated.
- Vertical clearance below will vary depending on feature being crossed. Minor roadway clearance is 17', major roadway is 18.5', and railline is 23'.
- Maximum running slopes should be below 5% for accessibility. Up to 8% permitted for short distances; periodic resting intervals should be provided at least every 200'.
- Handrails must be of uniform height and between 34" and 38" from the surface of the ramp slope. Additional fencing above may be required to protect users and motorists below.

CONSIDERATIONS

- Bridge should have a centerline striping regardless of whether the rest of the path has one.
- Coordinate with applicable agencies (e.g., Utah Department of Transportation, railroad company, etc.) to secure applicable permits and determine design criteria.



LARRY MATTHEWS | PEDESTRIAN BRIDGE OVER COLORADO RIVER

ROAD STANDARDS UPDATE

The following updates to the 2010 *Grand County Construction Standards* are suggested to facilitate implementation of this plan. Updates to paragraphs and tables identified below can be used to replace current language in the standards.

Updates to Section I. Roads and Streets

SECTION I. ROADS, STREETS, AND PAVED PATHWAYS

All construction of roads, streets and paved pathways shall comply with the Utah Chapter of the American Public Works Association (APWA) Manual of Standard Specifications and the APWA Manual of Standard Plans (2025 edition or successor). Said manuals shall be modified as follows:

All roads and streets including access roads shall comply with tables 1 and 2 of the Grand County Construction Standards, except roads, streets and paved pathways which are identified as part of the Active Transportation Network (see map) by an approved master plan such as the Non-Motorized Trails Master Plan, which shall comply with table 3. Paved roads shall include the application of a chip seal in the second construction season after placement of the asphalt concrete. In the case of paved pathways, bike lanes and other areas intended for use by cyclists, a seal coat shall be applied instead. Subbase, base course, asphalt and concrete inspections shall be scheduled with the County Engineer at least 48 hours in advance.

Only complete projects or project phases identified upon approved project master plans are eligible for acceptance. Acceptance of all work defined in the Subdivision Improvement Agreement excepting the chip seal commences the two-year warranty period.

A. Street and Paved Pathway Standards

1. Minimum street and trail design and construction standards
All roads and streets must be designed to conform to the standards presented in the following Tables 1&2. All roads, streets and paved pathways which are included in the Active Transportation Network must be designed to conform to the standards presented in Table 3. Note: The tables show the minimum standards, there may be situations where it is necessary to exceed the minimum standards to accommodate the intended uses (i.e. commercial areas, loading zones, on-street parking needs, and similar).

TABLE 3. MINIMUM STREET DESIGN STANDARDS FOR ROUTES IDENTIFIED IN ACTIVE TRANSPORTATION NETWORK (REFERENCE 2025 GRAND COUNTY NON-MOTORIZED TRAILS MASTER PLAN)

Note: Insert Table 3 after existing Tables 1 and 2. Abbreviations: AT – Active Transportation, BL – Bike Lane, BBL – Buffered Bike Lane, and SBL – Separated Bike Lane.

	MAJOR	MINOR	LOCAL TYPE I PUBLIC	LOCAL TYPE II PUBLIC	
Design Speed	35 MPH	35 MPH	25-30 MPH	25 MPH	15 MPH
R/W Width (By Facility Type)	BL – 100' BBL – 100' SBL – 100'-120'[1,2]	BL – 80' BBL – 80' SBL – 100'	BL – 66' BBL – 75' SBL – 75'	BL – 66' BBL – 75' SBL – 75'	20' if not attached to roadway
Surface Width	BL – 72' BBL – 78' SBL – 60' + 12-16' for SBL[2]	BL – 62' BBL – 68' SBL – 50' + 12-16' for SBL	BL – 46' BBL – 52' SBL – 34' + 12-16' for SBL	BL – 36' BBL – 42' SBL – 24' + 12-16' for SBL	10' min; 12' preferred
Travel Lanes	4	2	2	2	Bi-directional
Lane Widths	11'	11'	10'	10'	N/A
Min-Max Grades	0.5-8%	0.5-8%	0.5-10%	0.5-12%	Per AASHTO
Min Horizontal & Alignment Radius	450'	450'	250'	150'	90'
Intersection Grade	0.5-3%	0.5-4%	0.5-4%	0.5-4%	5% max.
On-Street Parking	None[3]	None[3]	None[3]	None[3]	N/A
Intersection Sight Distance	350'	350'	300'	300'	35' clear sight triangle
Stopping Sight Distance	325'	325'	250'	200'	100'
Curb Return Radius	25'	25'	20'	15'	10' min
Shoulders	No paved shoulder, 3' min gravel shoulder if no curb/gutter				2' min (can be unpaved); 6% grade max

Table 3 Notes:

1. Width varies depending on two-way SBL or one-way on either side of roadway.

2. Min surface width of two-way SBL is 12'; min width of one-way SBL is 7.5'.

3. See paragraph 6. Street Widths *for further information regarding on-street parking.*

SECTION I.A.5. RELATIONS TO ADJOINING STREET SYSTEM

5. Relations to Adjoining Street and Trail System

The arrangement of streets, paved pathways and trails in new subdivisions shall make provision for the continuation of the existing streets, paved paths and trails in all properties abutting the subdivision at the same or greater width (but in no case less than the required minimum width) unless variations are deemed necessary by the County Engineer or County Road Supervisor. Where the County Engineer determines that it is desirable to provide street, paved path or trail access to adjoining property to provide an orderly development of the transportation network, proposed streets and street-contiguous active transportation elements shall be extended by dedication to the boundary of such property. In the case of paved paths and trails not contiguous with a street, an easement may be recorded instead of right-of-way dedication. Stub streets, paved paths and trails thus provided, which are more than 100 feet in length, shall require a temporary turn-around if deemed necessary by the County Engineer, County Road Supervisor, or local Fire Official.

SECTION I.A.6. STREET WIDTHS

6. Street Widths

Street pavement widths shall, at a minimum, be as specified in Table 2, Minimum Street Design Standards; provided, however, where a street has been identified as part of the Active Transportation Network in an adopted plan, then the minimum widths specified in Table 3 must be met. Additionally, if an adopted arterial and collector street plan specifies more restrictive standards, the requirements of the adopted plan shall apply. NOTE: The pavement widths specified in Tables 2 & 3 are minimums and generally not intended to accommodate on-street parking. The County Engineer may require wider street widths for specific areas where significant on-street parking is reasonably anticipated.

Exceptions: The minimum widths specified for collector routes may not be appropriate in all cases due to steep terrain, proximity to water courses, adjacent land ownership, availability of right-of-way, or similar obstacles. County Engineer may allow reduction in street widths when such conditions exist, AND when the design engineer submits supporting evidence that the reduced width will safely accommodate the anticipated traffic for at least 30 years into the future.

SECTION I.D. SIDEWALKS (OR TRAILS), CURBS AND GUTTERS

D. Sidewalks, Paved Paths, Trails, Curbs and Gutters

Curb and Gutter, sidewalks, and active transportation elements may not be required in all circumstances. Adopted plans such as the Non-Motorized Trails Master Plan identify corridors and routes where certain types of improvements are necessary. The County Engineer or County Road Supervisor will make the final determination as to the required edge treatments for specific routes. All improvements required by this standard including; sidewalks, curb and gutter, active transportation elements and drainage improvements, associated with county roads (public roads with ROW dedicated to Grand County) shall be dedicated to Grand County at the time of the road dedication.

MAINTENANCE

REGULAR MAINTENANCE IS A CRITICAL COMPONENT OF A HIGH-QUALITY TRAIL SYSTEM. WITHOUT PROPER AND TIMELY MAINTENANCE, TRAILS ARE AT RISK OF EROSION, OVERGROWTH, AND DEGRADATION, POSING A RISK TO USER SAFETY AND DEGRADING USER EXPERIENCE.

People are more likely to walk, bike, or roll for transportation and recreation when they have access to well-maintained trails. Trail maintenance also minimizes impact on our ecosystems, preserving wildlife habitat value and the beauty of the landscape. Lastly, maintenance protects the investments made in building trails, ensuring trails continue to be assets to the community long into the future.

The following recommendations provide a menu of options and general best practices for maintaining trails, shared use paths, and on-street bicycle and pedestrian facilities.

General

TREE AND BRUSH TRIMMING

Tree branches should be trimmed in a manner that leaves a 1' to 5' minimum horizontal clearance from the trail shoulder and 10' to 12' vertical clearance. Any branches that appear to be dying, broken, or loose should be removed. However, trees should not be trimmed or pruned in a manner that thins out the branch cover and eliminates the shade it produces. Because natural trails are often less accessible, commonly they are trimmed beyond the minimum clearances to reduce maintenance frequency.

LANDSCAPING (URBAN TRAILS)

Maintaining vegetation along trails and buffers is important to preserve vegetation quality, preventing encroachment, and enhancing the character of the trails. The frequency of landscaping activities will depend on the time of year, weather conditions, and species present. Based on Grand County's desert ecosystem, turfgrasses should be avoided due to their water requirements. Whenever possible, use low-water, native vegetation and/or context specific vegetation (e.g., riparian associated species) to enhance the sense of place along trails.

WEED ABATEMENT

Invasive plant species should be regularly removed along trails. Special attention should be paid to species that degrade user experience, such as goathead/puncturevine. Native vegetation along trails can be left alone (with the exception of periodic trimming). If spraying weeds, temporary signage should be placed along trails to warn users of herbicide presence. Care should be taken to spray along trails during low-use times (e.g., middle of the day during the week) and in proper weather conditions (i.e., sunny and low wind).

DEBRIS REMOVAL

Natural debris, such as leaves, branches, or other plant material, should be swept or blown off trails to prevent tripping/crashes and preserve aesthetics. Removal may be required more frequently at different times of year (e.g., fall leaves). Human-produced debris should be picked up so as to not degrade user experience. Frequency depends on the context and use of the trail corridor. Checks should be made to record reoccurring needs and spots to better coordinate timing and frequency. Periodic volunteer events can supplement municipal staff time.

Debris removal for on-street facilities should be made in concurrence with street sweeping. Coordination should occur between Utah Department of Transportation and Grand County's Roads Department to make sure roadways are clear curb-to-curb. Poor maintenance can force users into travel lanes, contributing to crashes and deterring use.

SIGNAGE REPAIR/REPLACEMENT

Wayfinding signage is not only critical for navigation and orientation but also serves as a brand for the trail network. Keeping signage in good condition is vital for maintaining a usable and appealing network. Signage should be inspected annually and replaced/repaired if damaged. Graffiti should be removed more frequently so as to not let this type of vandalism build up and expand.

SOFT-SURFACE TRAILS

Shared use paths laid with gravel, crusher fines, or any other treatment other than pavement need to be inspected regularly for deterioration. Any deficiencies found in the trail, such as ruts, upheavals, potholes, or erosion, should be mitigated through grading and the reapplication of the surface material. Always compact the surface after reapplication to avoid additional deterioration. Wet spots can accelerate the degradation of gravel/crusher fine trails. Proper drainage strategies should be employed to ensure the mitigation of wet soil conditions. Every couple of years portions of soft-surface trails will need to be regraded to maintain a sufficiently even surface and to efficiently manage drainage.



CORIE SPRUILL

WINTER MAINTENANCE

Though snow events in Grand County are infrequent, occasional snowfall can impact accessibility and safety. For critical transportation trails and facilities, snow removal should occur as soon as possible following the winter event. Shared use paths can be cleared using plows, shovels, or snow blowers. On-street facilities can be plowed and de-iced concurrently with travel lanes. Care should be taken on separated bike lanes to avoid the vertical protection element. If consistent winter maintainance on a certain section of the network is unfeasible, the associated infrastructure should be signed as "maintained seasonally," to avoid liability.

Paved Surface Maintenance

Cyclists are more sensitive to pavement quality than motorists because of reduced speeds, narrower tire widths, and, typically, lack of suspension or dampening systems. Any paved surface will deteriorate over time. Asphalt surfaces drop in quality rapidly after ten years. However, some preservation efforts, such as seal coating, can extend the life of asphalt. Concrete requires significantly less capital maintenance than asphalt. Beyond isolated jacking or replacement, limited expenditures can generally be expected for upwards of 50 years.

FINANCIAL PLANNING

A maintenance budget should be developed for each new project that is constructed. Funding for maintenance of the Active Transportation Network should be set aside on a per-mile basis , and should grow as the network develops. Grand County should consider creating a subsection of the County Maintenance Department with crew members dedicated to maintaining the Active Transportation Network.



CRACK SEALING/REPAIR

Sealing cracks in asphalt is a cost-effective technique for extending the life of the asphalt surface. Crack sealing uses a flexible material that adheres to the crack edges but moves with the asphalt as it contracts and expands with changes in temperature. Identifying and sealing cracks as soon as possible can reduce the rate at which potholes form. Seal cracks that are one-eighth of an inch or greater to prevent further deterioration.

SEALCOATING

Exposure to water, sunshine, and other elements degrades the binder that holds the aggregate in asphalt together over time. Sealcoat is a material that provides protection from this type of damage. Regular sealcoating, applied after the chip, will extend the life of asphalt and will also replenish the color and appearance of the pavement.

PAVEMENT OVERLAY

An overlay consists of adding new asphalt material over the existing surface assuming the base surface is still sound enough. Extend the overlay over the entire roadway surface to avoid leaving an abrupt edge near the bicycle facility. Overlays may be needed after multiple sealcoats and/or approximately 30 years of service. Full reconstruction is typically needed after 50 years if the sealcoat and overlay have been provided.

RESTRIPING

Striping on shared use paths should be inspected yearly. Restripe any areas where the striping has faded or been removed. Restriping on-street facilities should be done annually.



CORIE SPRUILL

Natural Surface Maintenance

Natural surface trails are susceptible to the steady wear of erosion, user-created impacts, and occasionally severe damage due to extreme weather events. Repairing trails requires an understanding of different aspects that contribute to the overall user experience, including the primary activities, difficulty level, and historical character of the trail. The tools available for maintenance are often limited to what can be hiked in, and completing repairs that create safe, enjoyable, and sustainable trails requires specialized training and experience.

BACKSLOPE

On trails that are bench-cut into the hillside, the backslope may slump over time and require recutting every 5-7 years. This may be required more frequently on more clay-rich soils, trails with a steeper backslope, or more narrow trails.

CONSTRUCTED FEATURES

Many trails in Grand County have large-scale constructed features that are needed to connect the trail across steep and ledgy terrain. Common rock features include armored ramps, retaining walls, and staircases, and common wooden features include retaining walls and bridges. Over time, gravity and water flow can cause parts of these structures to creep downhill, creating gaps that can further undermine stability. Such features may require a reconstruction on a 10-15 year cycle.

DRAINAGE

Modern trail design uses drainage techniques such as grade reversals that require little maintenance to sustain. However, in desert soils, heavy rain events may create gullies that need occasional repair. On older trails, water bars need to be cleared out annually in order to remain effective.

INFORMATIONAL & WAYFINDING SIGNAGE

Many natural surface trails are located in remote areas where becoming lost or disoriented could escalate into an emergency. This makes wayfinding signage crucial, and signage is recommended at every trail junction. Depending



on the nature of the trail, a map sign or wooden sign with distances may be more appropriate. “Reassurance” signs may also be necessary a short distance from complicated intersections. The frequency that signs must be replaced depends on their material, their amount of sun exposure, and unpredictable factors such as vandalism.

Informational signs can also help to mitigate user conflict and user-created damage by educating users about the route, local best-practices, and trail etiquette. For example, signage at the bottom of the Portal Trail warns hikers of high-speed downhill bike traffic. Examples of common best-practice and etiquette issues include staying on-trail, packing out waste, yielding and passing appropriately, and managing dogs and large groups.

USER-CREATED DAMAGE

Trail users can cause trail widening and braiding by going off-trail for a variety of reasons, including to pass another user, avoid an obstacle or puddle, shortcut between switchbacks, or to add additional challenge to a route. Trail widening and braiding damage trail features, erode soil, harm vegetation, and diminish user experience: if left unrepaired, these issues tend to get worse over time.

Necessary maintenance includes raking out off-trail tracks to visually obscure the new routes and delineating the trail with natural materials. In some cases, additional delineation, such as the painted dots on Corona Arch or Slickrock Bike Trail, may be needed, or sections for fencing. These issues can be mitigated by educating users about the importance of staying on trail and providing information that guides them to routes that match their skill level.

Trail users can displace soil and damage tread by using muddy trails. This issue can be improved by providing trail conditions reports.







PROGRAM & POLICY RECOMMENDATIONS

IMPLEMENTING A WORLD-CLASS TRAIL NETWORK TAKES MORE THAN SIMPLY BUILDING GREAT TRAILS. IT REQUIRES PROGRAMS AND POLICIES FOR EFFICIENT AND EFFECTIVE USE, MANAGEMENT, AND ACTIVATION.

Education

Pedestrian and cyclist safety and education programs can help active transportation users and motorists alike. Within schools, a class could teach elementary and middle school-aged students essential bike safety, etiquette, and skills, including how to safely use e-bikes. The programming would introduce young students to responsible riding habits, such as signaling, speed awareness, and sharing paths with other users, as well as basic bicycle maintenance for daily riding, such as checking brakes, lubricating chains, and changing out a tube. To build confidence for young riders, it could also teach kids how to safely navigate different types of bike infrastructure (including on-street facilities and paved/natural trails) and how to use mapping tools for routing.

For older high school-aged students, a class could offer more advanced bike maintenance skills (similar to high school automotive shop classes), building skills for future jobs in the bike industry and/or knowledge on how to fix bikes out on the trail. A partnership with Grand County School District could integrate programming directly into the core curriculum. Alternatively, partnerships with nonprofit organizations, like Moab Community Cycles, could provide the programming after school or to the general public.

Bike Utah's Bike Education Safety Training program is another great example of community-based educational programming, which has previously offered classes in Grand County. This program offers assemblies/presentations, bicycle safety, and repair education events. Since 2016, this program has reached 38,000 students at 114 schools. Bike Utah has also created a Bike Friendly Driving module—critical to educating young drivers on how to drive around bikes to keep cyclists safe. This is now a mandatory part of Utah's online driver's education program, reaching approximately 14,000 aspiring drivers every year.



Bike Bus

Bike buses are a supervised group ride where students follow a scheduled route with adult leaders, picking up riders along the way—similar to a traditional school bus. Bike bus programs encourage physical activity, strengthen community, foster confidence and independence, and support the City and County's sustainability and transportation goals. Partners, including the City of Moab and Grand County School District, can start by identifying key routes, in collaboration with schools and parents, utilizing existing Safe Routes to Schools corridors. The organizing entity should recruit and train adult volunteers and ensure routes use safe and comfortable infrastructure. A pilot program at a set school, such as MLH Middle, can help refine logistics and build momentum for broader adoption. Bike Utah provides support for communities considering bike bus programming. Similar concepts can be created for a walking bus closer to schools.

Bike to School/Work

Schools and workplaces can play a pivotal role in normalizing bicycling as a safe, healthy, and fun way to travel. Bike to school days can help students and families experience active transportation and cycling in a safe and social event. Giveaways, such as helmets, lights, and reflectors, can provide resources to ensure students have the tools they need to ride safely. Beyond just one-off events, more regular opportunities throughout the year can be more successful in continuing to motivate students and build their cycling confidence. Before programming bike to school events, organizers should ensure "Safe Routes to School" are published online and parents have access to suggested routes. Schools should also ensure there is ample and secure on-campus bike parking and infrastructure improvements, such as short-term or quick-build safety enhancements, near campuses should be considered.

Employers can encourage more people to commute via active transportation through a mix of incentives, support services, and awareness campaigns. Workplace programs may include challenges (e.g., Bike Month competitions), commuter benefits (e.g., pre-tax transit/bicycle reimbursements), and the installation of end-of-trip facilities (e.g., showers, lockers, and secure bike parking). Employers can use social channels to highlight the health/wellness, environmental, and financial benefits of commuting through walking, biking, and rolling, as well as offer easements for infrastructure on properties to facilitate better connections.

Moab Community Cycles

Identified as a gap in the bicycle offerings within the area, Moab Community Cycles is a community bike co-op, centered around creating an inclusive and accessible space for all riders. Many Moab residents lack the resources for prohibitively expensive mountain bikes or don't feel welcome in the traditional cycling community. Moab Community Cycles provides programming aimed at providing these residents a safe, welcoming learning environment, as well as recycled and second-hand bikes and parts.

Community bike co-ops are an important part of any robust bicycle community. Ongoing funding and support for Moab Community Cycles should be provided at the local governmental level, in addition to community donations, to ensure the organization can continue to expand services and programming to develop Moab's bicycling community for all ages and abilities.

Bicycle Parking

Ample and well-designed bike parking is a critical component to the trail network. Cyclists need a safe and convenient place to secure their bicycles when they reach their destination, especially when bicycles are frequently very expensive mountain bikes. Lack of available bike parking can limit the number of non-recreational bike trips if riders cannot count on a place to securely lock their bike. Residents and visitors would benefit from both short-term bike racks for quick trips (no longer than two hours), such as errands and quick activities, as well as for longer-term needs.

There are currently no bike parking requirements for existing or future developments. An update to the development codes should set a baseline for bike parking to meet current demand and be flexible to meet future mode share goals.

SHORT-TERM BIKE RACKS

Partnerships with local businesses and community destinations can increase the number of bike racks to make active transportation and commuting to work, services, or entertainment more convenient. Bike racks should also be placed at parks, trailheads, and campgrounds for users that want to bike to another type of activity (hiking, climbing, etc.). Expanding bike parking infrastructure provides a range of community benefits, including enhanced accessibility, improved security, and better public space organization.

To maximize the use of short-term bike they should be:

- Placed in a convenient and accessible location within 50 feet of destination.
- Located in a high-trafficked area with lighting to increase security at night.
- At least two feet from the curb to avoid being struck by swinging doors from parked cars.
- Installed under a roof or in shade to protect bicycles from inclement weather and heat.
- Installed with four feet between each rack and six feet from adjacent structures.

CULTURAL	
Non-Assembly	1 space/10,000 sq ft floor area
Assembly	Spaces for 2% of max expected daily attendance
Hospital	1 space/20,000 sq ft floor area
EDUCATION	
K-12	1 space/20 students of planned capacity
College	1 space/10 students of planned capacity
COMMERCIAL	
Retail, Office, Auto-related	1 space/300 sq ft floor area
Off-Street Parking Lots	Min 6 spaces (or 1 space/20 vehicle spaces)
RESIDENTIAL	
Multi-family	1 space/unit

There are many different styles of bike racks available. Decorative or custom-designed racks may serve as public art, enhancing the visual appeal of streetscapes and reinforcing community identity. However, certain styles are more accessible and functional than others. In general, bike racks should:

- Be intuitive for all users.
- Support the weight of the bike without putting pressure on the wheels.
- Accommodate a variety of bikes, tire sizes, and other micromobility options, such as electric scooters.
- Allow cyclists to lock both the frame and one wheel with a standard U-lock.

Each land use and activity require a different number of rack spaces. In general, all new facilities should require two spaces at minimum. See table above for guidance on number of spaces based on size and occupancy rate.

LONG-TERM/SECURE STORAGE

Mountain bikers often invest significant amounts in their bikes and leaving them poorly secured or unsecured in public spaces can lead to theft or vandalism. Bike lockers offer a secure, enclosed storage solution where riders can safely lock up their bikes and gear, providing peace of mind while they enjoy longer-term activities. Bike lockers can be made available free and secured with a personal padlock or offered through third-party companies, such as BikeLink. These lockers allow users to store bicycles through electronic access and a small fee. Bike lockers should be installed at popular destinations, where users may spend more than two hours, such as the downtown commercial core, as well as transit connections, such as the mobility hub at Lions Park. Strategic placement will increase locker usage, deter theft, support longer visits, and reinforce the city's commitment to bike-friendly infrastructure and responsible recreation.

ARTISTIC BIKE RACKS AT MOAB ARTS CENTER





Peak Season Bike Valet

To enhance the biking experience and support local businesses, a seasonal bike valet service could be introduced within Downtown Moab and/or in other high-traffic areas. This service could provide secure, convenient storage for expensive mountain bikes, while visitors and residents explore the various offerings around the commercial core. Partnerships with local bike shops or nonprofits could help staff and/manage service, which could include secure storage, shaded rest areas and water, and light repair services. Funding could come from grants and local sponsorships (in exchange for promotion) and advertised through trail maps, local businesses, social media, and other online sites. Not only would this help reduce the anxiety over expensive bikes and risk of theft, but it would attract more users to experience Downtown, support local businesses, and reinforce the area's commitment to being a bike-friendly destination.

Wayfinding Signage

An essential component for any trail network, wayfinding signage creates more intuitive, user-friendly trails. Clear and consistent signage helps users navigate the network, identify connections to destinations or other trails, and understand distances and travel times. This can help reduce barriers and uncertainty for some users, encouraging more people to walk, bike, and roll. A wayfinding signage plan should set standards for sign types, branding and design, programming, placement, and maintenance to ensure consistency across the network. Signage can also create and reinforce a brand for Grand County's trail system, creating a stronger sense of identity and place. Good wayfinding empowers users to explore confidently, enhances safety and accessibility, and strengthens the overall network.

Signage along trails should include trail etiquette information, allowed trail users, e-bike policies, and/or speed limits (15MPH on commuter-oriented routes and 10MPH on downtown paths).

EXISTING WAYFINDING SIGNAGE ON 100 W IN MOAB



Traffic Calming Program

According to community feedback, not all Grand County residents feel safe walking, biking, or rolling around their neighborhoods. A traffic calming program can help address speeding and reduce cut-through traffic from tourists on neighborhood streets. The example traffic calming program below responds to community needs while integrating technical expertise.

1. Application: A resident submits a traffic calming application to Grand County and/or the City of Moab.

2. Screening: The County/City reviews to determine improvements that might address safety concerns.

3. Scoring: The County/City prioritizes applications received within that cycle.

4. Outreach: The County/City gathers public input on prioritization and any other areas appropriate for traffic calming.

5. Identification: Using input, the County/City gives a final score to projects with an estimated timeline. The County/City should keep in mind eligible funding sources and prioritize projects based on ability to secure funding.

6. Feedback: The County/City shares recommended projects. Those without community support should be removed from the list.

7. Implementation: The County/City implements projects in order of priority and funding available. Projects should take advantage of any roadway development/reconfiguration and/or adjacent property development.

Complete Streets Policy

Complete streets policies ensure that every transportation investment—from major new construction to routine maintenance—considers the needs of all users, not just drivers. These are not a one-size-fits-all mandate, but rather a systematic approach to consistently consider every user in every project, tailoring solutions to surrounding context and balancing trade-offs with public transparency.

Grand County and the City of Moab should adopt policies that require roadway projects evaluate and integrate safe, accessible options for walking, bicycling, and rolling in addition to driving. A well-structured program sets out design standards, prioritization criteria, and community engagement processes to ensure that transportation investments improve safety, accessibility, and equity across all streets. The Complete Streets policy would apply broadly to all types of projects, including new construction, reconstruction, rehabilitation, subdivision-related street projects, and routine resurfacing/repainting. Beyond infrastructure, complete streets policies also build accountability by embedding multimodal considerations into planning and budgeting, as well as staff capacity and cross-department coordination.

Importantly, complete streets policies also establish standards for safe detours during roadway construction or repair work for all users, including pedestrians and cyclists. When detour best practices for all users are not adhered to, active transportation users are usually more impacted and may take unnecessary risks, leading to avoidable accidents. This policy would also apply to private development, which affects access to the public right-of-way. The *Manual on Uniform Traffic Control Devices* and the Federal Highway Administration's *Pedestrian Accommodation in Work*

Zones Field Guide provide clear standards for maintaining safe, continuous access through or around construction zones, including signage, surface treatments, and safe detour planning.

These policies are particularly important in a recreation-oriented community like Grand County, where residents, visitors, and service workers rely on a mix of transportation choices to reach schools, jobs, trailheads, parks, and community destinations. By prioritizing the safety and mobility of the most vulnerable road users, Complete Streets policies help reduce barriers, strengthen multimodal connections, and create a more resilient and inclusive transportation network.

Street Connectivity Policy

The simplest aspect of a positive active transportation experience is strong street and trail connectivity. Streets form the veins of a community and influence its basic character. A connected network of streets makes active transportation trips more viable and convenient. Street connectivity also provides a variety of benefits to emergency response times, reductions in vehicle miles traveled, improved air quality, and improved access to destinations.

Street connectivity is best catalyzed alongside roadway development, reconfiguration, or resurfacing, as well as adjacent private development. Additionally, active transportation connectivity can be separated from connectivity for vehicles. For example, some neighborhoods have made deliberate choices to mitigate cut-through traffic (e.g., cul-de-sacs). However, these established areas may be more amenable to adding cut-through trails to improve connectivity for pedestrians and cyclists.

The *Utah Street Connectivity Guide* provides cities with context-sensitive guidance to measure and implement street connectivity standards into their local development codes.

Trail-Oriented Development Overlay

To support more active trail corridors that provide places for people, Grand County and the City of Moab could implement a Trail-Oriented Development Overlay Zone in its zoning codes along key paved trail corridors. This overlay would introduce targeted policies and development standards that encourage developments to interact and engage with trail corridors, enhancing both community connectivity and economic vitality.

By encouraging more adjacent development along trail corridors, this approach increases natural surveillance—the presence of eyes on the trail—which enhances safety. At the same time, it helps attract visitors, improves exposure for nearby businesses, and can contribute to rising property values. The overlay zone would maintain existing base zoning while providing a clear framework for developers to create vibrant, trail-connected communities that align with broader goals for mobility, livability, and sustainable growth. The overlay could also provide incentives for developers who build in these community benefits, including flexible setbacks, reduced parking requirements, density bonuses, or expedited permitting.
Specific standards could include:

- Trail-facing entrances;
- Public spaces that enhance the trail and provide additional amenities for users;
- Frequent and accessible connections; and
- Enhanced lighting, landscaping, and/or green infrastructure to improve safety, visibility, aesthetics, and stormwater management.

Rail-to-Trails Conservancy's *From Trail Towns to TrOD: Trails and Economic Development* report cites a number of examples for how development can improve a trail network.

Riparian Corridor Ordinance

The Mill Creek Parkway is Grand County's active transportation spine, and the Pack Creek Parkway is one of its largest opportunities. A riparian corridor ordinance could help facilitate the improvement and development of these trail corridors while meeting additional goals, including floodplain protection, riparian restoration, and open space preservation.

Typically, ordinances divide the riparian corridor into three zones: No Disturbance Area (typically 0 to 25 feet), Structure Limit Area (typically 25 to 50 feet), and Buffer Transition Area (typically 51 to 100 feet). Zones dictate activities allowed and widths can be adapted to local context. Standards might address grading, structures, roads, vegetation protection and weed control, reduction of impervious surfaces, access and maintenance, land-use restrictions, landscaping, fencing, and flood control facilities. Salt Lake City, UT adopted a robust riparian corridor ordinance in 2008, which can be used as a starting point for Grand County.

By limiting new development in these vulnerable areas, riparian corridor ordinances can reduce flood risk for adjacent properties, preserve natural water flow, and protect critical habitat for local wildlife. The ordinance can also establish a framework for land acquisition along the creeks and within the floodplain, getting additional governmental and conservation partners involved. Trails and greenways are a compatible element of these ordinances, especially within the structure limit area, allowing access for flood control, restoration, and general maintenance.



RIPARIAN CORRIDOR ALONG MILL CREEK

INITIATIVE	POTENTIAL PARTNERS	LEVEL OF EFFORT	COST
Education	Grand County, City of Moab, School District, Moab Community Cycles, Other Community Organizations	Medium	$$
Bike Bus	Grand County, City of Moab, School District, Moab Community Cycles, Parents/ Volunteers	Low	$
Bike to School/Work	Grand County, City of Moab, School District, Local Businesses, Moab Community Cycles	Low	$
Moab Community Cycles	Grand County, City of Moab, Moab Community Cycles	Low	$$
Bike Parking	Grand County, City of Moab, Local Businesses, Private Vendors	Medium	$$-$$$
Peak Season Bike Valet	Grand County, City of Moab, Local Businesses, Moab Community Cycles	Medium	$-$$
Wayfinding Signage	Grand County, City of Moab	Medium	$$-$$$
Traffic Calming Program	Grand County, City of Moab	Medium-High	$
Complete Streets Policy	Grand County, City of Moab	High	$
Street Connectivity Policy	Grand County, City of Moab	Medium-High	$
Trail-Oriented Development Overlay	Grand County, City of Moab	Medium	$
Riparian Corridor Ordinance	Grand County, City of Moab, Lands Trust, Environmental Organizations	High	$

100 W TRAIL & ADJACENT HOTEL



ACQUISITION STRATEGIES

BUILDING OUT A WORLD-CLASS TRAIL NETWORK IN GRAND COUNTY WILL REQUIRE SECURING PROPERTIES AND EASEMENTS.



EXISTING BRIDGE OVER PACK CREEK

Grand County must work collaboratively with willing landowners to find solutions. Utah law does not allow the use of eminent domain for trails, so the process depends on open communication, transparency, and shared benefits. Properties targeted for acquisition should meet one or more of the following criteria:

- The property fills an important connection in the community-wide trail system, is unlikely to be provided by future development (i.e., if the property were subdivided or redeveloped and the trail were required as part of an agreement), and cannot be easily or efficiently circumvented;
- The property provides a unique setting or trail experience that likely cannot be accommodated or replicated elsewhere; and/or
- The property provides a key connection or facility within the context of the regional trail network.

If the acquisition does not meet any of the above criteria, the property is likely not a good candidate for acquisition, unless special circumstances exist (such as, a land donation from a willing property owner, etc.). In all cases, a backup plan with detours and/or alternative alignments, such as neighborhood byways on local roads, should be planned.

ACQUISITION TOOLBOX

The information below is given for general information purposes only and does not constitute legal advice. In all cases, legal counsel should be consulted for specific advice.

Fee Simple Purchase

This is the most straightforward form of land acquisition, involving the full transfer of title and all associated rights from landowner to buyer. This method provides total control over the property, enabling long-term conservation, public use, and/or recreational infrastructure development. This strategy is most valuable when the full property is needed to facilitate access, make major improvements, or conserve large properties for open space and/or floodplain protection.

However, fee simple purchase is usually the most expensive strategy. Buyers assume full liability and management responsibility. Additionally, lands may be removed from local tax rolls, reducing tax income for local governments. Moreover, this strategy can get complicated quickly on corridors with fragmented ownership, especially if only a portion of the property is needed to make a trail connection and there are not likely to be any impacts to buildings or infrastructure on site. In this case, an easement may be a better strategy.

Along with fee simple purchase, additional strategies may be used to give Grand County time to gather resources for acquisition when an identified property comes up for sale. An option agreement gives the potential buyer the right—but not the obligation—to purchase land at a set price within a specific timeframe. A non-refundable option fee (commonly around 10% of the land value) secures this right. This can be particularly useful in competitive resort town markets. A right of first refusal gives the potential buyer the chance to match a third-party offer when a landowner decides to sell. This tool is useful when a landowner is not ready to sell but may be interested in the future. A saleback or leaseback arrangement allows the buyer to permanently preserve a key part of the property and then sell/lease the other portion to relieve some of the ongoing management burden and offset some of the acquisition costs. It is particularly useful for grazing, farming, or other uses that would not drastically impact the trail. Lastly, an installment sale allows the purchase price to be paid over time, rather than in a single lump sum. This provides tax advantages to the seller, who may reduce capital gains exposure by spreading the income over several years. It also helps buyers by spreading acquisition costs across multiple budget cycles or grant periods.

Donation/Bargain Sale

Properties or easements may be donated outright or sold at less than fair market value (a bargain sale). The difference between purchase price and fair market value would be considered a charitable contribution. This can provide substantial tax benefits for the donor, while offering the buyer a low-cost acquisition method. There must be some compensation exchanged (as little as $1) and the donor must provide a statement affirming they consider the compensation just or the donation can be contested later. Through a reserved life estate or bequest via a will, a landowner donates property during their lifetime but retains the right to use it for the remainder of their life or the life of designated family members. Landowners may receive tax benefits even prior to the transfer and buyers should prepare for maintenance liabilities in anticipation of the transfer.

Easements

This is one of the most widely used tools for trail development. Easements are legal agreements in which a landowner grants limited rights to use their property—such as for roads, trails, conservation, or utility access—while retaining ownership. Right-of-way easements allow public access through a designated corridor for transportation purposes. Trail easements allow public access through a designated corridor for active transportation and/or recreation purposes. Conservation easements permanently restrict development while enabling continued private use, such as hunting, farming, or forestry. This type of easement is most useful on properties with open space, floodplain protection, or other environmental value. A baseline survey is required to identify the extent of the natural, historic, or cultural resources to be conserved in the easement. Utility easements allow public utilities, such as sewage, electricity, water, and internet, to use a portion of private property to install, maintain, and repair infrastructure. Utility easements are great candidates for trail corridors as development is typically limited on top of or below infrastructure.

Easements are less expensive than outright purchase and can minimize land use disruption. They can be customized to the specific terms agreed upon between parties, offering a lot of flexibility. However, they require ongoing monitoring and clear enforcement terms. Care and continued communication must be taken to mitigate any tensions that may arise as a result of the easement.

Land Exchange

This involves swapping one property for another of equal or comparable value. When structured correctly, exchanges can avoid capital gains tax. This strategy can be particularly useful when acquiring property from business owners. For example, the County may purchase a different property that meets their business needs and swap it for the targeted property. This mitigates the time spent out of business as owners search for a new property. Often, local governments will also offer a stipend or other assistance to facilitate the move. However, land exchanges can be administratively complex and time consuming to find properties of comparable value, and require a willing—and typically patient—landowner.



EXISTING TRAIL BETWEEN SAN MIGUEL AVE AND MILL CREEK DR

Access/Use Agreements & Leases

Access/use agreements and leases are flexible arrangements that allow for trail access on a property without transferring ownership of any portion of the land. They should be well-documented and include clearly written terms for allowed uses, access locations, trail alignments, maintenance responsibilities, and termination clauses. These instruments are particularly helpful when dealing with publicly owned corridors or landowners unwilling to sell. The landowner typically retains their previous uses, such as agriculture. Agencies may pay landowners for use of their property, but landowners must not charge a fee for access to their land through this agreement or they could open themselves up to liability through Utah's recreational use liability statute. Access and use agreements may have a specified or unspecified term length, whereas leases are typically 25 to 99 years. While often not a long-term solution, these agreements are useful for temporary trail routing or pilot projects, and can be an important stepping stone toward a longer-lasting solution.

Development Tools

There are several tools aimed at developers that can help facilitate trail connections. Development agreements are negotiated contracts between local governments and developers that align private development with public goals, such as trail access. Planned unit development is a regulatory process that trades flexibility in the zoning code for goals the municipality would like to achieve (as spelled out in the code). Conservation subdivisions cluster residential development on smaller lots to preserve significant open space within the groupings of parcels.

These instruments are customizable and include what the developer is required to do, such as dedicate easements, construct trails, cluster buildings, preserve open space, or restore natural features, and what the developer may get in return, such as density bonuses or flexible zoning (e.g., building heights, density, setbacks, lot sizes, etc.). Trails and open space adjacent to the developments become a shared amenity and can enhance property values, reduce infrastructure costs, and increase developers' bottom lines. Public access should be negotiated into every agreement and any undeveloped land should align with contiguous open space design standards and placed in permanent protection. Long-term maintenance responsibilities for shared spaces should be clearly written out and strong enforcement protocols should be outlined.

Transfer of Development Rights

Transfer of development rights programs allow a public agency to shift development rights from a sending zone (priority areas for trails, riparian corridors, open space, etc.) to a receiving zone—typically an area more suited for growth and/or denser development. Landowners can sell development rights in a sending zone to another party for the ability to develop those rights in a receiving zone, resulting in density increases. Rights are usually quantified by market value or allowed densities in the sending zone. Post-transfer, sending zone properties should be protected for public access in perpetuity through an easement or similar tool. Rights are market-based and usually do not require purchases, making them cost-effective when well-designed. However, they do require strong planning frameworks, clear designation of sending and receiving areas, and a robust market for development bonuses, otherwise they may be underutilized. If rezoning or variances are easier to obtain, the program will likely not be used.

FUNDING SOURCES

A DIVERSE RANGE OF FUNDING SOURCES EXISTS AT FEDERAL, STATE, REGIONAL, AND LOCAL LEVELS FOR GRAND COUNTY TO CONSIDER WHEN IMPLEMENTING RECOMMENDATIONS IN THIS PLAN. REMEMBER, MOST FUNDING IS COMPETITIVE—COLLABORATIONS WITH OTHER LOCAL AND REGIONAL ENTITIES CAN STRENGTHEN PROPOSALS.

NAME	DESCRIPTION	ELIGIBLE FACILITIES	FUNDING	NOTES
FEDERAL				
Active Transportation Infrastructure Investment Program (ATIIP)	Helps communities design and construct safe and connected active transportation networks such as sidewalks, bikeways, and trails that connect destinations such as schools, workplaces, residences, businesses, and recreation within a community or metropolitan region.	Shared Use Path, Bicycle Boulevard, Bike Lane, Buffered Bike Lane, Protected Bike Lane, and Corridor Study	Planning and Design grants must have total costs of at least $100,000. Construction grants must have at least $15 million.	20% state or local match but includes exceptions. Local governments eligible.
Bridge Investment Program	Provides funding for bridge replacement, rehabilitation, preservation, and protection that could be used to fund recommendations that involve bridges.	Any (Involving Bridges)	~$10 billion available.	Typically 20% local or state match. Local governments eligible.
Carbon Reduction Program (CRP)	Funds for transportation projects that reduce on-road carbon dioxide emission, including bicycle and pedestrian facilities.	Bicycle Boulevard, Bike Lane, Buffered Bike Lane, Protected Bike Lane, and Paved Shoulder	~$7 million available in Utah.	Administered through Utah Department of Transportation.
Community Development Block Grant (CDBG)	Help communities address critical needs that benefit low- to moderate-income households, including roadway infrastructure.	Any	~$1 million available to Southeastern Utah Regional Development Agency.	Administered through Southeastern Utah Regional Development Agency.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Funds projects in current and former Clean Air Act nonattainment or maintenance areas to improve air quality and reduce congestion, including bicycle and pedestrian facilities and safety improvements.	Any	~$14 million available in Utah.	20% state and local match. Administered through Cache Metropolitan Planning Organization.
Federal Lands Access Program (FLAP)	Established by the Federal Highway Administration to supplement State and local resources for public roads, transit systems, and other transportation facilities that connect travelers with Federal recreation sites.	Shared Use Path, Separated Bike Lane, Buffered Bike Lane, Bike Lane, and Paved Shoulder	~$13 million available in Utah.	Facilities should be no longer than 10 miles away from federal lands. Local governments eligible.
Highway Safety Improvement Program (HSIP)	Funds safety projects on all public roads consistent with the Utah Strategic Highway Safety Plan (SHSP), such as crossing improvements and separating pedestrian and bicycling facilities.	Shared Use Path, Separated Bike Lane, Spot Improvements, and Traffic Calming	~$27 million available in Utah.	10% local match. Administered through Utah Department of Transportation.
Land and Water Conservation Fund State-side Grant Program (LWCF)	Funds the acquisition and development of public outdoor recreation areas. Facilities must be protected in perpetuity, typically with a conservation easement.	Shared Use Path	$3 million max grant request.	50% local match. Administered through Utah Division of Outdoor Recreation.
Better Utilizing Investments to Leverage Development Grant Program (BUILD)	Funds a wide variety of surface transportation infrastructure projects that will have a significant local or regional impact, including road, rail, and transit.	Shared Use Path, Buffered Bike Lane, Separated Bike Lane, and Corridor Study	Minimum grant for capital projects in rural areas is $1 million. Max grant for planning projects is $25 million with no minimum.	20% state or local match but includes exceptions. Local governments eligible.
Reconnecting Communities Pilot Grant Program (RCP)	Funds aimed at reconnecting communities previously cut off from economic opportunities by transportation infrastructure. Grants support construction or planning, including enhancing connectivity, complete streets, and planning related to bicycle and pedestrian infrastructure.	Any (Near US-191)	Max community planning grant is $2 million and capital construction grants range from $5 to $100 million.	Community planning grants require 20% local match and capital construction grants require 50%. Local governments eligible.
Recreational Trails Program (RTP)	Funds the construction, restoration, and maintenance of recreational trails and trail-related education programs.	Shared Use Path	~$2 million available in Utah.	20% state or local match. Administered through Utah Division of Outdoor Recreation.

Rural Surface Transportation Grant Program	Funds surface transportation infrastructure in rural areas to increase connectivity, improve safety, generate regional economic growth, and improve quality of life.	Any	$25 million grant minimum.	20% local or state match. Local governments eligible.
Safe Streets and Roads for All Grant Program (SS4A)	Funds the development or update of a comprehensive safety Action Plan, conducting planning, design, and development activities in support of Action Plan, and/or carrying out projects and strategies identified in Action Plan.	Any (In Action Plan)	Up to $150 million for state-wide, $50 million for MPO, or $30 million for individual.	20% state or local match but includes exceptions.
Surface Transportation Block Grant Program (STBG)	Funds projects to improve conditions and performance of public roads, including pedestrian and bicycle infrastructure, as well as planning/research.	Bicycle Boulevard, Bike Lane, Buffered Bike Lane, Separated Bike Lane, and Corridor Study	~$114 million available in Utah.	20% state or local match but includes exceptions.
Transportation Alternatives (TA)	Funds a variety of smaller-scale transportation projects, including pedestrian and bicycle facilities, trails, safe routes to school projects, and vulnerable road user safety assessments.	Any	~$11 million available in Utah.	20% state or local match but includes exceptions.
Rivers, Trails and Conservation Assistance Program (RTCA)	Technical assistance, including planning, community engagement, and fundraising, to support conservation and outdoor recreation projects.	Shared Use Path		Technical assistance only.

NAME	DESCRIPTION	ELIGIBLE FACILITIES	FUNDING	NOTES
STATE				
Community Parks & Recreation Grant	Funds for the rehabilitation and construction of community parks in areas where recreation access may be limited.	Shared Use Path	$200,000 max.	40% local match.
Permanent Community Impact Fund Board (CIB)	Loans and grants to communities impacted by resource development on federal lands. Funds planning, construction, and maintenance of public facilities and services.	Any	~$100 million available for grants and loans.	Planning grants require 50% cash match from applicant.

Recreation Restoration Infrastructure Grant	Funds to restore high-use and high-priority trails or repair and replace developed recreation infrastructure on public lands.	Shared Use Path	$250,000 max.	Must be located on public land.
State Class B and C Program Fund	Funds for maintenance and construction projects, including active transportation facilities.	Bicycle Boulevard, Bike Lane, Buffered Bike Lane, and Separated Bike Lane	~$400,000 available.	30% must be used for construction or maintenance projects exceeding $40,000.
Safe Routes to School Program (SRTS)	Assist and encourage students living within 1.5-2 miles to safely walk or bike to school through non-infrastructure (education/ encouragement programs) and infrastructure (sidewalks, signage, and bike parking).	Any (Near Schools)	Between $100,000 and $300,000.	Administered through Utah Department of Transportation.
Safe Sidewalk Program	Funds for new sidewalks adjacent to state routes where sidewalks do not currently exist and where major construction or reconstruction is not planned for ten or more years.	Sidewalk	$500,000 available.	25% local match. Must be adjacent to state highway, within urban context, with significant pedestrian traffic.
Transportation Investment Fund (TIF)	Active category funds regionally significant paved nonmotorized transportation projects to mitigate congestion (must be in UDOT's Active Transportation Plan).	Shared Use Path, Separated Bike Lane, and Buffered Bike Lane	~$1.3 billion available.	40% federal, local, or in-kind match. Projects nominated by local governments.
Utah Trail Network (UTN)	Funds to build and maintain state-owned paved trails.	Shared Use Path	$100 million available.	Funds used by Utah Department of Transportation.
Utah Outdoor Recreation Grant (UORG)	Funds trails and other outdoor recreation infrastructure to build tourism around the state.	Shared Use Path	Tier 1 grants range from $15,000 to $200,000. Regional tier grants fund up to $750,000.	50% local match. Local governments eligible.
Outdoor Recreation Planning Assistance	Funds for the planning of recreational facilities. Aimed at helping to build capacity at local levels through engaging consulting services and utilizing the Utah Division of Outdoor Recreation staff's expertise.	Shared Use Path		Technical assistance only.

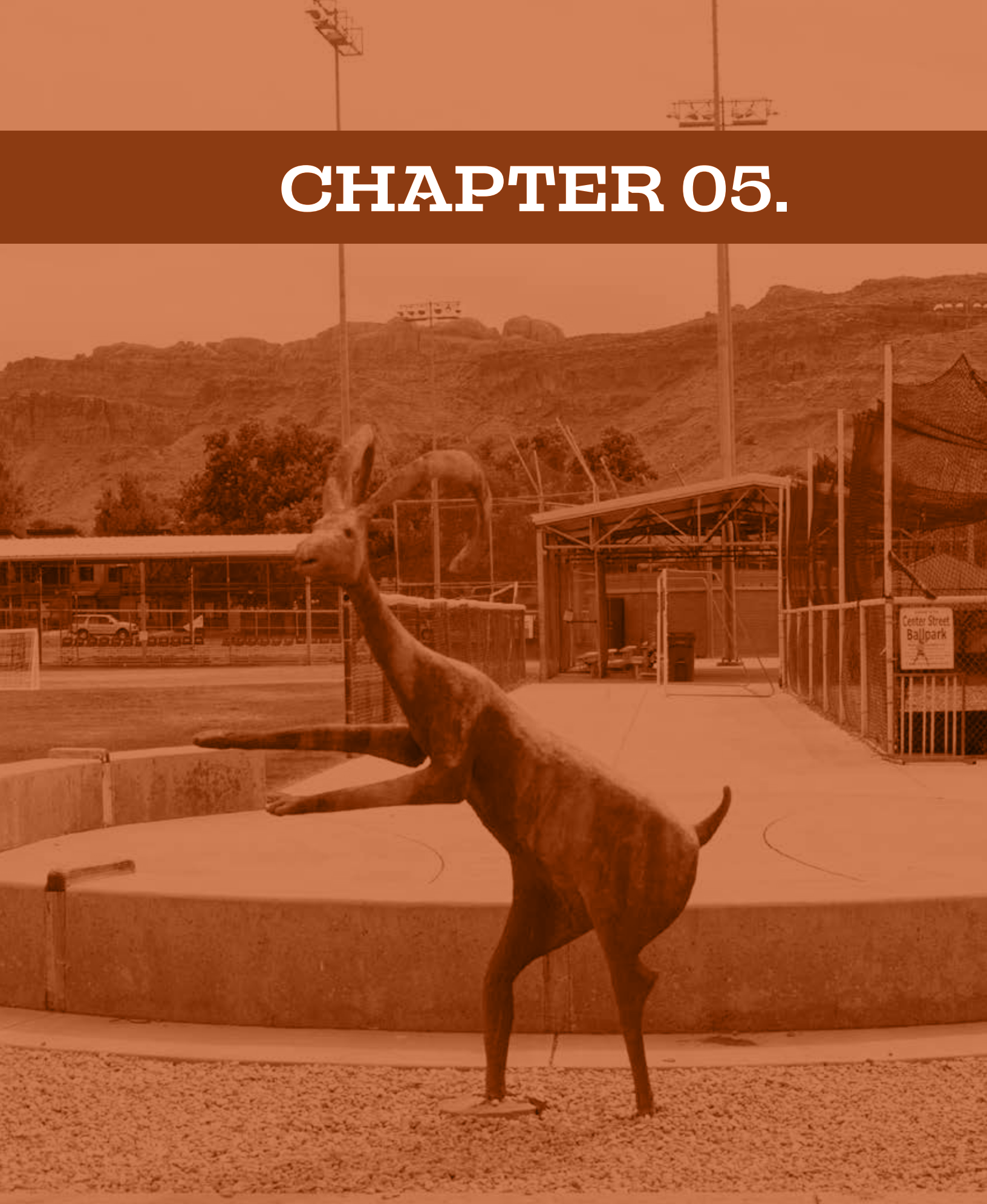
NAME	DESCRIPTION	ELIGIBLE FACILITIES	FUNDING	NOTES
LOCAL/OTHER				
City of Moab Capital Improvement Projects	Obtained from general city funds for the acquisition or construction of capital facilities.	Any		
City of Moab Impact Fees	Funds generated by impacts due to growth to be used at the discretion of the City.	Any		
City of Moab Recreation, Arts & Parks (RAP) Tax Grant	Used for public improvements within the city for art, parks/recreation facilities, capital projects, and recreation programs.	Any	~$100,000 usually available.	25% direct or indirect match required.
Bond Financing	Bonds can be approved by voters to fund a range of projects, including bicycle and pedestrian infrastructure and trails.	Any		
Special Assessment or Taxing Districts	A special assessment district could be established for infrastructure improvements that are missing or in need of improvement in certain areas.	Any		
Private Grantmaking	There are a number of grants available for bicycle and pedestrian improvements, such as the AARP Community Challenge, America Walks Community Change Grant, or People for Bikes Community Grant. Attention should be paid to grant priorities to make sure applications are a good fit before applying. Partnerships with nonprofits can provide access to these sources.	Any (Shared Use Path most likely)		

Foundations and Local Businesses	Larger state-wide foundations, like the George S. and Dolores Doré Eccles Foundation, small local foundations, and local businesses can be a good fit for trail infrastructure as they want to benefit local community needs. Attention should be paid to the entities' funding priorities and partnerships with nonprofits can provide access to these sources.	Any (Shared Use Path most likely)
In-Kind Donations	This can be an effective way to reduce project costs and engage local organizations and community members, especially in the construction of shared-use paths and trails. Local companies and volunteers can donate labor and supplies to help offset costs.	Any (Shared Use Path most likely)

PLACEMAKING INSTALLATION ALONG MILL CREEK PARKWAY



CHAPTER 05.





APPENDICES

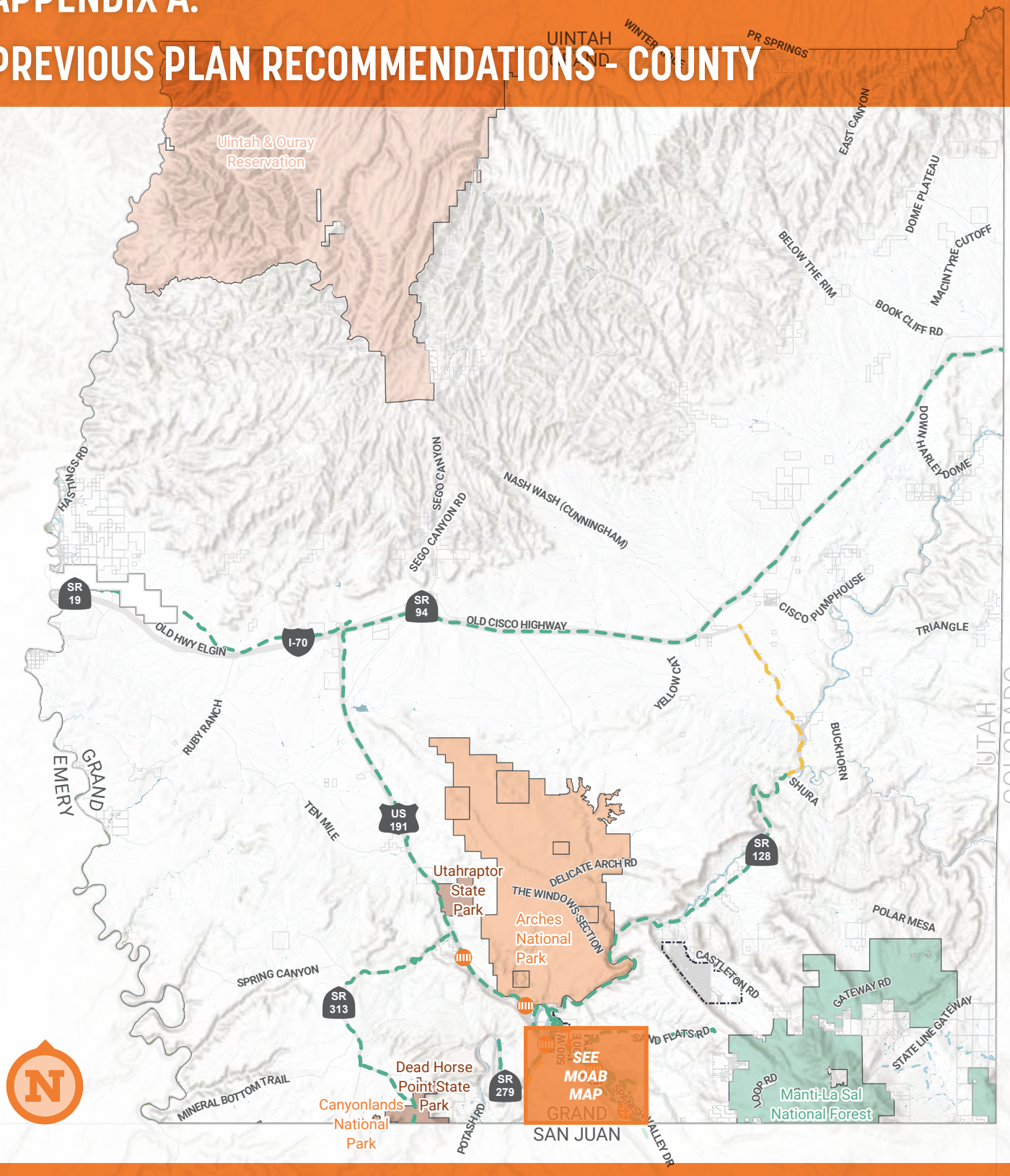
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APPENDIX C. OPPORTUNITIES ANALYSIS ____ 226-227

APPENDIX A.
PREVIOUS PLAN RECOMMENDATIONS- COUNTY



LEGEND

Previous Spot Recommendations

- *Pedestrian Crossing*
- *Intersection Improvement*

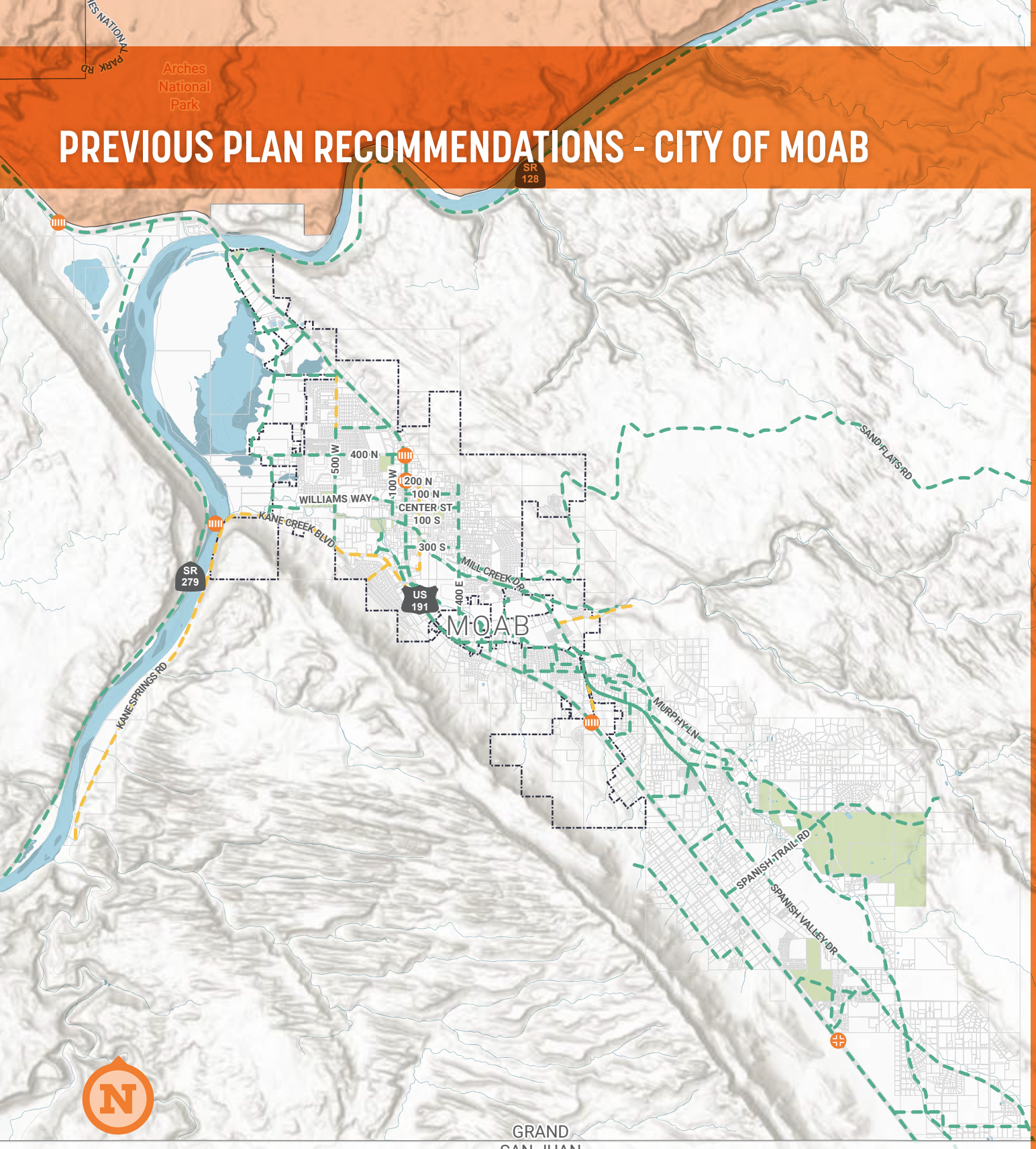
Previous Facility Recommendations

- *Shared Use Path*
- *Bike Lane*

This map shows previous recommendations from the 2011 Trails Plan, 2022 Grand County/Moab Transportation Plan, 2023 UDOT Transportation Plan, 2024 Moab Parks Plan, and Utah Trail Network.

0 MILES 10 20

PREVIOUS PLAN RECOMMENDATIONS - CITY OF MOAB



LEGEND

Previous Spot Recommendations

- *Pedestrian Crossing*
- *Intersection Improvement*

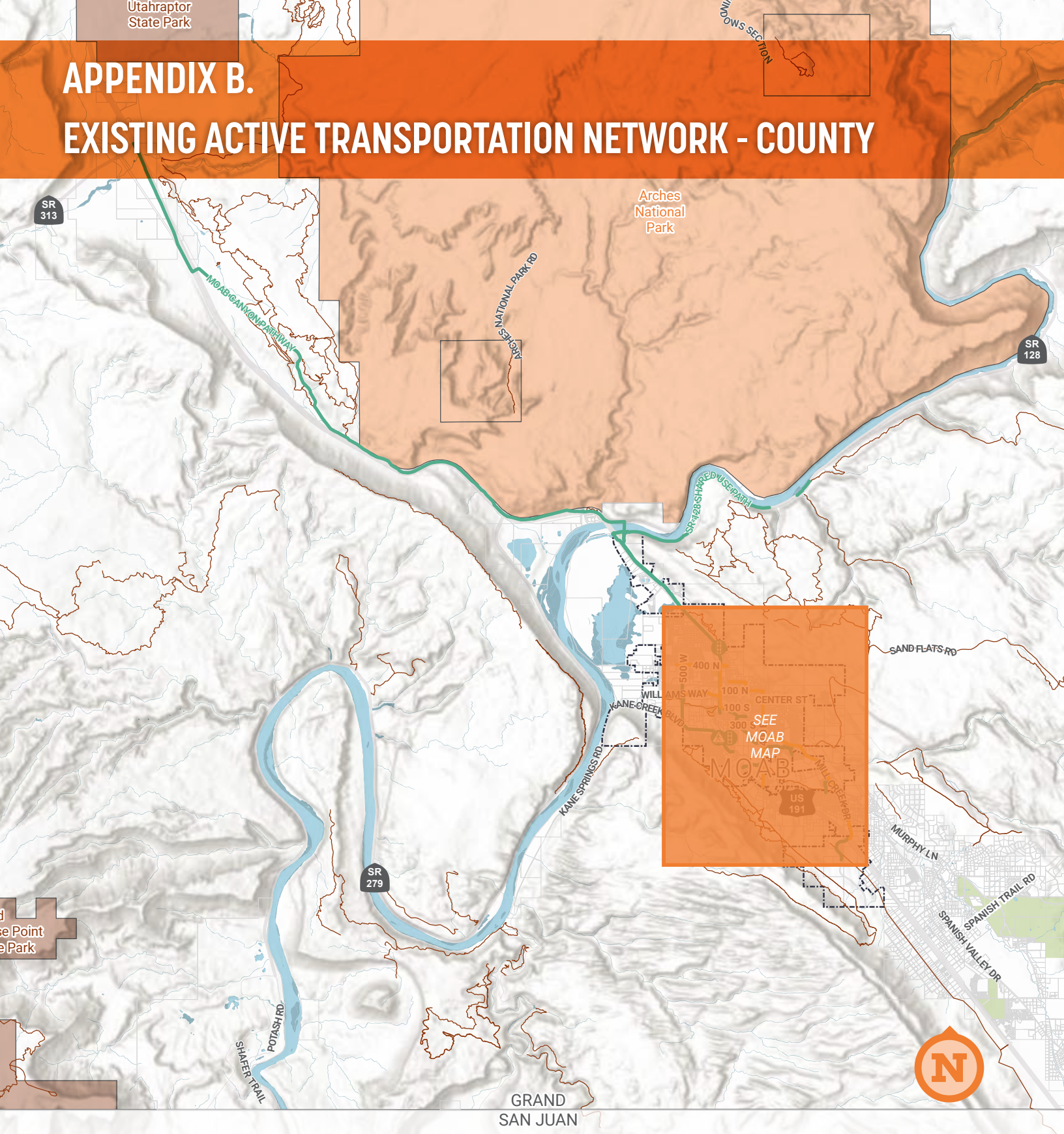
Previous Facility Recommendations

- *Shared Use Path*
- *Bike Lane*

This map shows recommendations from the 2011 Trails Plan, 2022 Grand County/Moab Transportation Plan, 2023 UDOT Transportation Plan, 2024 Parks Plan, and Utah Trail Network.

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APPENDIX B.
EXISTING ACTIVE TRANSPORTATION NETWORK - COUNTY



LEGEND

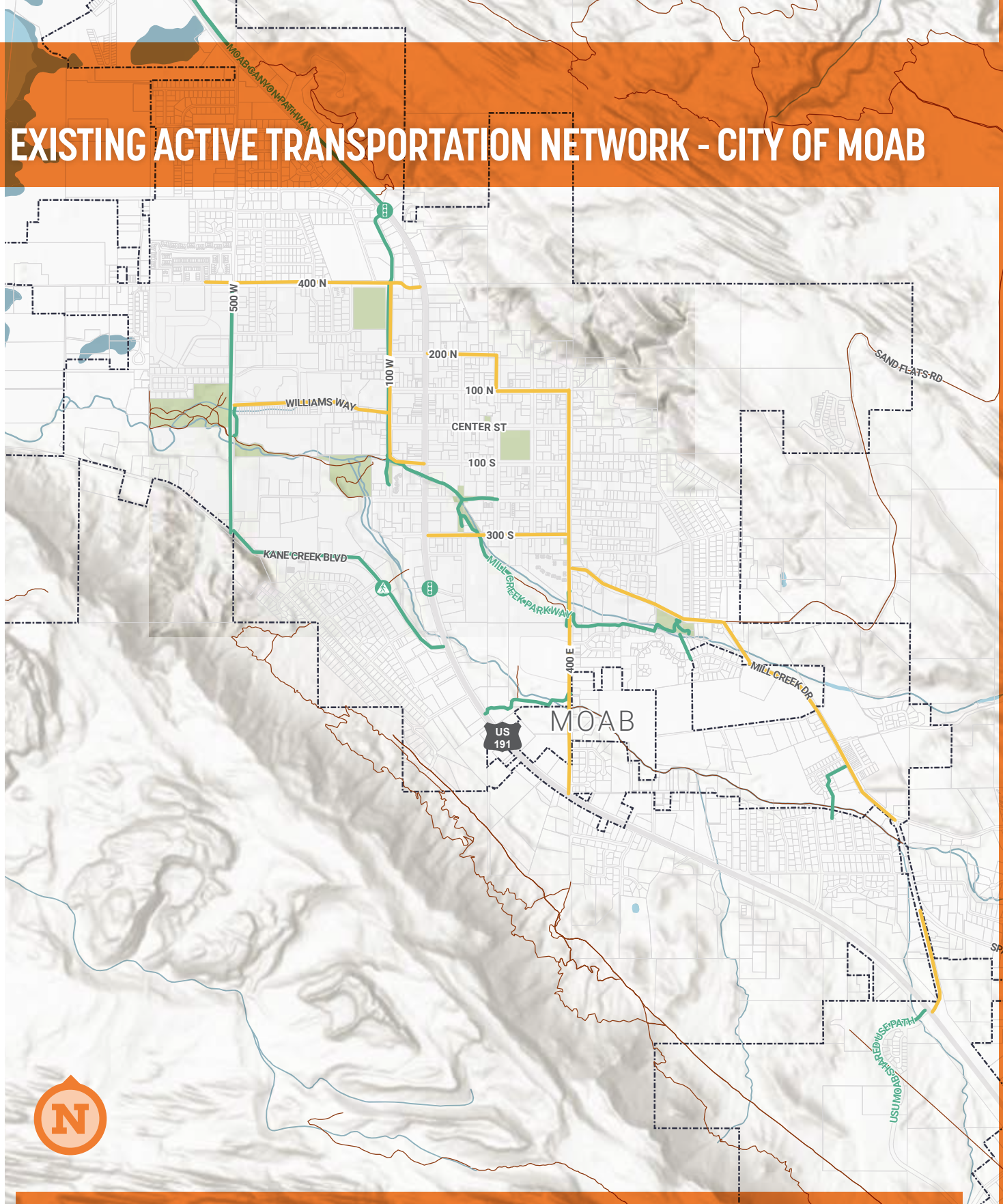
Existing Pedestrian Signals
- *Pedestrian Hybrid Beacon*
- *Rectangular Rapid Flashing Beacon*

Existing Facilities
- *Shared Use Path*
- *Bike Lane*
- *Natural Trail*

This map shows the existing active transportation network, including shared use paths and bicycle facilities. North Grand County is not show due to the lack of facilities.

0 MILES 2 4

EXISTING ACTIVE TRANSPORTATION NETWORK - CITY OF MOAB



LEGEND

Existing Pedestrian Signals

- *Pedestrian Hybrid Beacon*
- *Rectangular Rapid Flashing Beacon*

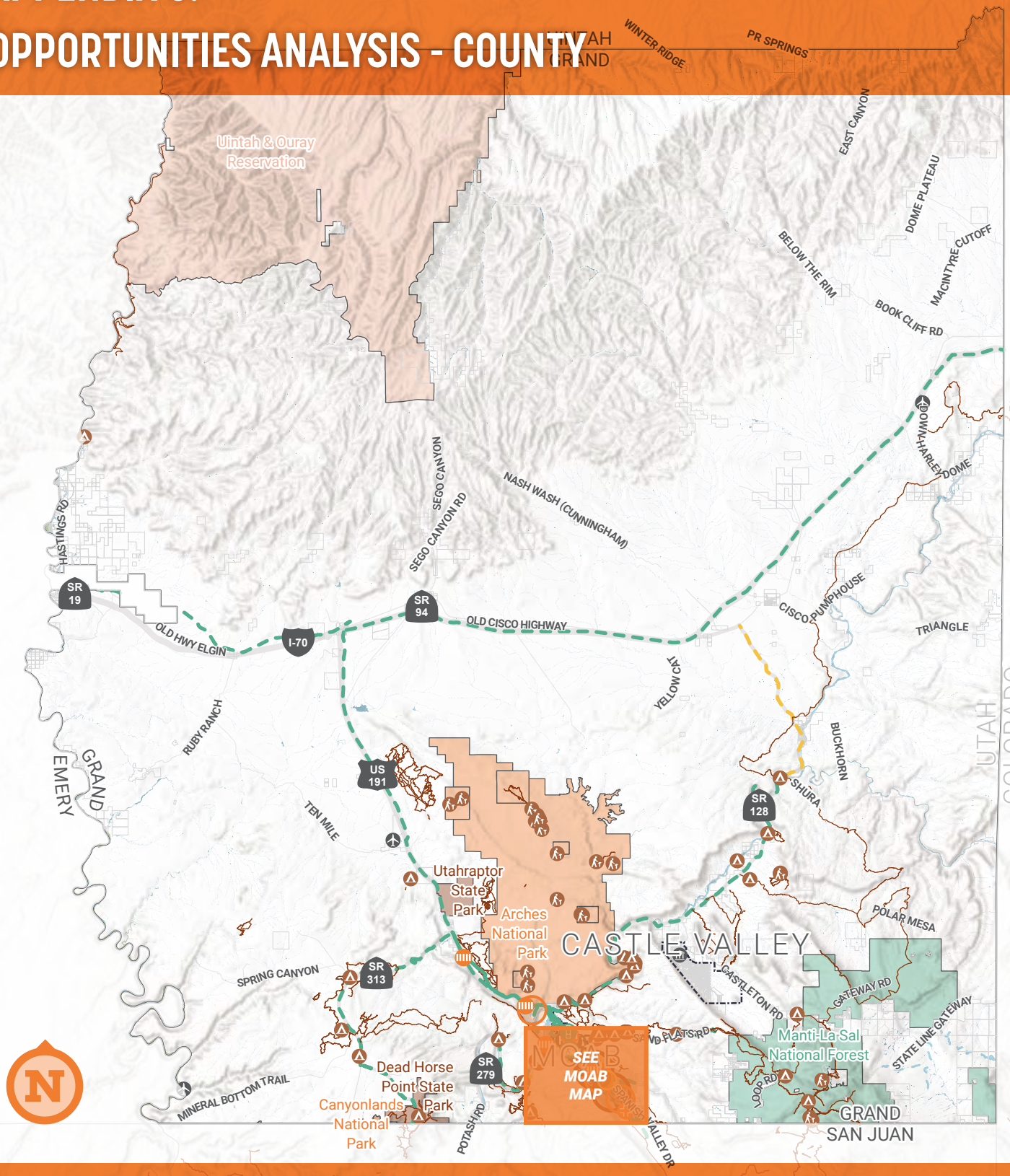
Existing Facilities

- *Shared Use Path*
- *Bike Lane*
- *Natural Trail*

This map shows the existing active transportation network, including shared use paths and bicycle facilities.

0 MILES 2 4

APPENDIX C.
OPPORTUNITIES ANALYSIS - COUNTY



LEGEND

Signals & Crossings
- *Existing PHB*
- *Existing RRFB*
- *Proposed Crossing*
- *Proposed Improvements*

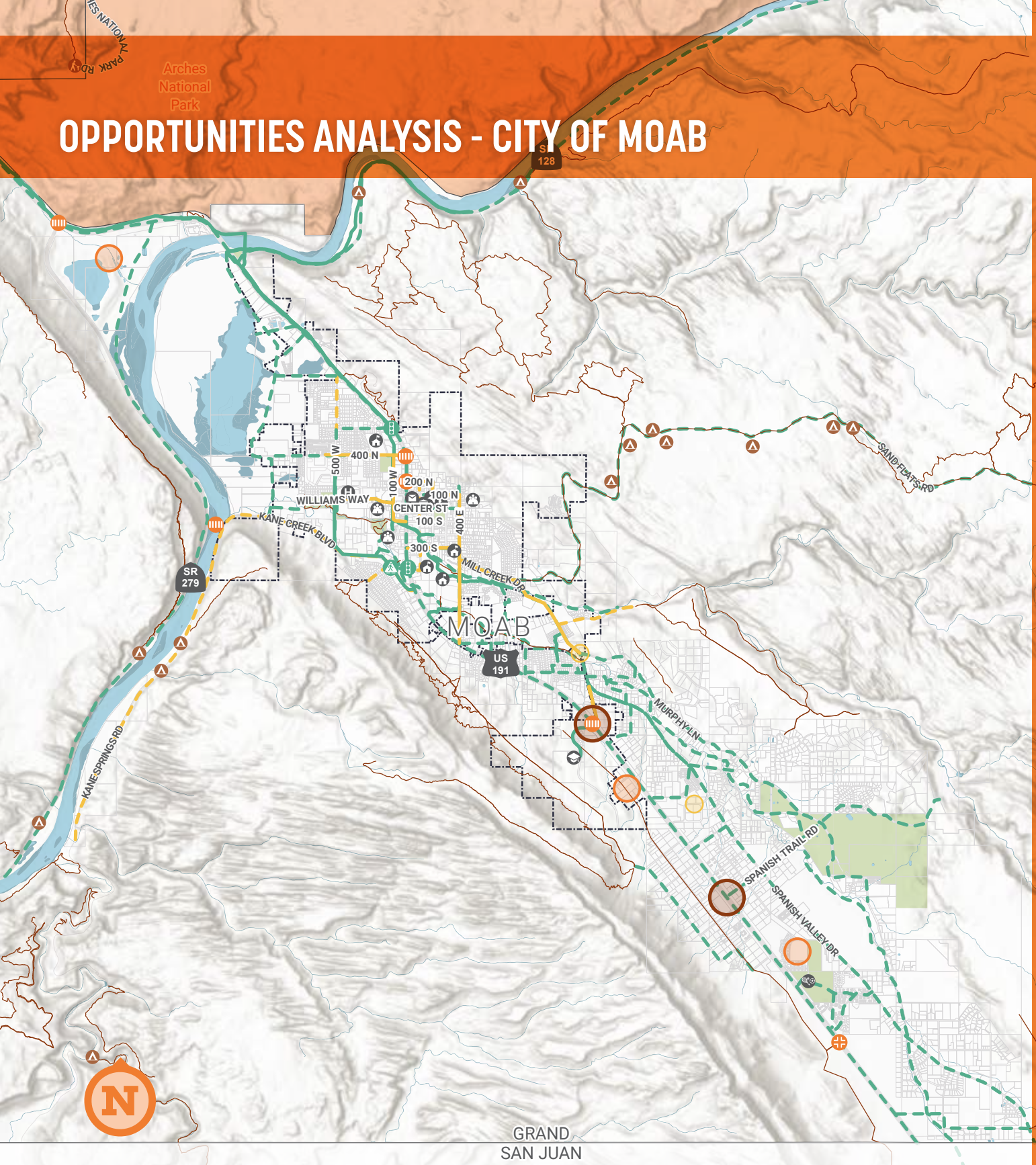
Facilities *(Existing|Proposed)*
- *Shared Use Path*
- *Bike Lane*
- *Natural Trail*

Future Centers & Opportunities
- *Regional*
- *Neighborhood*
- *Opportunity Areas*

This map shows opportunities and constraints for active transportation in Grand County.

0 MILES 10 20

OPPORTUNITIES ANALYSIS - CITY OF MOAB



LEGEND

Signals & Crossings
- Existing PHB
- Existing RRFB
- Proposed Crossing
- Proposed Improvements

Facilities *(Existing|Proposed)*
- Shared Use Path
- Bike Lane
- Natural Trail

Future Centers & Opportunities
- Regional
- Neighborhood
- Opportunity Areas

This map shows opportunities and constraints for active transportation in Grand County.

0 MILES 1 2



Recreation, Arts, and Parks Tax Advisory Committee (RAP TAC) Application

Name: Adrienne Corticelli

Email: [redacted]
Phone: [redacted]

Do you reside in (check one):

☑ In Moab City Limits ☑ Grand County

Address: [redacted]

Please provide a summary of your background and why you are interested in serving on the RAP TAC?

Post-secondary education (teaching, curriculum, administration) and federal government (immigration, environment) - limited experience in the private sector. A significant portion of my leisure time is spent recreating outdoors, exercising, and volunteering. Non-profits provide goods, services, and opportunities not otherwise available to a community, and I want to support them.

If you have specific experience in either recreation, parks, or arts, please describe.

Arts: photography classes at Rochester Institute of Technology. Awards for B/W photography. Worked in the educational programs department of a Midwest arts center. Volunteered with Youth Symphony of Kansas City. Volunteer at Moab events, eg Art Fair, Red Rock Arts, and Scots on the Rocks.

Parks: planted trees and signs in parks in Kansas City area. Maintained public stairs (800+) and gardens in a mountain town in north ID. Farmers market volunteer and volunteer park clean-up

crew in north GA. Botanical garden docent. Youth Garden Project CSA volunteer. CommuniTea Garden bench rebuild, pruning, weeding, other maintenance. Moab Solutions volunteer.

Recreation: Recruited and scheduled youth soccer referees for a KC-area rec club. Trail maintenance on public lands in northeast WA, north ID, Dead Horse SP, Arches NP, and Grand County. Avid hiker and 30+ year yoga practitioner.

Conflict of Interest

Do you or your family members work for, volunteer with or otherwise involved in a recreation, parks or arts organization that may apply for RAP Tax funds? If, so please describe your involvement.

Regular volunteer with CommuniTea Garden and Youth Garden Project in Moab. Occasional volunteer with other local non-profits such as MARC, Moab Solutions, SEUG (national parks), WabiSabi, and Wellness Collective. Because of the array of organizations I give my time to, I do not favor any one and can be objective in evaluation applications and awarding funds.

Recreation, Arts, and Parks Tax Advisory Committee

(RAP TAC) Application

Name: Diego Velasquez

Email: [redacted]

Phone: [redacted]

Do you reside in (Check one):

__x__ Moab City Limits

__x__ Grand County

Address:

Please provide a summary of your background and why you are interested in serving on the RAP TAC?

As a Moabite for the past four years and a museum staffer for the past three, my time in Moab has funneled my dynamic non-profit leadership and marketing communications expertise into the arts and culture realm, for which I feel incredibly grateful. I've been and continue to be an artist in town, primarily within the block print medium, and have found the greatest joy in my work in bringing folks together across the nonprofit space and instituting cross-town arts collaborations.

The Moab Museum has received funding from the City of Moab via the RAP Tax Grant Program for the past couple of years and following several years of growing community involvement within the arts and culture space, I would like to lend a brain to the

Committee. Please find the attached resume for a more detailed orientation to my professional background.

My goals in service on the RAP TAC include: to increase public knowledge of the program, to continue to find a more and more representative selection of artists and institutions to apply for funding across the City, and to cultivate new or latent connections between the City and community.

If you have specific experience in either recreation, parks, or arts, please describe.

I am currently employed by the Moab Museum, an organization that has transformed itself in recent years into an arts and culture community hub. In the coming year, the Museum plans to center itself in the City in commemoration of America's Semiquincentennial, a year that concludes with a show titled, *How Did We Get Here? Stories of Migration and Home*.

> The show will be displayed as a community exhibition and will invite artists and makers, both local and from afar, to submit work in any medium.
>
> We encourage folks to explore themes of movement, connection across time, migration routes, and the idea of home. Consider drawing from one's own family history—journeys to and from the Moab Valley, throughout Utah, across the United States, or around the world.

In line with the Semiquincentennial, this year feels like a wonderful year to apply the connections I've built at the Museum across town in a broader community-oriented format – the RAP TAC.

My experience within this realm also includes hosting Moab Arts Art Walks for the past several years in collaboration with the MARC. At the Museum, we've also hosted pop-ups at the MARC, notably the time capsule at this year's RRAF.

Conflict of Interest

Moab community members are often involved with local recreation, parks and art organizations and activities in various aspects. It's important to know when this involvement might present a conflict of interest that would not allow an applicant to serve on the committee. An overview of conflict of interest is provided on the next page titled: Ethical Considerations. If you have questions, please contact Moab City Arts & Special Events Director, Kelley McInerney, raptac@moabcity.gov, 435-259-6272. *Do you or your family members work for, volunteer with or otherwise involved in a recreation, parks or arts organization that may apply for RAP Tax funds? If, so please describe your involvement*.

My conflicts of interest include:

- Volunteer work with *Ephemeral Collective* and partnership with Alison Harford, currently of the Moab Office of Tourism, and founder of *Ephemeral*

DIEGO VELASQUEZ

Diego is a dynamic non-profit leader and marketing communications expert with a track record of driving significant audience and revenue growth for cultural institutions. Proven success in museum management, strategic communications planning, brand development, and board governance. Skilled in leveraging multimedia content, web strategy, and donor relations to enhance institutional visibility and community engagement.

Moab, UT | diegogvelasquez.com | diego.gvelasquezz@gmail.com

EDUCATION

Bowdoin College, Brunswick, ME
Bachelor of Arts (2016-2020)

Environmental Studies
Natural Resources and Narratives concentration

Government and Legal Studies
International Relations concentration

MUSEUM LEADERSHIP & COMMUNICATIONS

Moab Museum Director of Communications (March 2025-present) Co-Executive Director; Produce print and digital promotional materials; Web development; PIO; Facilitate social media presence; Grew attendance by 74%, social media by 33%, membership & donor revenue by 362%

Marketing Communications Manager (October 2024-February 2025) Lead Graphic Designer; coordinate fundraising and development.

Marketing and Membership Coordinator (September 2022-September 2024) Annual Donor Event Coordination; Grew membership base by 200%, attendance by 52%, social media by 25%

Utah Museums Association Board Member (September 2024-present) Contribute to the strategic direction and advocacy for museums and cultural institutions across the state of Utah; Strategic Planning Committee; Communications Committee.

STRATEGIC DEVELOPMENT & GRANT WRITING

ZIM Consulting Grant Researcher & Writer (Oct. 2020-Apr. 2021) Identified funders and developed initial grants strategies for nonprofit clients. Authored and submitted LOI's, grant proposals, reports, capital campaigns & strategic plans.

SKILLSETS

Marketing & Digital: Content Management Systems (WordPress), Google Ads, Meta Business and Ads, GA4 Analytics, Email Marketing (CRMs), Multi-Channel Mark-Comms. **Creative Suite:** Adobe Creative Cloud, Avid ProTools, Apple Final Cut Pro, Graphic Design. **Administrative & Leadership:** Grant Writing, Mark-Comms Budgeting, Project Management, Strategic Planning/Frame-working, Board Governance, Public Information (PIO).

ADDITIONAL EXPERIENCE

Project 1100 Research Assistant; **Moab Solutions** Assistant to the Executive Director; **Island Institute** Multimedia Intern; **Elected Officials to Protect America** National Fellow & Chief Podcasting Reporter; **Maine Farmland Trust** Communications Intern; **Friends of Katahdin Woods and Waters** Communications Fellow; **Maine Coast Fishermen's Association** Environmental Science Fellow.

FREELANCE AND CREATIVE WORK

"Abbey's Desk" Concert Videographer & Producer
Youth Garden Project Videographer: honey extraction educational series for local garden education nonprofit
Davina Smith HR District 69 Campaign Videographer
Kingfisher Newspaper Editor and Contributor
Science Moab Podcast Producer
Green America Magazine Contributing Writer
WBOR 91.1 Sustainability Podcast *Green Tea* Creator, Producer & Host
Bowdoin Orient Reporter & Photographer
Bowdoin Commons Podcast Producer & Contributor
Environmental Studies Co-Lab Sustainable Fisheries Researcher: climate change and natural resources - sustainability of fisheries in the Gulf of Maine
McKeen Center for the Common Good Meta-data Researcher on Coastal Maine land & ocean-based ag. systems
Frontiers Abroad New Zealand Undergraduate Researcher on volcanic geodiversity and endemic biodiversity relationships on Banks Peninsula, Christchurch, NZ.

Recreation, Arts, and Parks Tax Advisory Committee (RAP TAC) Application

Name: **Linn DeNesti**
Email: [redacted]
Phone: [redacted]
Do you reside in (check one):
X In Moab City Limits
Address: [redacted]

Please provide a summary of your background and why you are interested in serving on the RAP TAC:

As a long-time graphic designer, potter, and educator, it would be a privilege to serve with a committee whose sole purpose is to provide funding for creative projects that benefit residents and visitors in many ways. Visual art and arts-focused activities make our Moab home not only more appealing, they also help to illuminate Moab's creative personality. This committee and grant opportunities, by their existence, recognizes that artists are an important part of our community, which can be very affirming when there are few funds available that benefit local arts. Now that my career has shifted toward retirement, I am hoping to give back in some way, and work with the RAP TAC in giving others an opportunity to manifest their creative visions.

If you have specific experience in either recreation, parks, or arts, please describe.

Art has been part of my entire life, from drawing to painting early on, to pursuing my professional career in the arts and graphic design. After 30 years in the design field, I needed a change and in 2003 became a teacher in an arts/academics-focused middle and high school in the Pacific Northwest. For five years I taught Media Arts, a computer-based exploratory course, and high school graphic design where students learned using professional software. They had the tools to manage, design, and product their yearbooks and literary arts journals to professional standards. In 2008 I resumed my design career and came to Moab to work with Canyonlands Field Institute before moving here permanently in 2013. I brought several nonprofit clients with me from the Northwest, and began working with nonprofit organizations here, helping them with branding, educational materials, and marketing materials. My ceramics practice introduced me to other Moab potters and we built a clay community. We created the first Soup Bowl Fundraisers that benefit a nonprofit each year. I helped manage and produce the first five Soup Bowl events with the first in 2017. From 2017-2021 I was both participant and designer/organizer with the Moab Artist's Studio Tour and created ads, brochures, and signs for the participating artists.

Conflicts of Interest / Disclosures

As a "member" of the loosely-organized Clay Artisans of Moab (CLAM), I applied for a RAP TAX grant on behalf of the 5th Soup Bowl Fundraiser in 2023. Although the November event took place at the MARC, Desert Sun Ceramics was the actual hub of the creative preparation for the event, and Canyonlands Field Institute was the recipient of the events proceeds. Both are in Grand County and this (and possibly other factors) weighed heavily against CLAM receiving RAP TAX funds, which was understood in the end. I am not part of the Desert Sun Ceramics community studio as I have my own studio at home, and I am no longer involved in the Soup Bowl Fundraiser except as a donor. No money was ever given to me for any of my services as it was all volunteer time, but I was reimbursed for any ad placements, printing, or equipment purchases that were budgeted for the event and taken from proceeds.

My husband Greg MacDonald runs the life drawing session at the MARC once every two weeks. I don't believe there is a conflict but thought it worth mentioning.

I understand the Ethical Considerations presented.
Respectfully submitted,
Linn DeNesti
[redacted]

Name: Sandra Billie
Email: [redacted]
Phone: [redacted]
Reside within Moab City Limits
Address: [redacted]

Please provide a summary of your background and why you are interested in serving on the RAP TAC?

I'm interested in serving on the RAP TAC because I believe the allocation of public funds should reflect the diversity and collective needs of our community. Representation at decision-making tables ensures that we don't miss opportunities to strengthen connections, support inclusion, and invest in projects that reach all corners of Moab.

The RAP Tax is a powerful tool for building a thriving, connected community through arts, recreation, and parks. I want to contribute to thoughtful, equitable recommendations that uplift creativity, access, and wellness for everyone. Especially those whose voices are often missing from these spaces.

If you have specific experience in either recreation, parks, or arts, please describe.

My work has centered on community building through events and initiatives that promote connection, belonging, and healing. I've collaborated across organizations to support arts programming, recreational opportunities, and wellness initiatives that bring people together. These experiences have given me a practical understanding of how funding decisions directly impact community engagement and sustainability.

Conflict of Interest

My only potential conflict of interest is that I currently serve on the Board of the Wellness Collective. I will disclose this role and recuse myself from any discussions or decisions if that changes in the future.

As an at-large member, I would approach this role with a community-first mindset. Grounded in equity, transparency, and collaboration. I believe every funding decision is an opportunity to strengthen our shared sense of belonging and create spaces where all residents can thrive.

Thank you for considering my application and for the committee's continued efforts to ensure the RAP Tax supports meaningful, inclusive, and lasting impacts in our community. I would be honored to contribute to this work and help advance a shared vision for Moab's growth and connection.

MOAB CITY COUNCIL AGENDA December 9th 2025

TITLE: WRF Utility Vehicle Garage Electric and Heating Project Contract Award

DISPOSITION: Discussion and possible action

PRESENTER/S: Didar Charles, Assistant City Engineer

ATTACHMENT/S: Attachment 1 - Bid Results, Attachment 2 – Electrical Plans, Attachment 3 – Mechanical Plans, Attachment 4 - Contract

STAFF RECOMMENDATION: Staff recommend award of the contract for the WRF Utility Vehicle Garage Electric and Heating Project to Expedia Power, Inc in the amount of $139,394.50

SUMMARY:

A utility vehicle garage was constructed on the Moab Water Reclamation Facility (WRF) site in 2024 for cost of $430,435.00. That project did not include HVAC and lighting. Subsequently the City advertised for bids for construction of the WRF Utility Vehicle Garage Electric and Heating Project and received two bids by the due date of November 13, 2025. Lowest bid was submitted by Expedia Power, Inc in amount of $139,394.50. Preliminary budget is $100,000. Sufficient funds are available to cover the difference. Engineering and Utilities staff have reviewed the bid, and determined it to be fair and reasonable, and recommend award of the construction contract to Expedia Power, Inc.

We are planning to extend the gas main on West 400 North to provide a new gas service connection to the garage. We anticipate approximately $13,000 additional cost for the gas company to complete this work.

Proposed Motion: “I move to award the contract for the WRF Utility Vehicle Garage Electric and Heating Project Expedia Power, Inc in the amount of $139,394.50 and authorize the Mayor to sign the agreement”

RELEVANT LAWS, STUDIES & PLANS: N/A

RESPONSIBLE DEPARTMENT: Public Utilities

FINANCIAL IMPACT: Funding for this project is from the sanitary sewer enterprise fund.

WRF Utility Vehicle Garage Electric and Heating Project

11/13/2025 2:00 P.M.

	Name	Amount
1	EXPEDIA POWER	139,394.50
2	SAGE CONSTRUCTION GROUP	147,084.00
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		

Present at Bid Opening:

Name:

SOMMAR JOHNSON

MARK JOLISSAINT

Didar Charles

GENERAL NOTES

1. CONSULT ARCHITECTURAL REFLECTED CEILING PLANS FOR EXACT LOCATION OF ALL LIGHTING FIXTURES.
2. VERIFY ALL EQUIPMENT DIMENSIONS AND LOCATIONS BEFORE BEGINNING ROUGH IN. CONSULT ALL APPLICABLE CONTRACT DRAWINGS AND SHOP DRAWINGS TO INSURE NEC CODE CLEARANCES REQUIRED AROUND ALL ELECTRICAL EQUIPMENT.
3. CONTRACTOR SHALL VERIFY ALL ELECTRICAL LOADS (VOLTAGE, PHASE, CONNECTION REQUIREMENTS, ETC.) OF ALL EQUIPMENT FURNISHED UNDER ALL DIVISIONS, INCLUDING ALL EXISTING EQUIPMENT TO BE RE-USED. REVIEW ALL SHOP DRAWINGS AND EXISTING EQUIPMENT BEFORE BEGINNING ROUGH IN.
4. SEE SECTION 265100 (16510) OF THE SPECIFICATION REQUIRED COORDINATION MEETINGS WITH MECHANICAL AND CEILING CONTRACTORS.
5. SEE APPLICABLE SHOP DRAWINGS FOR ROUGH IN LOCATION OF ALL EQUIPMENT, WIRING DEVICES, ETC. WHERE APPLICABLE MOUNT ALL WIRING DEVICES ABOVE BACK SPLASH EXCEPT THOSE SERVING UNDER COUNTER EQUIPMENT.
6. SEE SPECIFICATION FOR ENERGY SAVING LAMP AND BALLAST REQUIREMENTS.
7. FINISHES OF ALL LIGHT FIXTURES SHALL BE AS SELECTED BY ARCHITECT.
8. THE ELECTRICAL CONTRACTOR SHALL NOTIFY AND COOPERATE WITH THE MECHANICAL CONTRACTOR SUCH THAT NO PIPING, DUCTS, OR EQUIPMENT FOREIGN TO THE OPERATION OF THE ELECTRICAL EQUIPMENT SHALL BE PERMITTED TO BE INSTALLED IN, ENTER OR PASS THRU ELECTRICAL ROOMS OR SPACES, OR ABOVE OR BELOW ELECTRICAL EQUIPMENT IN OTHER AREAS.
9. ELECTRICAL BOXES SHALL NOT BE LOCATED IN MASONRY COLUMNS IN BRICK WALLS OR IN GROUTED CELLS ADJACENT TO OPENINGS. COORDINATE LOCATION OF BOXES WITH MASONRY CONTRACTOR.
10. ALL PENETRATIONS OF FIRE RATED FLOORS, WALLS, AND CEILINGS SHALL BE SEALED WITH APPROVED MATERIAL TO MAINTAIN FIRE RATING OF SURFACE PENETRATED.
11. CONTRACTOR SHALL VERIFY FURNITURE LAYOUT PRIOR TO ANY FLOORBOX OR POKE-THRU INSTALLATION. COORDINATE EXACT LOCATION OF FLOOR BOX OR POKE-THRU WITH OWNER AND FURNITURE PROVIDER PRIOR TO ROUGH-IN.
12. CIRCUITS EXTENDING OVER 70' FOR 120 VOLT AND 115' FOR 277 VOLT 20 AMP CIRCUITS SHALL BE RUN WITH CONDUCTORS PER TABLE BELOW.

20 AMP MINIMUM BRANCH CIRCUIT CONDUCTOR SIZING		
MAXIMUM LENGTH	BRANCH CIRCUIT VOLTAGE	
CONDUCTOR LENGTH (FT)	120 VOLT	277 VOLT
<70	MIN. #12 AWG	MIN. #12 AWG
70 - 115	MIN. #10 AWG	MIN. #12 AWG
115 - 170	MIN. #8 AWG	MIN. #10 AWG
170 - 270	MIN. #6 AWG	MIN. #8 AWG
271 - 380	NOTE B	MIN. #8 AWG
>380	NOTE B	NOTE B

A. THESE ARE BASED ON MAXIMUM LENGTH OF CIRCUIT.

B. PERFORM VOLTAGE DROP CALCULATIONS AND PROVIDE CONDUCTOR SIZE TO KEEP BRANCH CIRCUIT VOLTAGE DROP LESS THAN 3% WITH A 15 AMP LOAD.

C. CONTRACTOR SHALL ENSURE THAT THE INSTALLATION OF EACH BRANCH CIRCUIT STAYS WITHIN 3% VOLTAGE DROP FOR A 15 AMP LOAD. IF NECESSARY, CONTRACTOR SHALL INCREASE WIRE AND CONDUIT SIZE TO MEET THE STANDARD AT NO ADDITIONAL COST TO OWNER.

INDEX OF ELECTRICAL DRAWINGS

E001 SYMBOLS AND NOTES
E002 SCHEDULES
E003 ELECTRICAL SPECIFICATIONS
E101 ELECTRICAL SITE PLAN
E201 LIGHTING PLAN
E301 POWER PLAN
E401 ONE-LINE DIAGRAM
E501 ELECTRICAL DIAGRAMS
E502 ELECTRICAL DIAGRAMS

SYMBOL SCHEDULE

NOTES:
1. SEE FIXTURE SCHEDULE FOR TYPE, MOUNTING AND WATTAGE.
2. HEIGHT MEASURED TO CENTER LINE OF THE BOX FROM THE FINISHED FLOOR.
3. REFER TO DRAWINGS FOR DIRECTIONAL ARROWS.
4. SUBSCRIPT INDICATES FIXTURES TO BE CONTROLLED.
5. NEMA TYPE 'ND' NON-FUSED UNLESS NOTED 'F' (FUSED). USE 'HD' 480V.
6. HEIGHT MEASURED TO TOP OF THE BOX FROM FINISHED FLOOR.
7. PROVIDE H.O.A. AND S.S. PUSHBUTTONS AS REQUIRED.
8. DOUBLE ARROWS INDICATE A DOUBLE FACE UNIT.
9. DEVICES NOTED WITH AN "A" ADJACENT TO IT INDICATES TO COORDINATE WITH MILLWORK SHOP DRAWINGS AND ELEVATIONS FOR HEIGHT.
10. SUBSCRIPT INDICATES NEMA CONFIGURATION.
11. SOLID BOX AROUND DEVICE INDICATES INSTALLED IN FLOOR, DASHED BOX AROUND DEVICE INDICATES INSTALLED IN CEILING.
12. COORDINATE WITH DOOR HARDWARE SUPPLIER.
13. FOR WATER COOLER LOCATION, SEE DIAGRAM R002. FOR ALL OTHER LOCATIONS MOUNT AT +16" TO BOTTOM OF THE BOX FROM FINISHED FLOOR, OR AS NOTED.
14. ARROWS SHOWN ON DEVICE INDICATE THE SENSOR AIMING LOCATION.
15. CAMERA NUMBERS ARE SHOWN INSIDE THE CAMERA SYMBOL. CAMERA TYPES ARE SHOWN IN CAMERA TAGS.
16. MOUNT ON TRACK OF OVERHEAD DOOR 6" FROM TOP OF DOOR UNLESS OVERHEAD DOOR IS ROLL UP DOOR, THEN MOUNT PER MANUFACTURER'S INSTRUCTIONS.
17. INSTALL DEVICES PER MANUFACTURER'S INSTALLATION INSTRUCTIONS.
18. DASHED LINE INDICATES EQUIPMENT CLEARANCES. ARROW DENOTES FRONT OF RANK.
19. SPEAKER TO BE MOUNTED IN HORIZONTAL POSITION.
20. MOUNTING HEIGHTS IS TO BOTTOM OF DISPLAY.

* TYPICAL SYMBOL SCHEDULE. SOME SYMBOLS MAY NOT BE USED IN THIS SET OF DRAWINGS.

STANDARD MOUNTING HEIGHT UNLESS OTHERWISE NOTED ON PLANS

SYMBOL	DESCRIPTION	MOUNTING HEIGHT	NOTES
GENERAL			
	ONE CIRCUIT, HOME RUN TO PANEL		
	TWO CIRCUIT, HOME RUN TO PANEL		
	THREE CIRCUIT, HOME RUN TO PANEL		
	CONDUIT RUN CONCEALED IN WALL OR CEILING		
	CONDUIT RUN CONCEALED IN FLOOR OR GROUND		
	CONDUIT UP		
	CONDUIT DOWN		
	CONDUIT STUB LOCATION	CAP CONDUIT	
	CONDUIT/CIRCUIT CONTINUATION		
LIGHTING			
	CEILING LIGHT FIXTURE	CEILING	1.
	WALL LIGHT FIXTURE	AS NOTED	1.
	RECESSED DOWNLIGHT FIXTURE	CEILING	1.
	RECESSED WALL-WASH DOWNLIGHT FIXTURE	CEILING	1.
	LIGHT FIXTURE	AS NOTED	1.
	EGRESS LIGHT FIXTURE	AS NOTED	1.
	AREA LIGHT POLE AND FIXTURE	CONCRETE BASE	1., SEE DIAGRAM
	BOLARD	CONCRETE BASE	1.
	STEP LIGHT FIXTURE	AS NOTED	1.
	IN-GRADE LIGHT FIXTURE	CONCRETE BASE	1.
	FLOOD OR TRACK FIXTURE	AS NOTED	1.
	CEILING / WALL MOUNTED EXIT LIGHT	CEILING/ AS NOTED	1. 3. 8.
	EMERGENCY LIGHT FIXTURE	AS NOTED	1.
	COMBO EXIT / EMERGENCY LIGHT FIXTURE	AS NOTED	1.
EP	**POWER PACK**	**ABOVE CEILING**	**SEE DIAGRAM, SPEC.**
RC X	DIGITAL ROOM CONTROLLER (SUBSCRIPT INDICATES NUMBER OF RELAYS)	ABOVE CEILING	SEE DIAGRAM. SPEC.
POWER			
	DUPLEX RECEPTACLE — UPPER OUTLET SWITCH CONTROLLED	+18" OR AS NOTED	2. 9.
	SIMPLEX RECEPTACLE	+18" OR AS NOTED	2. 9.
T	TAMPER-PROOF RECEPTACLE	+18" OR AS NOTED	2. 9.
	DUPLEX RECEPTACLE	+18" OR AS NOTED	2. 9. 11.
U	DUPLEX RECEPTACLE WITH USB OUTLET	+18" OR AS NOTED	2. 9.
IG	CONTROLLED DUPLEX RECEPTACLE	+18" OR AS NOTED	2. 9.
A	DUPLEX RECEPTACLE	+18" OR AS NOTED	9.
G	**5mA GFCI CIRCUIT BREAKER PROTECTED RECEPTACLE**		**13.**
WP	WEATHERPROOF RECEPTACLE	+24" OR AS NOTED	2. 9.
IG	ISOLATED GROUND RECEPTACLE	+18" OR AS NOTED	2. 9.
	GROUND FAULT INTERRUPTER DUPLEX RECEPTACLE	+18" OR AS NOTED	2. 9.
	DUPLEX RECEPTACLE EMERGENCY POWER (RED)	+18" OR AS NOTED	2. 9. 11.
	FOURPLEX RECEPTACLE	+18" OR AS NOTED	2. 9. 11.
	GROUND FAULT INTERRUPTER FOURPLEX RECEPTACLE	+18" OR AS NOTED	2. 9.
	FOURPLEX RECEPTACLE EMERGENCY POWER (RED)	+18" OR AS NOTED	2. 9. 11.
	CONTROLLED FOURPLEX RECEPTACLE	+18" OR AS NOTED	2. 9.
	TVSS PROTECTED RECEPTACLE	+18" OR AS NOTED	2. 9.
	SPECIAL PURPOSE OUTLET	+18" OR AS NOTED	2. 10. W/CAP.
	CORD DROP		SEE DIAGRAM
	CORD REEL		SEE DIAGRAM
	TOMBSTONE RECEPTACLE		
TELECOMMUNICATIONS			
W	WALL PHONE	+60" OR AS NOTED	2.
	DATA OUTLET , ONE CABLE	+18" OR AS NOTED	2. 9. 11.
	DATA OUTLET, TWO CABLES	+18" OR AS NOTED	2. 9. 11.
	DATA OUTLET, THREE CABLES	+18" OR AS NOTED	2. 9. 11.
X	DATA OUTLET , "X" INDICATES QUANTITY	+18" OR AS NOTED	2. 9. 11.
	DATA OUTLET , CEILING	AS NOTED	
WAP WAP	WIRELESS ACCESS POINT, TWO CABLES SOLID = WALL, DASHED = CEILING		11.
	TELEVISION OUTLET	+18" OR AS NOTED	2. 9. 11.
FIRE ALARM			
	BELL	+94"	2.
C	CHIME/STROBE	+94"/ CEILING	2.
F	FIRE ALARM MANUAL STATION	+46"	2.
H	FIRE ALARM SIGNAL HORN / STROBE	+94"/ CEILING	2.
H CLG	CONCEALED FIRE ALARM SIGNAL HORN / STROBE	CEILING	
H	CONCEALED FIRE ALARM SIGNAL HORN / STROBE WALL	+94"	2.
E	FIRE ALARM SIGNAL SPEAKER / STROBE	+94"/ CEILING	2.
E CLG	CONCEALED FIRE ALARM SIGNAL SPEAKER / STROBE	CEILING	
E	CONCEALED FIRE ALARM SIGNAL SPEAKER / STROBE WALL	+94"	2.
S	FIRE ALARM STROBE	+94"/ CEILING	2.
S CLG	CONCEALED FIRE ALARM SIGNAL STROBE	CEILING	
S	CONCEALED FIRE ALARM SIGNAL STROBE WALL	+94"	2.
K	FIRE ALARM SPEAKER ONLY	+94"/ CEILING	2.
B	FIRE ALARM SIGNAL STROBE WITH BLUE COLORED LENS (CO VISUAL ALARM)	+94"/ CEILING	2.
ANN	FIRE ALARM ANNUNCIATOR PANEL	+58"	2. SEE DIAGRAM
V	ASPIRATING SMOKE DETECTION SYSTEM	CEILING	MOUNT AS PER MFR.
B	BEAM DETECTOR		MOUNT AS PER MFR.

SYMBOL	DESCRIPTION	MOUNTING HEIGHT	NOTES
J F	JUNCTION BOX ('F' IN FLOOR)	AS NOTED	
	EQUIPMENT PANEL SEE DRAWINGS	+72"	6.
III	CABLE TRAY (BASKET/LADDER)	AS NOTED	
	GROUND BUS BAR	+18"	6.
X	LIGHT FIXTURE (LETTER DESIGNATES TYPE)		
X	EQUIPMENT NUMBER		
B42	ARCHITECTURAL ROOM NUMBER		
X	DEVICE/EQUIPMENT (TEXT DESIGNATES TYPE) SEE SCHEDULE		
X	DEVICE/EQUIPMENT (TEXT DESIGNATES TYPE) SEE SCHEDULE/LEGEND		
EP	EMERGENCY LIGHTING CONTROL UNIT	ABOVE CEILING	SEE DIAGRAM, SPEC.
$	SINGLE POLE SWITCH	+46"	2. 4.
$3	THREE-WAY SWITCH	+46"	2. 4.
$4	FOUR-WAY SWITCH	+46"	2. 4.
$K	KEY OPERATED SWITCH	+46"	2. 4.
$P	SWITCH WITH PILOT LIGHT	+46"	2. 4.
$D	VARIABLE INTENSITY SWITCH	+46"	2. 4.
$TM	TIMER SWITCH	+46"	2. 4.
	MOMENTARY CONTACT SWITCH	+46"	2. 4.
X	LOW VOLTAGE WALLSTATION (SUBSCRIPT INDICATES CONFIGURATION & CONTROL SEQUENCE)	+46"	2. SEE DIAGRAM, SPEC.
	DUAL TECH CEILING MOUNTED OCCUPANCY SENSOR (PROVIDE WITH ALL PP AND ROOM CONTROLLERS)	CEILING	SEE DIAGRAM, SPEC.
	DUAL TECH WALL MOUNTED OCCUPANCY SENSOR (SUBSCIPT D = DIMMING AND DAY-LIGHT CONTROL)	+46"	2.4., SEE DIAGRAM, SPEC.
P	PHOTO-ELECTRIC CONTROL (LOCATE ON ROOF, FACE NORTH)	AS NOTED	MOUNT AS PER MFR.
	DIGITAL DAYLIGHT SENSOR	CEILING	SEE DIAGRAM, SPEC.
TC	TIME CLOCK	+60"	2.
R	RECEPTACLE SWITCH PACK	ABOVE CEILING	
R	RECEPTACLE SWITCH PACK	ABOVE CEILING	
	POWER POLE		
J	PLUGMOLD/SURFACE RACEWAY	+46" OR AS NOTED	2. SEE SPEC.
DP	FLAT PANEL DISPLAY WALL BOX, TVSS RECEPT., DATA AND OTHER DEVICES, REFER TO DIAGRAMS	AS NOTED	SEE DIAGRAM & SPEC. 26 2726
CP	CEILING PROJECTION SYSTEM CEILING BOX	ABOVE CEILING	SEE DIAGRAM AND SPEC.
C	CLOCK OUTLET	+90"	2.
	DOOR BELL CHIME	+90"	2.
FB	FLOOR BOX - SEE SCHEDULE	FLOOR	SEE DIAGRAM, SPEC.
PT	POKE THRU - SEE SCHEDULE	FLOOR	SEE DIAGRAM, SPEC.
	MOTOR OUTLET	TO SUIT EQUIP.	
	PUSHBUTTON	+46"	2.
	NON-FUSED DISCONNECT SWITCH	+60"	5. 6.
F	FUSED DISCONNECT SWITCH	+60"	5. 6.
B	BREAKER DISCONNECT SWITCH	+60"	5. 6.
$T	MANUAL STARTER THERMAL OVERLOAD SWITCH WITH PILOT LIGHT	+46"	2.
	MAGNETIC STARTER	+60"	6. 7.
	MAGNETIC STARTER / DISCONNECT COMBINATION	+60"	6. 7.
VFD	VARIABLE FREQUENCY DRIVE	+66"	6.
	PANEL BOARD	+72"	6.
	MAIN DISTRIBUTION PANEL		
M	UTILITY METER	+72"	6.
	TELEPHONE TERMINAL BOARD		
	EQUIPMENT CEILING RACK	CEILING	
	EQUIPMENT 4-POST RACK/CABINET	AS NOTED	18. SEE SPEC.
	EQUIPMENT 2-POST	AS NOTED	18. SEE SPEC.
SPL	SPLITTER	ABOVE CEILING	
VIA	VIA	ABOVE CEILING	
BDA	FIBER BDA	ABOVE CEILING	
ANT XX	ANTENNA PS = PUBLIC SERVICE COM = CELLULAR/COMMERCIAL	CEILING	
S	SMOKE DETECTOR	CEILING	
SC	SMOKE/CARBON MONOXIDE DETECTOR	CEILING	
C	CARBON MONOXIDE DETECTOR	CEILING	
H	HEAT DETECTOR	CEILING	
D	DUCT SMOKE DETECTOR		MTD. IN DUCT
D	FIRE/SMOKE DAMPER		
	DOOR HOLDER	AS NOTED	
FS	FLOW SWITCH		
TS	TAMPER SWITCH		
WF	WATER FLOOD INDICATOR		
	O.S. & Y. VALVE		SEE DIAGRAM
R	FIRE ALARM RELAY OR SECURITY RELAY		
CM	FIRE ALARM CONTROL MODULE		
MM	FIRE ALARM MONITOR MODULE		
TWZ	TWO-WAY COMMUNICATION SYSTEM CONTROL PANEL	+46"	2.
TW	TWO-WAY COMMUNICATION SYSTEM CALL STATION	+46"	2.

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PROFESSIONAL ENGINEER
12/18/2024
No. 7892177-2202
LANCE MADISON
STATE OF UTAH

CITY OF MOAB, UTAH
WRF UTILITY VEHICLE
GARAGE PROJECT
MOAB, UT 84532

STAMP

ADDENDUM/CLARIFICATION/REVISION		
MARK	DATE	DESCRIPTION

DATE:	03/01/2024
PROJECT NO:	24063
DRAWN BY:	BNA
CHK'D BY:	L.M.
SCALE:	SEE GRAPH

SYMBOLS & NOTES

E001

By: nolson; Mar 17, 2025 - 9:51am
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LIGHT FIXTURE SCHEDULE

LIGHT FIXTURE ABBREVIATION SCHEDULE

PROJECT MANAGER: ***IAN MADISON***

A.F.F ABOVE FINISH FLOOR	CCBA CUSTOM PAINTED COLOR AS SELECTED BY THE ARCHITECT	CFBA CUSTOM FINISH AS SELECTED BY THE ARCHITECT
WALL@CLG WALL MOUNT AT CORNER OF WALL AND CEILING	SCBA STANDARD PAINTED COLOR AS SELECTED BY THE ARCHITECT	SFBA STANDARD FINISH AS SELECTED BY THE ARCHITECT

LIGHT FIXTURE GENERAL NOTES

1. REFER TO ARCHITECTURAL REFLECTED CEILING PLANS FOR LOCATIONS OF LIGHT FIXTURES AND, CONFIRM CEILING TYPES WITH LIGHT FIXTURE TRIMS. BRING ALL DISCREPANCIES OF LOCATIONS AND QUANTITIES TO THE ATTENTION OF THE ARCHITECT AND ELECTRICAL ENGINEER PRIOR TO BIDDING.
2. REFER TO ARCHITECTURAL ELEVATIONS FOR MOUNTING HEIGHTS AND LOCATIONS OF LIGHT FIXTURES. BRING ALL DISCREPENCIES TO THE ATTENTION OF THE ARCHITECT PRIOR TO BIDDING.
3. REFER TO THE SPECIFICATIONS FOR OTHER LIGHT FIXTURE, FUSING, LED DRIVERS, AND LAMP REQUIREMENTS AND ACCEPTABLE MANUFACTURERS.
4. CONFIRM AVAILABLE MOUNTING DEPTHS OF ALL LIGHT FIXTURES AND COMPARE WITH DEPTHS SHOWN ON SHOP DRAWINGS. BRING ALL POTENTIAL CONFLICT AREAS TO THE ATTENTION OF THE ARCHITECT AND ELECTRICAL ENGINEER PRIOR TO RELEASE.
5. REFER TO LIGHTING PLANS FOR ALL LINEAR FIXTURE LENGTHS. THE CATALOG NUMBER IS BASED ON THE FIXTURE SPECIFIED AND MAY NOT REFLECT THE QUANTITY OR OVERALL LENGTH OF LINEAR FIXTURES REQUIRED. CONTRACTOR TO NOTE THAT VARIOUS FIXTURE LENGTHS MAY BE REQUIRED TO ACHIEVE THE OVERALL RUN LENGTH.
6. REFER TO LIGHTING PLANS FOR ALL UNDERCABINET FIXTURE LENGTHS. THE CATALOG NUMBER IS BASED ON THE FIXTURE SPECIFIED AND MAY NOT REFLECT THE QUANTITY OR OVERALL LENGTH OF THE UNDERCABINET FIXTURES REQUIRED. CONTRACTOR TO NOTE THAT VARIOUS FIXTURE LENGTHS MAY BE REQUIRED TO ACHIEVE THE OVERALL RUN LENGTH OR TO FIT WITHIN THE MILLWORK. COORDINATE FIXTURE LAYOUT WITH MILLWORK SHOP DRAWINGS PRIOR TO LIGHTING SUBMITTALS.
7. WHEN A CONTRADICTION EXISTS BETWEEN A SPECIFIC MODEL NUMBER AND THE DESCRIPTION, NOTIFY THE ELECTRICAL ENGINEER AND/OR LIGHTING DESIGNER.
8. PRIOR APPROVALS ARE REQUIRED BEFORE BIDDING THE PROJECT AND SHALL BE SUBMITTED TO THE ELECTRICAL ENGINEER'S OFFICE AT LEAST (8) EIGHT WORKING DAYS BEFORE THE BID. PRIOR APPROVALS RECEIVED AFTER THIS TIME PERIOD SHALL BE REJECTED.
9. REFER TO SPECIFICATIONS 20 0500, 26 5100 & 26 5600 (16001, 16510 & 16551).
10. VALUE ENGINEERING CONDUCTED WITHOUT THE DESIGN TEAMIE; ARCHITECT, ENGINEER & LIGHTING CONSULTANT/DESIGNER WILL NOT BE ALLOWED, REVIEWED OR APPROVED.

TYPE	DESCRIPTION	MFR.	CATALOG #	VOLTS	TOTAL WATTS	LAMP TYPE	DELIVERED LUMENS	COLOR TEMP	CRI
HB	LED HI-BAY GLARE CONTROL ACRYLIC FROSTED LENS GENERAL/MEDIUM DISTRIBUTION FIXTURE MOUNTED AT +20'-0" AFF EQUIP WITH 360 DEGREE MOTION SENSOR	LITHONIA	CPHB 12000LM SEF GCL MD MVOLT GZ10 40K 80CRI LSXR6 DWH OR OWNER APPROVIED EQUAL	120	87	LED	12,250	4000K	80
HBX	LED HI-BAY GLARE CONTROL ACRYLIC FROSTED LENS GENERAL/MEDIUM DISTRIBUTION FIXTURE MOUNTED AT +20'-0" AFF EQUIP WITH 360 DEGREE MOTION SENSOR PROVIDE 90 MINUTE, 10W BATTERY BACKUP	LITHONIA	CPHB 12000LM SEF GCL MD MVOLT GZ10 40K 80CRI E10WCP LSXR6 DWH OR OWNER APPROVIED EQUAL	120	87	LED	12,250	4000K	80
O1	EXTERIOR WALL SCONCE LOW PROFILE, FORWARD DISTRIBUTION INTEGRAL BUTTON PHOTOCELL STANDARD COLOR BY ARCHITECT	LITHONIA	WDGE2 LED P2 40K 70CRI T4M MVOLT PE SCBA OR OWNER APPROVIED EQUAL	120	19	LED	2000	4000K	70
O2	EXTERIOR WALL PACK, WEDGE SHAPED LOW PROFILE, FORWARD THROW DISTRIBUTION INTEGRAL BUTTON PHOTOCELL STANDARD COLOR BY ARCHITECT	LITHONIA	WDGE2 LED P4 40K 70CRI T4M MVOLT PE SCBA OR OWNER APPROVIED EQUAL	120	47	LED	4100	4000K	70

EQUIPMENT SCHEDULE

UNIT #	FUNCTION	LOAD	VOLT	PHASE	FULL LOAD AMPS	CONDUIT SIZE	WIRES				OCPD		STARTER/DISC/VFD (SEE NOTES)	REMARKS
							NO. SETS	NO.	SIZE	EQUIP. GND(1)	TYPE	AMPS		
CF-1	CEILING FAN	2 HP	240	1	12.00	3/4"	1	2	12	12	CB	20	11A	
CF-2	CEILING FAN	2 HP	240	1	12.00	3/4"	1	2	12	12	CB	20	11A	
RH-1	RADIANT HEATER, GAS	1.2 MCA	120	1	0.96	3/4"	1	2	12	12	CB	15	4A	
RH-2	RADIANT HEATER, GAS	1.2 MCA	120	1	0.96	3/4"	1	2	12	12	CB	15	4A	
RH-3	RADIANT HEATER, GAS	1.2 MCA	120	1	0.96	3/4"	1	2	12	12	CB	15	4A	
RH-4	RADIANT HEATER, GAS	1.2 MCA	120	1	0.96	3/4"	1	2	12	12	CB	15	4A	

NOTES:

1. NON-FUSED DISCONNECT SWITCH
2. FUSED DISCONNECT SWITCH
3. BREAKER IN ENCLOSURE
4. MANUAL STARTER W/THERMAL OVERLOAD
5. MAGNETIC STARTER
6. MAGNETIC STARTER/NON-FUSED DISCONNECT COMBINATION
7. MAGNETIC STARTER/FUSED DISCONNECT COMBINATION
8. MAGNETIC STARTER/BREAKER COMBINATION
9. VARIABLE FREQUENCY DRIVE
10. REDUCED VOLTAGE STARTER
11. DIRECT CONNECTION
12. RECEPTACLE/SPECIAL PURPOSE OUTLET/ETC.
13. TWO-SPEED STARTER, COORDINATE W/MOTOR TYPE
14. SOLID STATE SOFT STARTER

A. FURNISHED, INSTALLED, AND CONNECTED UNDER DIVISION 26
B. FURNISHED AND INSTALLED UNDER ANOTHER DIVISION REQUIRING CONNECTION UNDER DIVISION 26.
C. FURNISHED UNDER ANOTHER DIVISION BUT INSTALLED AND CONNECTED UNDER DIVISION 26.
D. FURNISHED, INSTALLED AND CONNECTED UNDER ANOTHER DIVISION.

CB = CIRCUIT BREAKER - THERMAL MAGNETIC

NOTE 1: PER 250.122(A), EQUIPMENT GROUND IS NOT REQUIRED TO BE LARGER THAN PHASE CONDUCTOR.
NOTE 2: OVERCURRENT PROTECTION DEVICE (OCPD) SHOWN IS LOCATED AT POWER PANEL. ALL FUSING TO BE SIZED IN ACCORDANCE WITH FUSE MFR RECOMMENDATION FOR MOTOR NAME PLATE RATING. SEE SECTION 26 2815.
NOTE 3: ALL EQUIPMENT TO BE RATED FOR THE ENVIRONMENT FOR WHICH IT IS INSTALLED.

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ADDENDUM/CLARIFICATION/REVISION

MARK	DATE	DESCRIPTION

DATE:	03/01/2024
PROJECT NO:	24063
DRAWN BY:	BNA
CHK'D BY:	I.M.
SCALE:	SEE GRAPH

SCHEDULES

E002

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ELECTRICAL GENERAL PROVISIONS

DESCRIPTION OF WORK: EXTENT OF ELECTRICAL WORK IS INDICATED ON DRAWINGS. PROVIDE ALL LABOR, MATERIALS, EQUIPMENT, SUPERVISION AND SERVICE NECESSARY FOR A COMPLETE ELECTRICAL SYSTEM. WORK INCLUDES, BUT IS NOT NECESSARILY LIMITED TO THE FOLLOWING ITEMS:

- ELECTRICAL CONNECTIONS FOR EQUIPMENT
- CONDUCTORS AND CABLES
- GROUNDING
- SUPPORTING DEVICES
- CONDUIT RACEWAYS
- ELECTRICAL BOXES AND FITTINGS
- ELECTRICAL SEISMIC CONTROL
- ELECTRICAL IDENTIFICATION
- PANELBOARDS
- WIRING DEVICES
- OVERCURRENT PROTECTIVE DEVICES
- MOTOR STARTERS
- DEMOLITION
- INTERIOR AND EXTERIOR BUILDING LIGHTING

INTERPRETATION OF DRAWINGS AND SPECIFICATIONS: BEFORE BIDDING, CONTRACTOR SHALL FAMILIARIZE THEMSELVES WITH THE DRAWINGS, SPECIFICATIONS AND PROJECT SITE.

VISIT THE SITE DURING THE BIDDING PERIOD TO DETERMINE EXISTING CONDITIONS AFFECTING ELECTRICAL AND OTHER WORK, ALL COSTS ARISING FROM SITE CONDITIONS AND/OR PREPARATION SHALL BE INCLUDED IN THE BASE BID. NO ADDITIONAL CHARGES WILL BE ALLOWED DUE TO INADEQUATE SITE INSPECTION.

QUALITY ASSURANCE: PERFORM WORK IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE (NEC). COMPLY WITH REQUIREMENTS FOR STATE AND LOCAL ORDINANCES. OBTAIN ALL PERMITS, INSPECTIONS, ETC FOR AUTHORITY HAVING JURISDICTION (AHJ). EMPLOY ONLY QUALIFIED CRAFTSMEN WITH AT LEAST THREE (3) YEARS OF EXPERIENCE. WORKMANSHIP SHALL BE NEAT, HAVE A GOOD MECHANICAL APPEARANCE AND CONFORM TO BEST ELECTRICAL STATE CONTRACTING LICENSE. PROVIDE EQUIPMENT AND MATERIALS THAT ARE UNDERWRITERS LABORATORIES INC. (UL) LISTED AND LABELED.

SUBMITTALS: AFTER THE CONTRACT IS AWARDED BUT PRIOR TO MANUFACTURE OR INSTALLATION OF ANY EQUIPMENT, PREPARE COMPLETE SHOP DRAWINGS.

- PROVIDE SUBMITTALS IN PORTABLE DOCUMENT FORMAT (PDF).
- DOCUMENTS MUST BE ELECTRONICALLY BOOKMARKED AND KEYWORD SEARCHABLE USING ADOBE ACROBAT (HTTP://ADOBE.COM/ACROBAT) OR BLUEBEAM REVU (HTTP://BLUEBEAM.COM) FOR EACH RELEVANT SECTION. (I.E. INCLUDE ELECTRONIC BOOKMARKS SEPARATION "LIGHT FIXTURES" FROM "PANELBOARDS".)
- ELECTRONICALLY HIGHLIGHT ALL OPTIONS FOR LIGHT FIXTURES, ELECTRICAL EQUIPMENT, ETC. MANUAL HIGHLIGHTING AND SCANNING OF THE DOCUMENTS IS NOT ACCEPTABLE AND WILL NOT BE REVIEWED.
- PROVIDE ONLY COMPLETED CUTSHEETS FOR ALL FIXTURE AND EQUIPMENT TYPES. BLANK CUTSHEETS SUBMITTED WITH A SCHEDULE ARE NOT ACCEPTABLE AND WILL NOT BE REVIEWED.
- A MAXIMUM OF ONE SUBMITTAL PER SPECIFICATION SECTION IS ALLOWED, IT IS NOT ACCEPTABLE TO PROVIDE PRODUCT BY PRODUCT SUBMITTAL. SINGLE PRODUCT SUBMITTALS WILL NOT BE REVIEWED.
  - o ELECTRICAL CONNECTIONS FOR EQUIPMENT
  - o CONDUCTORS AND CABLES
  - o GROUNDING
  - o SUPPORTING DEVICES
  - o CONDUIT RACEWAYS
  - o ELECTRICAL BOXES AND FITTINGS
  - o ELECTRICAL SEISMIC CONTROL
  - o ELECTRICAL IDENTIFICATION
  - o PANELBOARDS
  - o WIRING DEVICES
  - o OVERCURRENT PROTECTIVE DEVICES
  - o MOTOR STARTERS
  - o DEMOLITION
  - o INTERIOR AND EXTERIOR BUILDING LIGHTING

- PRODUCTS: PRODUCTS ARE SPECIFIED BY MANUFACTURE NAME, DESCRIPTION AND/OR CATALOG NUMBER. PROVIDE PRODUCTS OF MANUFACTURERS SPECIFIED. SUBSTITUTIONS WILL BE CONSIDERED IF A DUPLICATE WRITTEN APPLICATION IS SUBMITTED. NO MATERIAL MAY BE SUBSTITUTED AFTER THE BID OPENING. PROVIDE BLOCK OUTS, SLEEVES, ETC. REQUIRED FOR INSTALLATION OF WORK SPECIFIED.
- RECORD DRAWINGS: MAINTAIN ON A DAILY BASIS, A COMPLETE SET OF RECORD DRAWINGS, REFLECTING AN ACCURATE DIMENSIONAL RECORD OF ALL BURIED OR CONCEALED WORK. MARK RECORD DRAWINGS TO SHOW THE PRECISE LOCATION OF CONCEALED WORK AND EQUIPMENT, INCLUDING CONCEALED OR EMBEDDED CONDUIT AND JUNCTION BOXES AND ALL CHANGES AND DEVIATIONS IN THE WORK FROM THAT SHOWN ON THE CONTRACT DOCUMENTS.
- OPERATION AND MAINTENANCE MANUALS: PROVIDE OPERATION AND MAINTENANCE DATA BOOKS FOR ALL EQUIPMENT AND MATERIALS FURNISHED UNDER THIS DIVISION.
- GUARANTEE: ENSURE THAT ELECTRICAL SYSTEMS INSTALLED UNDER THIS CONTRACT IS IN PROPER WORKING ORDER AND IN COMPLIANCE WITH DRAWINGS, SPECIFICATIONS, AND/OR AUTHORIZED CHANGES, WITHOUT ADDITIONAL CHARGE, REPLACE ANY WORK OR MATERIALS WHICH DEVELOP DEFECTS, EXCEPT FROM ORDINARY WEAR AND TEAR, WITHIN ONE YEAR FROM THE DATE OF SUBSTANTIAL COMPLETION.

- FIRE PROTECTION SEALS: SEAL ALL PENETRATIONS FOR WORK OF THIS SECTION THROUGH FIRE RATED FLOORS, WALLS, CEILINGS TO PREVENT THE SPREAD OF SMOKE, FIRE, TOXIC GAS, OR WATER THROUGH THE PENETRATION EITHER BEFORE, DURING OR AFTER FIRE.
- POWER OUTAGES: ALL POWER OUTAGES REQUIRED FOR EXECUTION OF THIS WORK SHALL OCCUR DURING NON-STANDARD WORKING HOURS AND AT THE CONVENIENCE OF THE OWNER. INCLUDE ALL COSTS FOR OVERTIME WORK IN BID.
- EXCAVATING FOR ELECTRICAL WORK: LOCATE AND PROTECT EXISTING UTILITIES AND OTHER UNDERGROUND WORK. PERFORM EXCAVATION IN A MANNER WHICH PROTECTS WALLS, FOOTINGS AND OTHER STRUCTURAL MEMBERS.
- CONCRETE BASES: PROVIDE 4" CONCRETE BASES FOR ELECTRICAL EQUIPMENT.
- ROOF PENETRATIONS: PROVIDE ROOF JACK, SIZED TO FIT TIGHTLY TO RACEWAY FOR WEATHERTIGHT SEAL.

ELECTRICAL CONNECTIONS FOR EQUIPMENT

- VERIFY EXACT LOAD AND LOCATION OF ALL EQUIPMENT BEFORE ROUGH-IN FOR EACH ELECTRICAL CONNECTION. PROVIDE COMPLETE ASSEMBLY OF MATERIAL, INCLUDING BUT NOT NECESSARILY LIMITED TO, RACEWAYS, CONDUCTORS, CORDS, CORD CAPS, PLUGS, WIRING DEVICES, PRESSURE CONNECTORS, TERMINALS (LUGS), ELECTRICAL INSULATION TAPE, HEAT-SHRINKABLE INSULATION TUBING, CABLE TIES, SOLDERLESS WIRE NUTS, AND OTHER ITEMS AND ACCESSORIES AS NEEDED TO COMPLETE SPLICES, TERMINATIONS, AND CONNECTIONS AS REQUIRED. FOR PERMANENTLY INSTALLED FIXED EQUIPMENT, PROVIDE FLEXIBLE SEAL-TITE CONNECTIONS. FOR MOVABLE AND/OR PORTABLE EQUIPMENT, PROVIDE WIRE DEVICE, CORD CAP, AND MULTI-CONDUCTOR CORD.

CONDUCTORS AND CABLES

- PROVIDE FACTORY FABRICATED CONDUCTORS FOR SIZES, RATINGS, MATERIAL, AND TYPES INDICATED FOR EACH SERVICE. PROVIDE COPPER CONDUCTORS, WITH THHN/THWN INSULATION. SIZE ALL CONDUCTORS IN ACCORDANCE WITH NEC: MINIMUM SIZE TO BE #12 AWG. PROVIDE STRANDED CONDUCTORS FOR #8 AWG AND LARGER.
- THE FOLLOWING COLOR SCHEME SHALL BE USED:

CONDUCTOR	240/120 V SYSTEM	208/120 V SYSTEM	480/277 V SYSTEM
PHASE A	BLACK	BLACK	BROWN
PHASE B	RED	RED	ORANGE
PHASE C	BLUE	BLUE	YELLOW
SHARED/SINGLE NEUTRAL	WHITE	WHITE	GRAY
NEUTRAL A (DEDICATED)	WHITE W/ BLACK STRIPE	WHITE W/ BLACK STRIPE	GRAY W/ BROWN STRIPE
NEUTRAL B (DEDICATED)	WHITE W/ RED STRIPE	WHITE W/ RED STRIPE	GRAY W/ ORANGE STRIPE
NEUTRAL C (DEDICATED)	WHITE W/ BLUE STRIPE	WHITE W/ BLUE STRIPE	GRAY W/ YELLOW STRIPE
EQUIPMENT GROUND	GREEN	GREEN	GREEN
ISOLATED GROUND	GREEN W/ YELLOW STRIPE	GREEN W/ YELLOW STRIPE	GREEN W/ YELLOW STRIPE

GROUNDING

- PROVIDE GROUNDING AND BONDING OF ALL ELECTRICAL AND COMMUNICATION APPARATUS, MACHINERY, APPLIANCES, BUILDING COMPONENTS, AND ITEMS REQUIRED BY THE NEC TO PROVIDE A PERMANENT, CONTINUOUS LOW IMPEDANCE, GROUNDING SYSTEM. PROVIDE AN NEC BONDING/GROUNDING CONDUCTOR IN ALL RACEWAYS USE FOR POWER DISTRIBUTION.

SUPPORTING DEVICES

- PROVIDE SUPPORTS, ANCHORS, SLEEVES AND SEALS AS REQUIRED FOR A COMPLETE RACEWAY SUPPORT SYSTEM, INCLUDING BUT NOT LIMITED TO: CLEVIS HANGERS, RISER CLAMPS, C-CLAMPS, BEAM CLAMPS, ONE- AND TWO-HOLE CONDUIT STRAPS, OFFSET CONDUIT CLAMPS, EXPANSION ANCHORS, TOGGLE BOLTS, THREADED RODS, U-CHANNEL STRUT SYSTEM, AND ALL OTHER ASSOCIATED ACCESSORIES. INSTALL IN ACCORDANCE WITH MANUFACTURER'S WRITTEN INSTRUCTIONS AND WITH RECOGNIZED INDUSTRY PRACTICES TO ENSURE SUPPORTING DEVICES COMPLY WITH REQUIREMENTS. PROVIDE RIGID ATTACHMENT OF ALL FLOOR MOUNTED EQUIPMENT TO THE FLOOR SLAB OR STRUCTURAL SYSTEM.

CONDUIT RACEWAYS

- PROVIDE METAL CONDUIT, TUBING, AND FITTINGS OF TYPES, GRADES, SIZES, AND WEIGHTS (WALL THICKNESS) AS REQUIRED; WITH MINIMUM TRADE SIZE OF 3/4". INSTALL ELECTRICAL RACEWAY SYSTEMS IN ACCORDANCE WITH MANUFACTURER'S WRITTEN INSTRUCTIONS AND APPLICABLE REQUIREMENTS OF NEC AND NECA "STANDARD OF INSTALLATION" IN ACCORDANCE WITH THE FOLLOWING:
  - o FEEDERS: INSTALL FEEDERS RATED 100 AMPS AND GREATER, IN ELECTRICAL METALLIC CONDUIT (EMT); WHERE BURIED BELOW GRADE, INSTALL IN CONCRETE ENCASED NON-METALIC CONDUIT OR DUCT (SCHEDULE 40 PVC).
  - o BRANCH CIRCUITS, AND INDIVIDUAL EQUIPMENT CIRCUITS RATED LESS THAT 100 AMPS; INSTALL IN ELECTRICAL METALLIC TUBING (EMT). WHERE LOCATED IN POURED WALLS, BELOW CONCRETE SLAB-ON-GRADE, OR IN EARTH FILL, INSTALL IN NON-METALLIC PLASTIC DUCT (SCHEDULE 40 PVC). ENCASE NON-METALLIC PLASTIC DUCT 1-1/4" AND LARGER IN CONCRETE.
  - o PROVIDE RIGID METAL CONDUIT (RMC) FOR ALL BENDS IN BURIED CONDUIT GREATER THAN 30 DEGREES. PROVIDE PROTECTIVE COATING FOR RIGID METAL CONDUIT BENDS.
  - o INSTALL FLEXIBLE CONDUIT FOR CONNECTIONS TO MOTORS, TRANSFORMERS, AND OTHER ELECTRICAL EQUIPMENT WHERE SUBJECT TO MOVEMENT AND VIBRATIONS.
  - o PROVIDE "OZ" EXPANSION FITTINGS ON ALL CONDUITS CROSSING BUILDING EXPANSION JOINTS, BOTH IN SLAB AND SUSPENDED.
  - o DUCT BANKS" PROVIDE DUCT BANK CONSTRUCTION AS INDICATED USING 3000 PSI CONCRETE WITH RED MARKER DYE. INSTALL #4 REINFORCING BAR IN EACH CORNER OF DUCT BANK. PROVIDE MINIMUM OF 4" CONCRETE COVER ON ALL SIDES OF EXTERIOR CONDUITS.

ELECTRICAL BOXES AND FITTINGS

- PROVIDE ONE PIECE GALVANIZED FLAT ROLLED SHEET STEEL INTERIOR OUTLET WIRING BOXES, CORROSION-RESISTANT CAST-METAL WEATHERPROOF OUTLET WIRING BOXES, CODE GAUGE SHEET STEEL JUNCTION AND PULL BOXES, GALVANIZED CAST IRON CONDUIT BODIES, CORROSION-RESISTANT PUNCH-STEEL BOX KNOCKOUT CLOSURES, CONDUIT LOCKOUTS AND MALLEABLE STEEL CONDUIT BUSHINGS AND OFFSET CONNECTORS, AND ALL ACCESSORIES AS REQUIRED TO SUIT EACH RESPECTIVE LOCATION AND INSTALLATION. FASTEN BOXES RIGIDLY TO SUBSTRATES OR STRUCTURAL SURFACES TO WHICH ATTACHED, OR SOLIDLY EMBED ELECTRICAL BOXES IN CONCRETE OR MASONRY. USE BAR HANGERS FOR STUD CONSTRUCTION.
- FLOOR BOXES – PROVIDE LEVELING AND FULLY ADJUSTABLE FLOOR SERVICE RECEPTACLE OUTLETS AND FITTINGS OF TYPE AND RATINGS AS INDICATED ON THE DRAWINGS. ALL BOXES SHALL COMPLY WITH UL STANDARD UL514A.

ELECTRICAL SEISMIC CONTROL

- PROVIDE SEISMIC CONTROL EQUIPMENT INCLUDING BUT NOT LIMITED TO: VIBRATION ISOLATORS, FLEXIBLE CONNECTIONS, RIGID STEEL FRAMES, ANCHORS, INSERTS AND ATTACHMENTS, SEISMIC SNUBBER AND BRACING TO MEET THE REQUIREMENTS FOR THE PROJECT SITE AS DESIGNED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE WHERE THE PROJECT IS LOCATED.
- THE ABOVE REFERENCED ENGINEER SHALL DETERMINE SPECIFIC REQUIREMENTS FOR EQUIPMENT ANCHORAGE AND RESTRAINTS, LOCATIONS AND SIZES BASED ON SHOP DRAWINGS FOR THE ELECTRICAL EQUIPMENT WHICH HAVE BEEN SUBMITTED.
- THE DIVISION 26 CONTRACTOR SHALL REQUIRE ALL EQUIPMENT SUPPLIER FURNISHED EQUIPMENT THAT MEETS THE SEISMIC CODE, WITH BASES/SKIDS/CURBS DESIGNED TO RECEIVE SEISMIC BRACING AND/OR ANCHORAGE.
- SPRING ISOLATED EQUIPMENT: ALL VIBRATION ISOLATED EQUIPMENT SHALL BE MOUNTED ON RIGID STEEL FRAMES OR CONCRETE BASES. EACH SPRING MOUNTED BASE SHALL HAVE A MINIMUM OF FOUR ALL-DIRECTIONAL SEISMIC SNUBBERS THAT ARE DOUBLE ACTING AND LOCATED AS CLOSE TO THE VIBRATION ISOLATORS AS POSSIBLE TO FACILITATE ATTACHMENT BOTH TO THE BASE AND THE STRUCTURE.
- NON-ISOLATED EQUIPMENT: THE DIVISION 26 CONTRACTOR SHALL BE RESPONSIBLE FOR THOROUGHLY REVIEWING ALL DRAWINGS AND SPECIFICATIONS TO DETERMINE ALL EQUIPMENT TO BE RESTRAINED. THIS CONTRACTOR SHALL BE RESPONSIBLE FOR CERTIFYING THAT THIS EQUIPMENT IS MOUNTED AND BRACED.
- CONDUIT: A RIGID CONDUIT SYSTEM SHALL NOT BE BRACED TO DISSIMILAR PARTS OF THE BUILDING OR TWO DISSIMILAR BUILDING SYSTEMS THAT MAY RESPOND IN A DIFFERENT MODE DURING AN EARTHQUAKE. EXAMPLE: WALLS AND A ROOF; SOLID CONCRETE WALL AND A METAL DECK WITH LIGHTWEIGHT CONCRETE FILL. UNBRACED CONDUIT ATTACHED TO IN-LINE EQUIPMENT SHALL BE PROVIDED WITH ADEQUATE FLEXIBILITY TO ACCOMMODATE DIFFERENTIAL DISPLACEMENTS. PROVIDE LARGE ENOUGH PIPE SLEEVES THROUGH WALLS OR FLOORS TO ALLOW FOR ANTICIPATED DIFFERENTIAL MOVEMENTS.
- CABLE TRAY: CABLE TRAYS SHALL BE SUSPENDED FROM ROD HANGERS AND HANGERS THAT ARE 12" IN LENGTH OR LONGER FROM POINT ROD ATTACHES TO TRAY, TO THE POINT ROD CONNECTS TO THE SUPPORTING STRUCTURE LOCATED AS CLOSE TO THE VIBRATION ISOLATORS AS POSSIBLE TO THE VIBRATION ISOLATORS AS POSSIBLE TO FACILITATE ATTACHMENT BOTH TO THE BASE AND AND THE STRUCTURE.
- NON-ISOLATED EQUIPMENT: THE DIVISION 26 CONTRACTOR SHALL BE RESPONSIBLE FOR THOROUGHLY REVIEWING ALL DRAWINGS AND SPECIFICATIONS TO DETERMINE ALL EQUIPMENT TO BE RESTRAINED. THIS CONTRACTOR SHALL BE RESPONSIBLE FOR CERTIFYING THAT THIS EQUIPMENT IS MOUNTED AND BRACED.

ELECTRICAL IDENTIFICATION

- PROVIDE ELECTRICAL IDENTIFICATION PRODUCTS FOR BURIED ELECTRICAL LINES, ARC-FLASH HAZARD LABELS (ANSI Z535.4), SOURCE OF SUPPLY LABELS, AVAILABLE FAULT CURRENT LABELS AND EMERGENCY OPERATING SIGNS TO EQUIPMENT INSTALLED AS PART OF THIS PROJECT.
- COLOR ADHESIVE MARKING TAPE FOR RACEWAYS, WIRES AND CABLES: SELF-ADHESIVE VINYL TAPE NOT LESS THAN 3 MILLS THICK BY 1" TO 2" IN WIDTH.
- UNDERGROUND LINE MARKING TAPE: PERMANENT, BRIGHT COLORED, CONTINUOUS-PRINTED, PLASTIC TAPE COMPOUNDED FOR DIRECT-BURIAL SERVICE NOT LESS THAN 6" WIDE BY 4 MILLS THICK.
- ENGRAVED, PLASTIC LAMINATED LABELS, SIGNS AND INSTRUCTION PLATES: ENGRAVING STOCK PLASTIC LAMINATE, 1/16" MINIMUM THICKNESS FOR SIGNS UP TO 20" SQUARE, OR 8" IN LENGTH; 1/8" FOR LARGER SIZES. ENGRAVED LEGEND IN 1/4" HIGH WHITE LETTERS ON BLACK FACE.
- PROVIDE LABELS ON COVER PLATES INDICATING SOURCE OF POWER (I.E. PANEL – CIRCUIT #)

LIGHTING CONTROL EQUIPMENT

- PROVIDE LIGHTING CONTROL EQUIPMENT AS INDICATED ON THE DRAWINGS. PROVIDE LOW-VOLTAGE LIGHTING CONTROL SYSTEM TO COMPLY WITH THE ENERGY CODE. PROVIDE EQUIPMENT WHICH HAS BEEN UL LISTED AND LABELED.
  - o RELAY PANELS WILL BE PROGRAMMABLE. INTERIOR LIGHTING CIRCUITS WILL BE PROGRAMMED TO RESPOND TO LOW VOLTAGE SWITCH INPUTS FOR MANUAL CONTROL, AND BY TIME-OF-DAY FOR AUTOMATIC CONTROL.
  - o LIGHTING CIRCUITS IN PUBLIC AREAS WILL BE PROGRAMMED TO OPERATE BY TIME-OF-DAY WORK SCHEDULE.
  - o EXTERIOR LIGHTING WILL BE PROGRAMMED TO OPERATE BY TIME-OF-DAY SCHEDULE IN COMBINATION WITH PANELS ASTRONOMICAL TIME CLOCK.

PANELBOARDS

- PROVIDE GALVANIZED SHEET STEEL CABINET TYPE ENCLOSURES, IN SIZES AND NEMA TYPES AS INDICATED, CODE-GAUGE MINIMUM 16 -GAUGE THICKNESS. PROVIDE DEAD FRONT SAFETY TYPE PANELBOARDS WITH DOOR-IN-DOOR HINGED FRONTS. EQUIP WITH COPPER (ALUMINUM) BUS BARS, FULL-SIZED NEUTRAL AND GROUND BUS. PROVIDE ENCLOSURES FABRICATED BY THE SAME MANUFACTURER AS OVERCURRENT DEVICES. BOLT ENGRAVED PLASTIC LAMINATE LABELS INDICATING PANEL NAME AND VOLTAGE ON THE INTERIOR AND EXTERIOR OF PANELBOARD.

WIRING DEVICES

- PROVIDE SPEC GRADE FACTORY-FABRICATED WIRING DEVICES, IN TYPE, AND ELECTRICAL RATINGS FOR APPLICATIONS INDICATING AND COMPLYING WITH NEMA STDS PUB NO. WD-1. PROVIDE HEAVY DUTY SPECIFICATION GRADE, 20-AMPERES RATED, GROUNDING TYPE CONVENIENCE OUTLETS. PROVIDE 20-AMPRESE RATED TOGGLE SWITCHES. CONSTRUCT WIRING DEVICE OF HEAVY-DUTY HIGH IMPACT NYLON AND PROVIDE COVER PATES TO MATCH. PROVIDE DEVICES AND COLORS SELECTED BY ARCHITECT.

OVERCURRENT PROTECTIVE DEVICES

- PROVIDE OVERCURRENT PROTECTIVE DEVICES OF THE SAME MANUFACTURER AS THE SWITCHBOARD AND/OR PANELBOARD MANUFACTURER. PROVIDE FACTORY ASSEMBLED DEVICES OF AMPERAGE, VOLTAGE, AND RMS INTERRUPTING RATING SHOWN. PROVIDE DEVICES AS FOLLOWS:
  - o MOLDED CASE THERMAL TRIP CIRCUIT BREAKERS:
    - PROVIDE FACTORY-ASSEMBLED BOLT-ON MOLDED CASE CIRCUIT BREAKER WITH PERMANENT THERMAL TRIP AND ADJUSTABLE INSTANTANEOUS MAGNETIC TRIP IN EACH POLE. SERIES RATING IS NOT ACCEPTABLE. CONSTRUCT BREAKERS FOR MOUNTING AND OPERATING IN ANY PHYSICAL POSITION AND IN AN AMBIENT TEMPERATURE OF 40 DEGREES C.
    - CIRCUIT BREAKERS 15 AMPS THROUGH 599 AMPS SHALL BE MOLDED CASE THERMAL CIRCUIT BREAKERS
  - o MOLDED CASE SOLID STATE CIRCUIT BREAKERS
    - PROVIDE FACTORY ASSEMBLED BOLT-ON MOLDED CASE CIRCUIT BREAKERS UL LISTED FOR APPLICATION AT 100% OF THEIR RATED CONTINUOUS AMPERE RATING.
    - CIRCUIT BREAKERS 600 AMPS THROUGH 1199 AMPS SHALL BE MOLDED CASE SOLID-STATE CIRCUIT BREAKERS.
    - SOLID-STATE TRIP MECHANISMS SHALL HAVE THE FOLLOWING FUNCTIONS: ADJUSTABLE LONG TIME AMPERE RATING; ADJUSTABLE LONG TIME DELAY; SHORT TIME PICK-UP; ADJUSTABLE SHORT TIME DELAY; ADJUSTABLE INSTANTANEOUS PICK-UP.
  - o INSULATED CASE CIRCUIT BREAKERS
    - PROVIDE FACTORY ASSEMBLED BOLT-ON INSULATED CASE CIRCUIT BREAKERS WITH SOLID-STATE TRIP APPLICATION AT 100% OF THEIR CONTINUOUS AMPERE RATING.
    - CIRCUIT BREAKERS 1200 AMPS AND LARGER SHALL BE INSULATED CASE CIRCUIT BREAKERS.

MOTOR STARTERS

- PROVIDE FACTORY ASSEMBLED, AC-NON-RESERVING MAGNETIC STARTERS RATED AT 600V WITH THERMAL OVERLOAD PROTECTION IN ALL PHASES. MOUNT HAND-OFF-AUTO SWITCH, RED PILOT LIGHT, AND RESET BUTTON IN FACE OF ENCLOSURE. PROVIDE NEMA ENCLOSURES RATINGS BASED ON LOCATION OF INSTALLATION.

INTERIOR AND EXTERIOR BUILDING LIGHTING

- PROVIDE LIGHTING FIXTURES COMPLETE WITH ALL COMPONENTS FOR EACH SIZE, TYPE, AND RATING INDICATED. THIS INCLUDES, BUT NOT LIMITED TO HOUSING, DRIVER, REFLECTORS, AND WIRING. SIZE FUSES PER BALLAST MANUFACTURER'S RECOMMENDATIONS. PROVIDE ALL NECESSARY SUPPORTS, BRACKETS, AND MISCELLANEOUS EQUIPMENT FOR THE MOUNTING OF FIXTURES. SUPPORT ALL GRID MOUNTED FIXTURES FROM THE BUILDING STRUCTURE WITH #12 GA. STEEL WIRE ATTACHED TO EACH CORNER; INDEPENDENT OF THE CEILING SYSTEM. PROVIDE BACKING SUPPORTS. PROVIDE GYPSUM BOARD PROTECTION AS REQUIRED TO MAINTAIN FIRE RATING OF EACH CEILING IN WHICH FIXTURES ARE INSTALLED. PROVIDE ALL EXTERIOR FIXTURES WITH DAMP OR WET LOCATION LABEL AS REQUIRED BY APPLICATION. PROVIDE CLASS 2 WIRING FOR ALL FIXTURES INDICATED TO HAVE 0-10 DIMMING.

DEMOLITION

- PROVIDE DEMOLITION WORK AS INDICATED BY DRAWINGS. THE INTENT OF THE DRAWINGS IS TO INDICATE MAJOR ITEMS AFFECTED AND NOT TO SHOW EVERY DEVICE AFFECTED BY DEMOLITION WORK.
  - o THE NEW ELECTRICAL EQUIPMENT AND APPARATUS SHALL BE COORDINATED AND CONNECTED INTO THE EXISTING SYSTEM AS REQUIRED.
  - o THE EXISTING ELECTRICAL DEVICES, CONDUIT AND/OR EQUIPMENT THAT FOR ANY REASON OBSTRUCTS CONSTRUCTION SHALL BE RELOCATED.
  - o ALL EXISTING ELECTRICAL EQUIPMENT AND SYSTEMS IN PORTIONS OF THE BUILDING NOT BEING REMODELED SHALL BE KEPT OPERATIONAL, IN SERVICE AND IN WORKING CONDITION THROUGHOUT THE ENTIRE CONSTRUCTION PERIOD. RESTORE ANY CIRCUITS AND SYSTEMS INTERRUPTED.

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PROFESSIONAL ENGINEER
12/18/2024
No. 7892177-2202
IAN MADISON
STATE OF UTAH

CITY OF MOAB, UTAH
WRF UTILITY VEHICLE
GARAGE PROJECT
MOAB, UT 84532

STAMP

ADDENDUM/CLARIFICATION/REVISION

MARK	DATE	DESCRIPTION

DATE:	03/01/2024
PROJECT NO:	24063
DRAWN BY:	BNA
CHK'D BY:	I.M.
SCALE:	SEE GRAPH

ELECTRICAL SPECIFICATIONS

E003

By: nolson: Mar 17, 2025 – 9:51am
P:\2024\062\DRAW\24062-E003.dwg

SHEET KEYNOTES

S1 REFER TO ONE-LINE DIAGRAM FOR MORE INFORMATION AND FOR CONDUIT/CONDUCTOR REQUIREMENTS.



PLAN NORTH

ELECTRICAL SITE PLAN

1" = 40'-0"

0 20' 40' 80'

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DATE:	03/01/2024
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DRAWN BY:	BNA
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SCALE:	SEE GRAPH

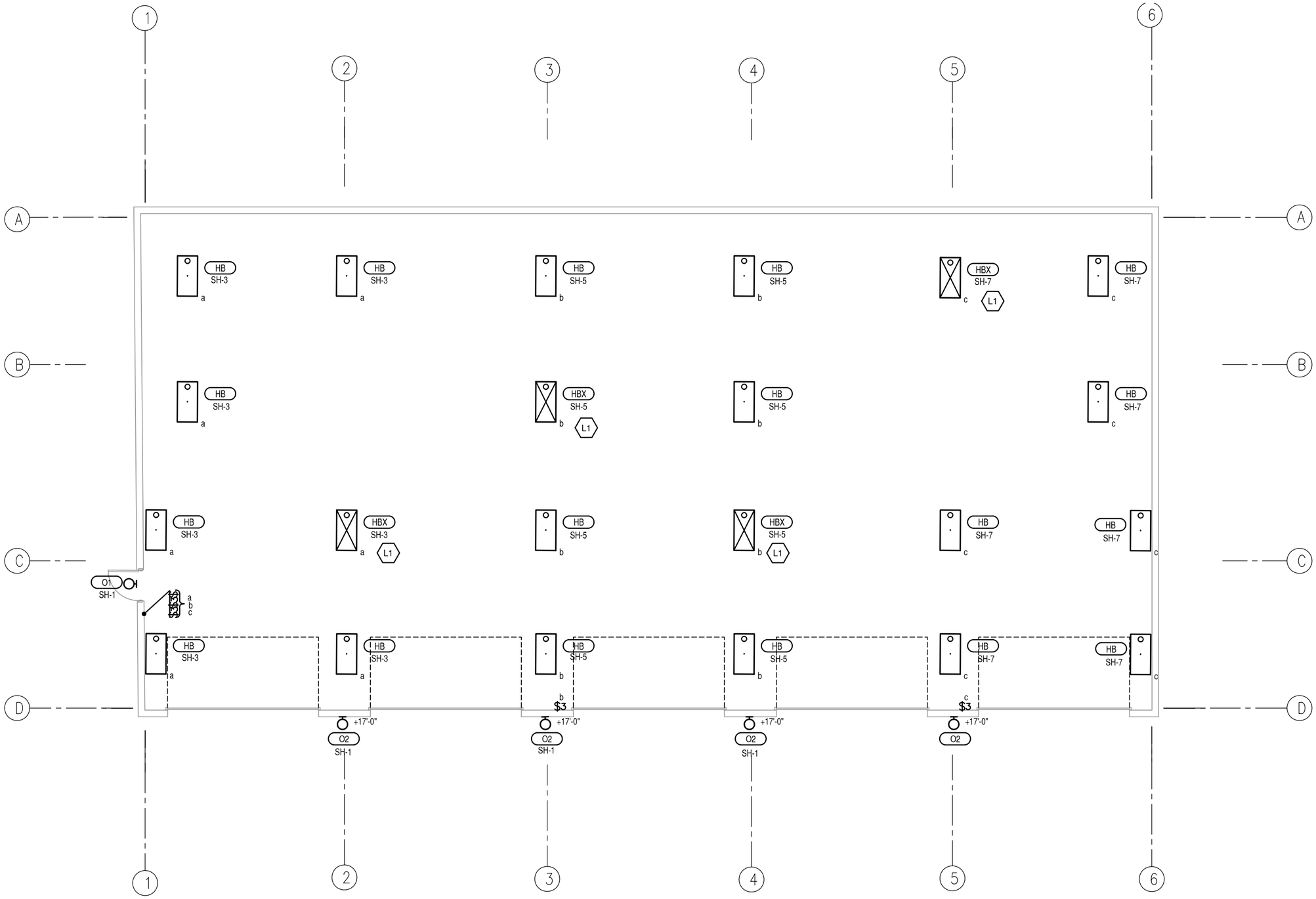
ELECTRICAL SITE PLAN

E101

By: nolson; Mar 17, 2025 – 9:51am
P:\2024\062\DRAW\24062-E101.dwg

SHEET KEYNOTES

L1 PROVIDE UNSWITCHED LIGHTING CIRCUIT TO EMERGENCY BATTERY IN "CONTROLLED" FIXTURE.



PLAN NORTH

LIGHTING PLAN

1/8" = 1'-0"

0 4' 8' 16'

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MARK	DATE	DESCRIPTION

DATE:	03/01/2024
PROJECT NO:	24063
DRAWN BY:	BNA
CHK'D BY:	I.M.
SCALE:	SEE GRAPH

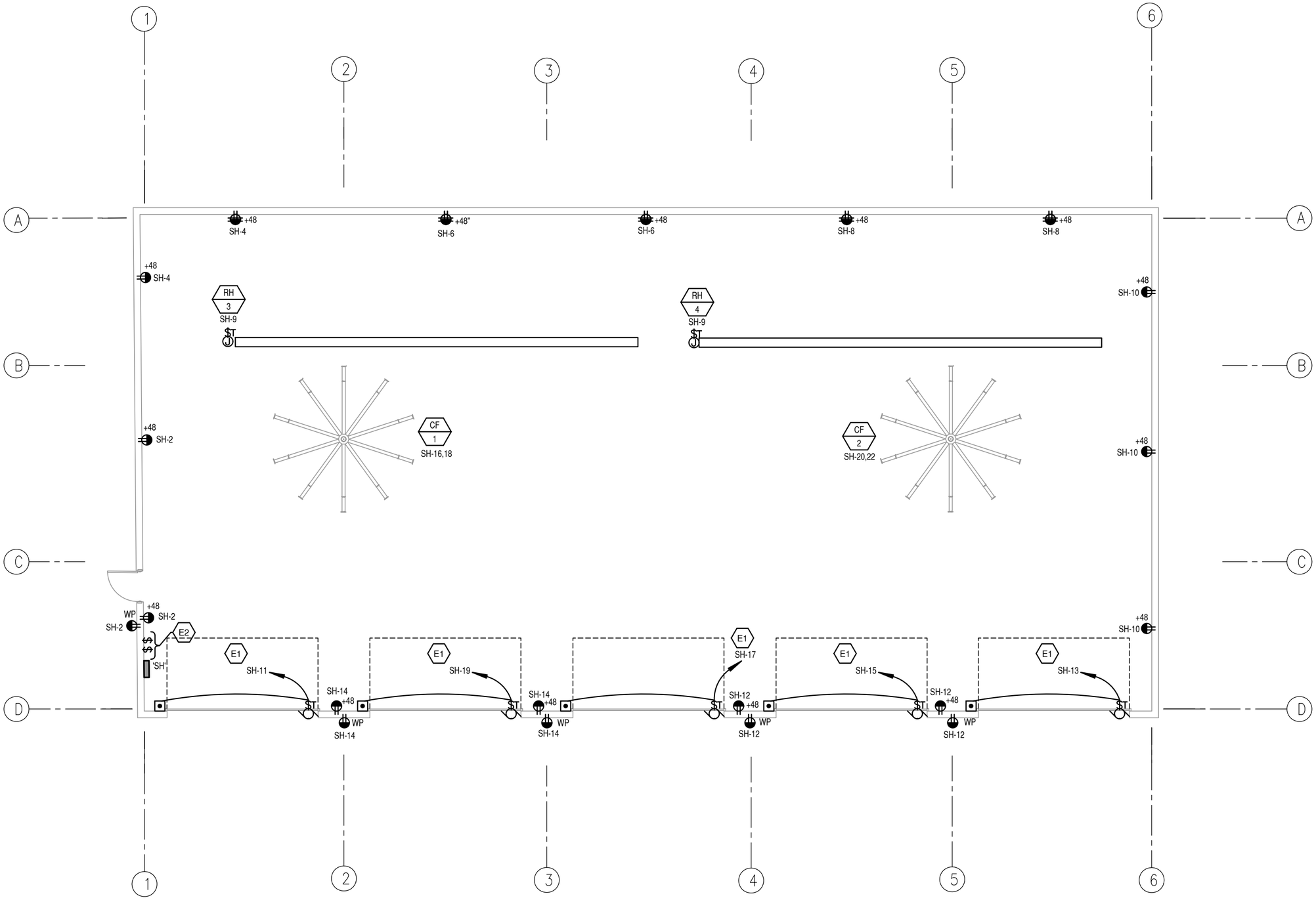
LIGHTING PLAN

E201

By: nolson; Aug 29, 2025 - 12:07pm
C:\Users\nolson\Resolut Group\2024 Projects-BNA - Documents\062\DRAW\24062-E201.dwg

SHEET KEYNOTES

E1	REFER TO OVERHEAD DOOR SPECIFICATIONS FOR WIRING REQUIREMENTS. WIRE COMPLETE.
E2	LOCATION OF CONTROL SWITCHES FOR CEILING FANS. WALL MOUNTED CONTROL PROVIDED WITH EQUIPMENT AND INSTALLED BY DIVISION 26. WIRE COMPLETE. PROVIDE PRE-PRINTED ADHESIVE LABEL TO IDENTIFY WHICH FAN THAT SWITCH CONTROLS.



PLAN NORTH

POWER PLAN

1/8" = 1'-0"

0 4' 8' 16'

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ADDENDUM/CLARIFICATION/REVISION		
MARK	DATE	DESCRIPTION

DATE:	03/01/2024
PROJECT NO:	24063
DRAWN BY:	BNA
CHK'D BY:	LM
SCALE:	SEE GRAPH

POWER PLAN

E301

By: nolson; Aug 29, 2025 – 12:08pm
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PANELBOARD SCHEDULE

PANEL SH | TYPE NQOD | 120/208 VOLTS | 3 PH | 4 W | ___ LUGS | X BREAKER | ___ SUBFEED LUGS | ___ ISO GROUND | ___ 200% NEUTRAL | ___ SPD

MOUNTING: ___ FLUSH, X SURFACE

DIMENSIONS: ___ W, ___ D (in.), ___ H

LOCATION: SHOP BLDG

AMP: 60

MAINS

BRANCH BREAKERS

ITEM	AMPS	POLE	WIRE SIZE	CIR. NO.	LEFT PHASE LOAD A	LEFT PHASE LOAD B	LEFT PHASE LOAD C	RIGHT PHASE LOAD A	RIGHT PHASE LOAD B	RIGHT PHASE LOAD C	CIR. NO.	AMPS	POLE	WIRE SIZE	ITEM
EXT WALL PACKS	20	1	10	1	207			540			2	20	1	12	S WALL RECEPTACLES
SHOP LIGHTS "a"	20	1	10	3		696			540		4	20	1	12	SW RECEPTACLES
SHOP LIGHTS "b"	20	1	12	5			696			720	6	20	1	12	W WALL RECEPTACLES
SHOP LIGHTS "c"	20	1	12	7	696			540			8	20	1	12	NW RECEPTACLES
RH UNITS	15	1	12	9		460			540		10	20	1	12	N WALL RECEPTACLES
OH DOOR	20	1	12	11			750			720	12	20	1	12	E WALL RECEPTACLES
OH DOOR	20	1	12	13	750			720			14	20	1	12	E WALL RECEPTACLES
OH DOOR	20	1	12	15		750			1440		16	20	2	12	CF-1
OH DOOR	20	1	12	17			750			1440	18	-	-	-	-
OH DOOR	20	1	12	19	750			1440			20	20	2	12	CF-2
SPARE	20	1		21					1440		22	-	-	-	-
SPARE	20	1		23							24	20	1		SPARE
SPACE ONLY				25							26				SPACE ONLY
SPACE ONLY				27							28				SPACE ONLY
SPACE ONLY				29							30				SPACE ONLY
SPACE ONLY				31							32				SPACE ONLY
SPACE ONLY				33							34				SPACE ONLY
SPACE ONLY				35							36				SPACE ONLY
SPACE ONLY				37							38				SPACE ONLY
SPACE ONLY				39							40				SPACE ONLY
SPACE ONLY				41							42				SPACE ONLY
					2403	1906	2196	3240	3960	2880					
					5643	5866	5076	TOTAL (VA)							
					47	49	42	AMPS/PHASE							

CONNECTED LOAD TOTAL: 16585 VA

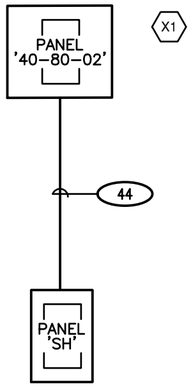
* Provide 5 mA GFCI Circuit Break

PROJECT: MOAB UTILITY BLDG

EQUIP RATING 10,000 AMPS RMS SYM.

SHEET KEYNOTES

X1 PROVIDE A NEW 60A/3P BREAKER IN PANEL 40-80-02 TO FEED PANEL 'SH'. NEW BREAKER TO MATCH EXISTING ELECTRICAL EQUIPMENT.



ONE-LINE DIAGRAM

NO SCALE

COPPER CONDUCTOR & CONDUIT SCHEDULE

TYPE	AMP.	COND. SIZE	CONDUCTOR QUAN.	CONDUCTOR SIZE	INSULATION	EQ. GND. COND.
20	30	3/4"	2	10	THHN THWN	10
30	30	3/4"	3	10	THHN THWN	10
40	30	3/4"	4	10	THHN THWN	10
28	40	1"	2	8	THHN THWN	10
38	40	1"	3	8	THHN THWN	10
48	40	1"	4	8	THHN THWN	10
26	55	1"	2	6	THHN THWN	8
36	55	1"	3	6	THHN THWN	8
46	55	1"	4	6	THHN THWN	8
24	70	1"	2	4	THHN THWN	8
34	70	1-1/4"	3	4	THHN THWN	8
44	70	1-1/4"	4	4	THHN THWN	8
23	85	1-1/4"	2	3	THHN THWN	8
33	85	1-1/4"	3	3	THHN THWN	8
43	85	1-1/2"	4	3	THHN THWN	8
32	95	1-1/2"	3	2	THHN THWN	6
42	95	1-1/2"	4	2	THHN THWN	6
31	110	1-1/2"	3	1	THHN THWN	6
41	110	2"	4	1	THHN THWN	6
51	88	2"	5 *	1	THHN THWN	6
31X	150	2"	3	1/0	THHN THWN	6
41X	150	2"	4	1/0	THHN THWN	6
51X	120	2"	5 *	1/0	THHN THWN	6
32X	175	2"	3	2/0	THHN THWN	6
42X	175	2"	4	2/0	THHN THWN	6
52X	140	2"	5 *	2/0	THHN THWN	6
33X	200	2"	3	3/0	THHN THWN	6
43X	200	2"	4	3/0	THHN THWN	6
53X	160	2-1/2"	5 *	3/0	THHN THWN	6
34X	230	2-1/2"	3	4/0	THHN THWN	4
44X	230	2-1/2"	4	4/0	THHN THWN	4
54X	184	2-1/2"	5 *	4/0	THHN THWN	4
325	255	3"	3	250	THHN THWN	4
425	255	3"	4	250	THHN THWN	4
525	204	3"	5 *	250	THHN THWN	4
335	310	3"	3	350	THHN THWN	3
435	310	3"	4	350	THHN THWN	3
535	248	3"	5 *	350	THHN THWN	3
350	380	4"	3	500	XHHW	3
450	380	4"	4	500	XHHW	3
550	304	4"	5 *	500	XHHW	3

NOTES:
IN PARALLEL RUNS SIZE GND. COND. IN ACCORDANCE WITH NEC PARA. 250-122.

GND. CONDUCTOR MAY BE DELETED ON SERVICE ENTRANCE CONDUCTORS

* 200% NEUTRAL, DERATED TO 80% BASED ON NEC 310.15.B(5)(C)

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PROFESSIONAL ENGINEER 12/18/2024 No. 7892177-2202 IAN MADISON STATE OF UTAH

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MOAB, UT 84532

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ADDENDUM/CLARIFICATION/REVISION		
MARK	DATE	DESCRIPTION

DATE:	03/01/2024
PROJECT NO:	24063
DRAWN BY:	BNA
CHK'D BY:	I.M.
SCALE:	SEE GRAPH

ONE-LINE DIAGRAM

E401

By: nolson; Aug 29, 2025 - 12:08pm
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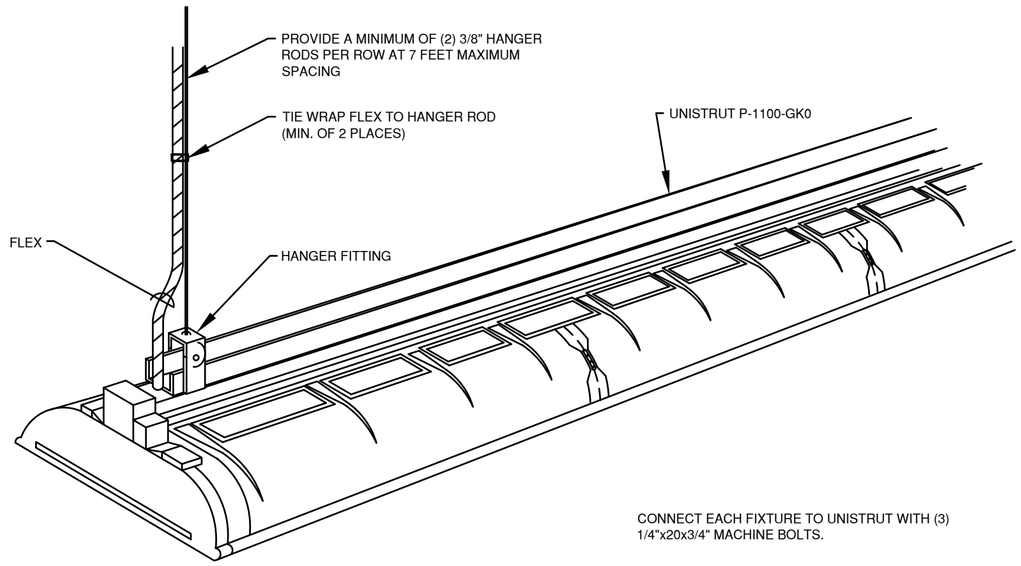


DIAGRAM A010 FIXTURE MOUNTING

NTS

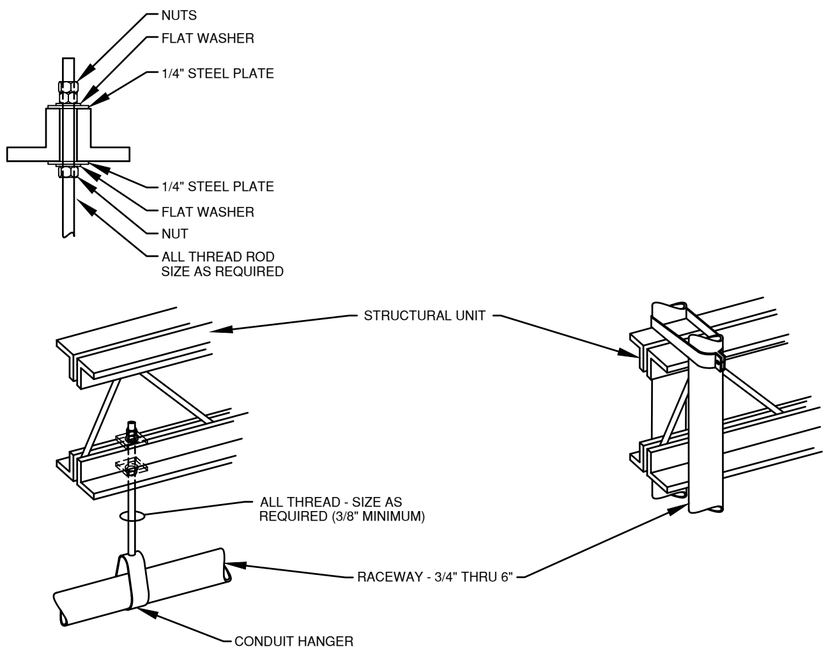


DIAGRAM H003 TYPICAL RACEWAY SUPPORT METHODS

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DATE:	03/01/2024
PROJECT NO:	24063
DRAWN BY:	BNA
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SCALE:	SEE GRAPH

ELECTRICAL DIAGRAMS

E501

By: nolson; Aug 29, 2025 - 12:08pm
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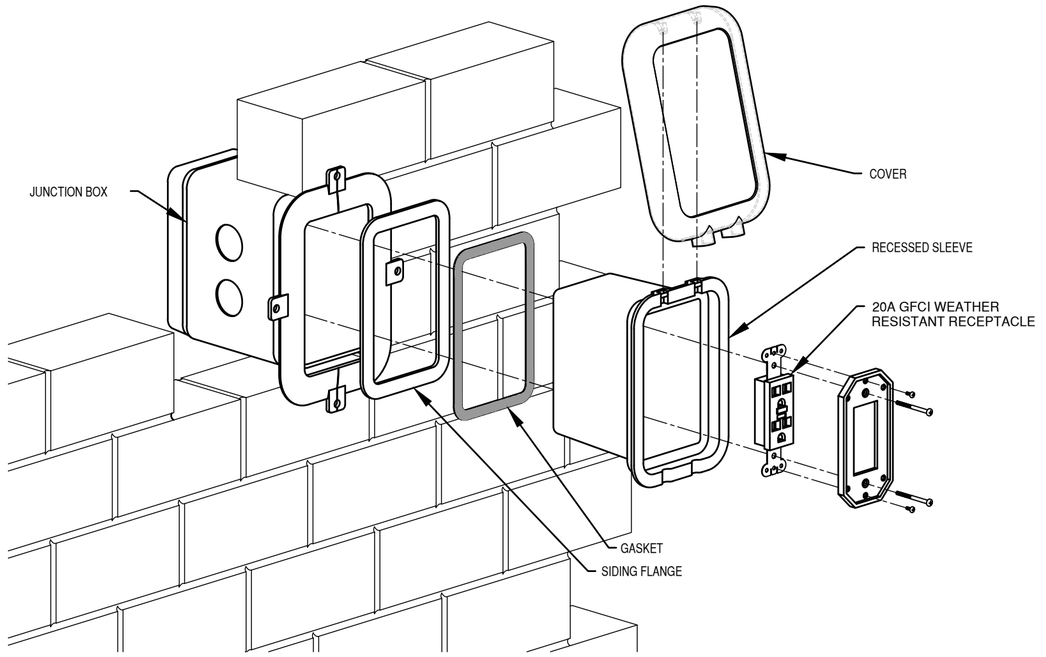


DIAGRAM L009 RECESSED IN-USE RECEPTACLE & COVER

NTS

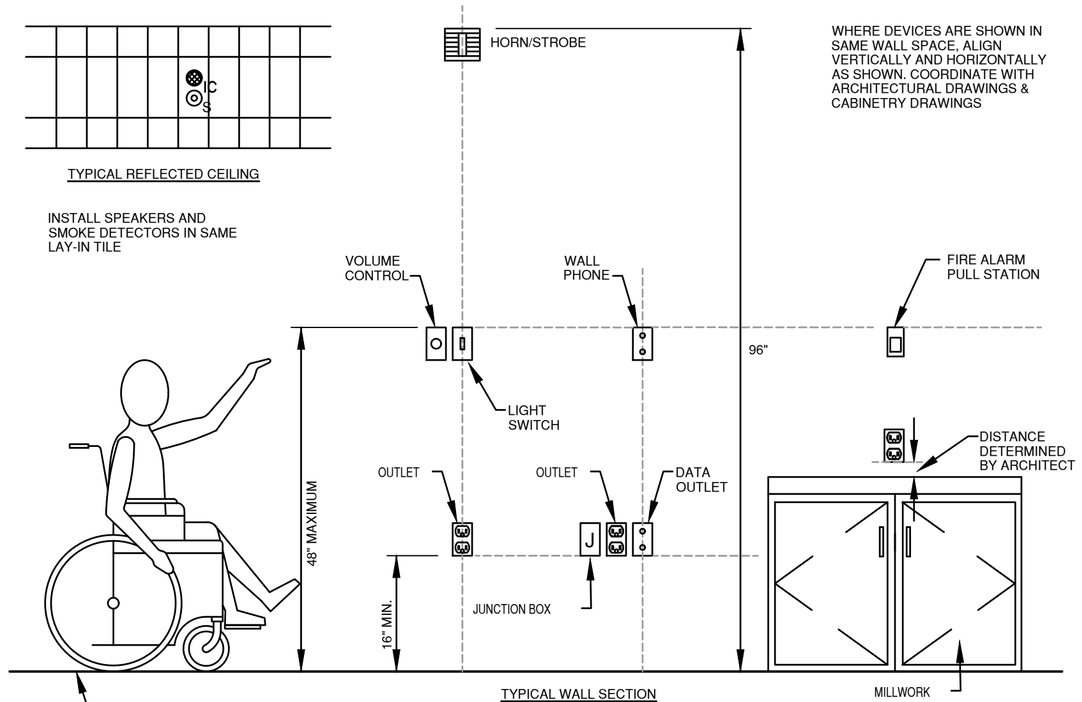


DIAGRAM R001 DEVICE MOUNTING HEIGHTS

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STATE OF UTAH

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ADDENDUM/CLARIFICATION/REVISION		
MARK	DATE	DESCRIPTION

DATE:	03/01/2024
PROJECT NO:	24063
DRAWN BY:	BNA
CHK'D BY:	LM
SCALE:	SEE GRAPH

ELECTRICAL DIAGRAMS

E502

By: nolson; Aug 29, 2025 - 12:08pm
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MECHANICAL LEGEND

SYMBOL	ABR,	DESCRIPTION
GENERAL TERMINOLOGY		
A2		DETAIL NUMBER DESIGNATION CORRESPONDING WITH GRID LOCATION
AH / 1		MECHANICAL EQUIPMENT DESIGNATION / EQUIPMENT ITEM DESIGNATION
D-1 / CFM		REGISTER, GRILLE OR DIFFUSER DESIGNATION WITH BALANCING CFM LISTED BELOW
R-1		GRILLE OR LOUVER DESIGNATION WHERE BALANCING NOT REQUIRED
1		REVISION DESIGNATOR AND NUMBER
1		KEY NOTE DESIGNATOR AND NUMBER
	POC	POINT OF CONNECTION
	POR	POINT OF REMOVAL
GC		GENERAL CONTRACTOR
MC		MECHANICAL CONTRACTOR
ATC		CONTROLS CONTRACTOR
EC		ELECTRICAL CONTRACTOR
FPC		FIRE PROTECTION CONTRACTOR
NIC		NOT IN CONTRACT
NTS		NOT TO SCALE
VCP		VITRIFIED CLAY PIPE
C		COMMON
NC		NORMALLY CLOSED
NO		NORMALLY OPEN

SYMBOL	ABR,	DESCRIPTION
AIR SIDE		
		NEW AIR DUCT
		RECT TO RECT AIR DUCT TAKE-OFF
		RECT TO RND AIR DUCT TAKE-OFF
		RND TO RND AIR DUCT TAKE-OFF
		RADIUS ELBOW
		ECCENTRIC DUCT TRANSITION
		CONCENTRIC DUCT TRANSITION
		VOLUME DAMPER
		SUPPLY AIR DIFFUSER
		RETURN & TRANSFER AIR GRILLE
		EXHAUST GRILLE OR CEILING EXH. FAN
		RETURN & OUTSIDE AIR DUCT UP/DN
		RETURN & OA ROUND DUCT UP/DN
		SUPPLY AIR DUCT UP/DN
		SUPPLY AIR ROUND DUCT UP/DN
		EXHAUST AIR DUCT UP/DN
		EXHAUST AIR ROUND DUCT UP/DN
	AP	ACCESS PANEL
		NEW EQUIPMENT
SA		SUPPLY AIR
RA		RETURN AIR
EA		EXHAUST AIR
OA		OUTSIDE AIR
T	T-STAT	WALL MOUNTED THERMOSTAT

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MOAB, UT 84532

PROFESSIONAL ENGINEER
07/29/25
WINWARD M. PACKER
No. 375080
STATE OF UTAH
STAMP

MARK	DATE	DESCRIPTION

DATE: 07/29/2025
PROJECT NO: 24104
DRAWN BY: DD
CHECKED: AS
SCALE: SEE GRAPH

MECHANICAL LEGEND

MG001

MECHANICAL GENERAL NOTES:

GENERAL NOTES

GM-1 - THE MECHANICAL INSTALLATION SHALL CONFORM TO THE 2021 EDITION OF THE IMC WITH UTAH ANNOTATIONS AND LOCAL AUTHORITY REQUIREMENTS.

GM-2 - MECHANICAL INFORMATION IS NOT LIMITED TO THE MECHANICAL DRAWINGS. CONTRACTOR SHALL BE RESPONSIBLE FOR INFORMATION ON ALL OTHER CONSTRUCTION DOCUMENTS INCLUDING DRAWINGS BY OTHER DISCIPLINES AND SPECIFICATIONS.

GM-3 - A - EACH DRAWING SHEET HAS BEEN PREPARED TO SUPPLEMENT EACH OTHER AND THEY SHALL BE INTERPRETED AS AN INTEGRAL UNIT WITH ITEMS SHOWN AND NOTED ON ONE AND NOT THE OTHER BEING FURNISHED AND INSTALLED AS THOUGH SHOWN AND CALLED OUT IN ALL PLACES.

B - THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR THE INSTALLATION OF THE SYSTEMS ACCORDING TO THE TRUE INTENT AND MEANING OF THE CONTRACT DOCUMENTS.

C - THE CONTRACTOR SHALL INSTALL ALL EQUIPMENT WITH PROPER SERVICE ACCESS AND CLEARANCES ACCORDING TO MANUFACTURERS RECOMMENDATIONS. THE CONTRACTOR SHALL REVIEW SUPPLIERS BID PACKAGES FOR COMPLETENESS AND COMPLIANCE TO THE SPECIFICATIONS, SCHEDULES, AND DESIGN INTENT (ALL EQUIPMENT AND METHODS). THE CONTRACTOR SHALL REMOVE AND REINSTALL CORRECTLY AT HIS OWN EXPENSE ANY EQUIPMENT NOT IN COMPLIANCE.

D - THE CONTRACTOR SHALL CONSULT MANUFACTURERS INSTALLATION INSTRUCTIONS FOR SIZES, METHODS, ACCESSORIES, AND CLEARANCES IN SPACE AVAILABLE PRIOR TO BIDDING PROJECT.

E - ANYTHING NOT CLEAR OR IN CONFLICT WILL BE EXPLAINED BY MAKING APPLICATION TO THE ENGINEER IN WRITING.

GM-4 - ANY AND ALL ALTERATIONS TO THE SYSTEM SHOWN SHALL BE THE RESPONSIBILITY OF THIS CONTRACTOR. ARCHITECT SHALL BE NOTIFIED IN WRITING PRIOR TO CHANGES.

GM-5 - CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND LOCATIONS.

GM-6 - THE WORKING DRAWINGS ARE DIAGRAMMATIC. THEY DO NOT SHOW EVERY OFFSET, BEND, OR ELBOW NECESSARY FOR THE COMPLETE INSTALLATION IN THE SPACE PROVIDED. ALL LOCATIONS FOR MECHANICAL EQUIPMENT SHALL BE FIELD VERIFIED AND COORDINATED WITH ALL DRAWINGS. THE CONTRACTOR SHALL PROVIDE OR COORDINATE WITH THE GENERAL CONTRACTOR PROVISIONS FOR BLOCK OUTS OR CORE DRILLS THROUGH STRUCTURE. CHANGES REQUIRED IN WORK SPECIFIED IN DIV 22 AND 23 CAUSED BY NEGLECT TO SECURE APPROVAL SHALL BE MADE AT NO COST TO THE OWNER.

GM-7 - THE INSTRUCTION TO "PROVIDE" ALSO INCLUDES INSTALLATION.

GM-8 - THE CONTRACTOR SHALL ASSUME ALL RESPONSIBILITY IN HANDLING AND DISPOSING OF REFRIGERANTS, OILS, ETC. ALL SUCH MATERIALS SHALL BE HANDLED, DISPOSED, AND USED ON ACCORDANCE WITH ALL LOCAL, STATE, AND FEDERAL LAWS.

GM-9 - THE MECHANICAL CONTRACTOR SHALL VERIFY MOTOR VOLTAGES WITH THE ELECTRICAL DRAWING PRIOR TO ORDERING MOTORIZED EQUIPMENT AND CONTROLS.

GM-10 - SUPPLIERS SHALL REVIEW ALL DRAWINGS PRIOR TO SUBMITTING PRICES TO THE CONTRACTOR. ALL QUESTIONS AND DISCREPANCIES SHALL BE BROUGHT TO THE ENGINEERS ATTENTION PRIOR TO BIDDING.

GM-11 - CONTRACTOR SHALL THOROUGHLY REVIEW AND SIGN SUBMITTALS FOR COMPLETENESS AND COMPLIANCE TO THE SPECIFICATIONS PRIOR TO ENGINEERS REVIEW. SUPPLIERS SHALL HIGHLIGHT OR MARK ALL INFORMATION REQUIRED TO SHOW COMPLIANCE TO THE SPECIFICATIONS. ALL REQUESTED EXCEPTIONS TO THE DRAWINGS, OR SCHEDULES SHALL BE CLEARLY NOTED AND EXPLAINED. SUBMITTAL REVIEW AND ACCEPTANCE IS FOR DESIGN CONCEPT ONLY, AND DOES NOT AT ANY TIME RELIEVE THE CONTRACTOR OF RESPONSIBILITY TO MEET SPECIFICATIONS, CAPACITIES, OR DESIGN INTENT.

GM-12 - INSTALLATION AND SELECTION OF MATERIALS AND EQUIPMENT SHALL ADHERE TO THE REQUIREMENTS OF ASHRAE/IEES 90.1-2019 ENERGY EFFICIENT DESIGN OF NEW BUILDINGS EXCEPT LOW RISE AND ENFORCED BY THE LAWS OF THE STATE OF UTAH AND THE LOCAL AUTHORITY HAVING JURISDICTION.

GM-13 - PROVIDE OPERATION AND MAINTENANCE (O&M) MANUALS TO THE OWNER. SUBMIT TO ENGINEER ELECTRONICALLY FOR REVIEW AND COMPLETENESS. THIS SHALL INCLUDE MINIMUM 1 YEAR LABOR WARRANTY, ORGANIZED APPROVED SUBMITTALS, O&M DOCUMENTS FOR ALL EQUIPMENT, CONTROLS DIAGRAMS, SEQUENCE OF OPERATIONS, TAB REPORT, ETC. DOCUMENT SHALL BE AN ORGANIZED AND BOOKMARKED PDF.

GM-14 - CONTRACTOR SHALL KEEP AN UP TO DATE SET OF MECHANICAL AND PLUMBING DRAWINGS IN HIS CUSTODY SHOWING ALL CHANGES IN RED, CLEARLY DEFINED AND NEATLY DRAFTED BY HIM. AT THE END OF CONSTRUCTION, HE SHALL TURN THESE DRAWINGS OVER TO THE ENGINEER. RECORD DRAWINGS MUST BE COMPLETED AND SUBMITTED PRIOR TO FINAL SITE OBSERVATION.

GM-15 - PROVIDE TAGS AND LABELS ON NEW PIPING, DUCTWORK, AND EQUIPMENT. EQUIPMENT TAGS SHALL BE METAL WITH DATA ENGRAVED OR STAMPED FOR PERMANENT ATTACHED ON EQUIPMENT AND SHALL INCLUDE MANUFACTURER, PRODUCT NAME, MODEL NUMBER, SERIAL NUMBER, CAPACITY, OPERATING AND POWER CHARACTERISTICS, AND ESSENTIAL DATA. THESE SHALL BE LOCATED IN AN ACCESSIBLE AND VISIBLE LOCATION. PIPING MARKERS SHALL BE COLOR CODED WITH LETTERING INDICATING SERVICE AND FLOW DIRECTION. DUCT LABELS SHALL BE LOCETED WHERE DUCTS ENTER INTO CONCEALED SPACES AND A MAXIMUM INTERVAL OF 50 FEET IN EXPOSED OR ACCESSIBLE CEILINGS. THESE SHALL INDICATE SERVICE AND FLOW DIRECTION.

GM-16 - SEE STRUCTURAL PLANS FOR OFFICIAL SEISMIC AND WIND CLASSIFICATIONS. PROVIDE SEISMIC CALCULATIONS AND DESIGN AS DEFERRED SUBMITTAL FOR ALL COMPONENTS REQUIRED BY IBC BY LICENSED SEISMIC ENGINEER. BUILDING IMPORTANCE FACTOR = 1.0. COMPONENT IMPORTANCE FACTOR SHALL BE THE SAME AS BUILDING UNLESS SPECIFIED DIFFERENTLY IN THE IBC.

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CITY OF MOAB, UTAH
WRF UTILITY VEHICLE GARAGE PROJECT
MOAB, UT 84532

PROFESSIONAL ENGINEER
07/29/25
WINWARD M. PACKER
No. 375080
STATE OF UTAH
STAMP

NAME	DATE	DESCRIPTION

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PROJECT NO.	24104
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CHECKED BY:	AS
SCALE:	AS SHOWN

MECHANICAL GENERAL NOTES

MG002

MECHANICAL GENERAL NOTES:

AIR SIDE

GA-1 - MECHANICAL CONTRACTOR SHALL PROVIDE AND INSTALL SMOKE AND FIRE DAMPERS AS REQUIRED BY LOCAL CODES AND AUTHORITIES.

GA-2 - SHEET METAL DUCT SIZES SHOWN ON DRAWINGS ARE FREE AREA DIMENSIONS.

GA-3 - PROVIDE AND INSTALL BALANCING DAMPERS IN ALL SUPPLY AND EXHAUST AIR BRANCH DUCTS. BALANCE TO CFM SHOWN ON PLAN. TESTING AND BALANCING SHALL BE PERFORMED BY AABC OR NEBB CERTIFIED TAB CONTRACTOR. BALANCE REPORT SHALL BE ISSUED TO THE ENGINEER OF RECORD FOR REVIEW.

GA-4 - SEE ARCHITECTURAL REFLECTED CEILING PLAN FOR EXACT LOCATION OF DIFFUSERS AND GRILLES.

GA-5 - PROVIDE TURNING VANES IN ALL ELBOWS OF RECTANGULAR DUCT.

GA-6 - C.F.M. LISTED IS ACTUAL AIR.

GA-7 - ALL DUCTWORK SHALL BE GALVANIZED STEEL FABRICATED TO SMACNA STANDARDS FOR THE VELOCITY, PRESSURE, AND GEOMETRY INVOLVED. DUCT JOINTS SHALL BE SEALED USING HARD CAST TAPE. TYPE AND APPLICATION TECHNIQUES SHALL BE AS RECOMMENDED BY THE MANUFACTURER FOR THE INTENDED USE AND LOCATION.

GA-8 - DUCT LINER SHALL BE ATTACHED TO INSIDE OF DUCTWORK WITH ADHESIVE COATING BETWEEN THE DUCT AND LINER AND FURTHER SECURED BY PINS MECHANICALLY FASTENED TO DUCT. PINS ADHESIVELY ATTACHED ARE NOT ACCEPTABLE ALL EDGES OF LINER SHALL BE THOROUGHLY COATED WITH ADHESIVE AND TIGHTLY BUTTED. LINER SHALL BE FIBERGLASS WITH BLACK CLOTH FINISH ON SMACNA STANDARDS AND ALL REQUIREMENTS OF THE MANUFACTURER. LINER AND ADHESIVE SHALL MEET ALL REQUIREMENTS OF FEDERAL, STATE, AND LOCAL CODES.

GA-9 - DUCTWORK ROUTED OUTSIDE OF BUILDING SHALL BE INSULATED AS REQUIRED BY ASHRAE/IEES 90.1-2016. INSULATION SHALL BE MADE UP OF DUCT LINER, EXTERNAL DUCT WRAP WITH A WEATHERPROOF COVER OR A COMBINATION THERE OF AS NEEDED TO MEET REQUIREMENTS. INSULATION SYSTEM SHALL MEET UBC, IMC, ASTM, UL, AND NFPA STANDARDS AND REQUIREMENTS.

WET SIDE

GW-1 - ALL PIPING FOR HYDRONICS SHALL BE ASTM A-53 BLACK STEEL SCHEDULE 40 PIPE WITH THREADED JOINTS FOR PIPING 2 INCHES AND UNDER AND WELDED FITTINGS FOR 2-1/2 INCHES AND LARGER. WELDERS SHALL BE CERTIFIED AND BY NATIONAL CERTIFICATION AGENCY WITHIN SIX MONTHS OF START OF THIS PROJECT. WELDS SHALL BE SUBJECT TO NON DESTRUCTIVE TESTING AT THE DESGRESSION OF THE OWNER AND ENGINEER. TESTING SHALL BE AT THE CONTRACTOR'S EXPENSE.

GW-2 - PIPE INSULATION SHALL BE HEAVY DUTY FIBERGLASS WITH ASJ JACKET AND VINYL FITTING COVERS OVER INSULATION AT FITTINGS. INSULATION ON PUMP COVERS AND BALANCING VALVES SHALL BE REMOVABLE FOR INSPECTION AND REPAIR. INSULATION SHALL MEET REQUIREMENTS OF THE UBC, IMC, NFPA, AND ASTM WITH REGARDS TO FLAME SPREAD AND SMOKE GENERATION. EXPOSED INSULATION IN MECHANICAL ROOMS AND OTHER OPEN AREAS SHALL HAVE COLORED PVC JACKET OVER THE INSULATION. COORDINATE COLOR WITH ARCHITECT.

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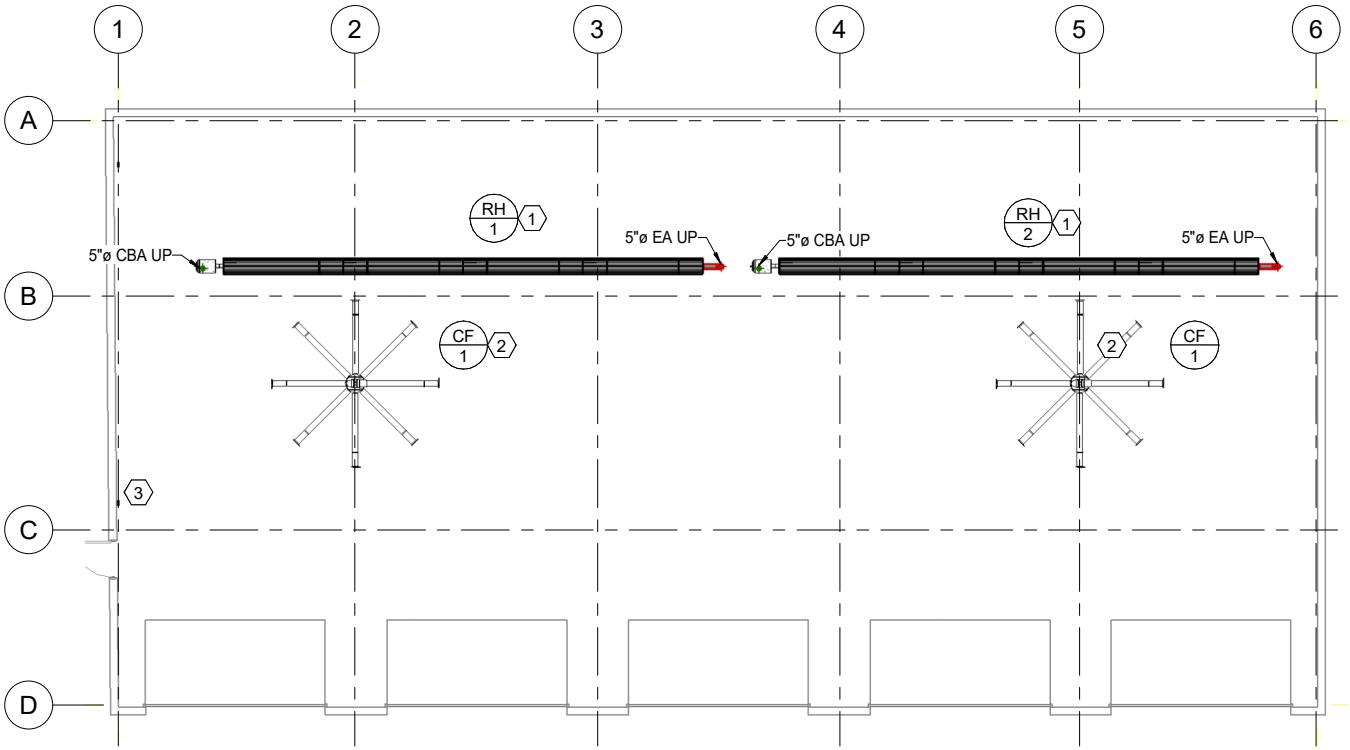
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MECHANICAL GENERAL NOTES

MG003



1 MECHANICAL FLOOR PLAN
1/8" = 1'-0"

SHEET NOTES

1 PROVIDE NEW RADIANT TUBE HEATER IN THIS APPROXIMATE LOCATION. MOUNT REFLECTORS AT 45 DEGREES. COORDINATE WITH DESIGN BUILD ELECTRICIAN TO PROVIDE ALL NEW ELECTRICAL ACCOMMODATIONS INCLUDING RACEWAYS/CONDUIT, WIRE, BREAKERS, DISCONNECTS, ETC. FIELD VERIFY EXACT LOCATION. TERMINATE FLUE ABOVE THE ROOF WITH BIRD SCREEN AND WEATHER CAP. SEAL PENETRATION WEATHER TIGHT. SEE MECHANICAL SCHEDULES AND DETAILS. INSTALL PER MANUFACTURER'S RECOMMENDATIONS.

2 PROVIDE HIGH VOLUME LOW VELOCITY CEILING FANS IN THIS APPROXIMATE LOCATION. PROVIDE WITH MANUFACTURER CONTROLS. INSTALL PER MANUFACTURERS RECOMMENDATIONS AND CLEARANCES. INSTALL AS TO AVOID INTERFERENCE WITH OVERHEAD CRANE OPERATION. FIELD VERIFY.

3 PROVIDE NEW 7 DAY PROGRAMMABLE THERMOSTAT 4 FEET AFF IN THIS APPROXIMATE LOCATION. FIELD VERIFY.

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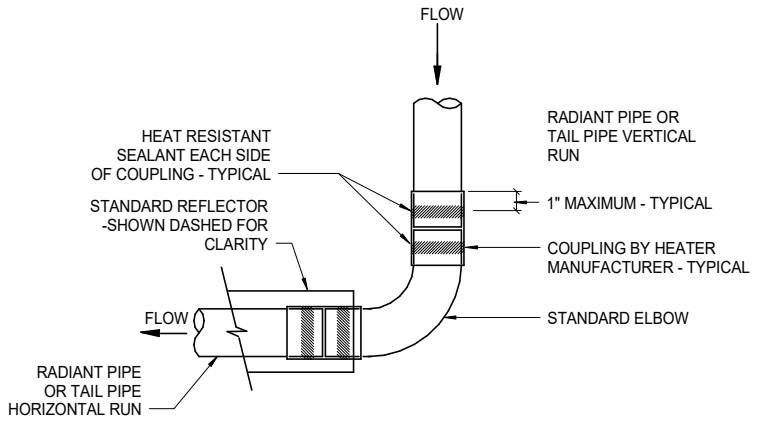
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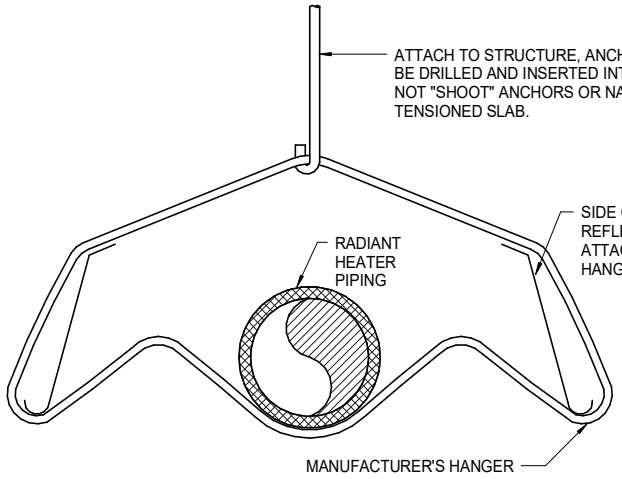
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MECHANICAL FLOOR PLAN

ME101



3 RADIANT PIPE VERTICAL RUN
12" = 1'-0"



1 RADIANT HEATER SUPPORT DETAIL
12" = 1'-0"

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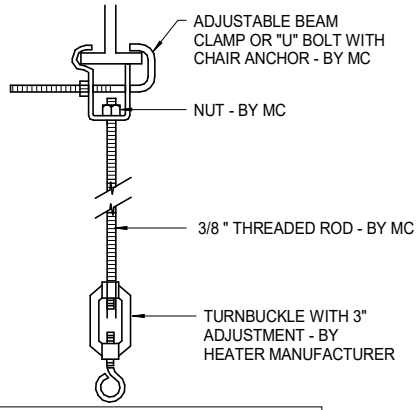
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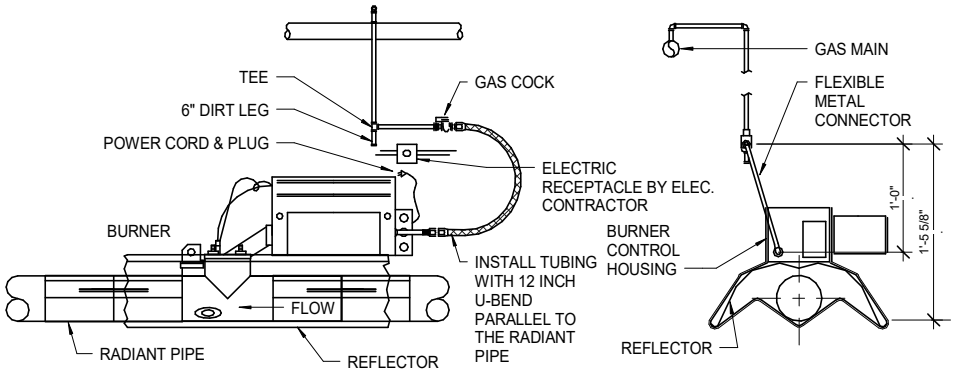
MECHANICAL
DETAILS

ME501

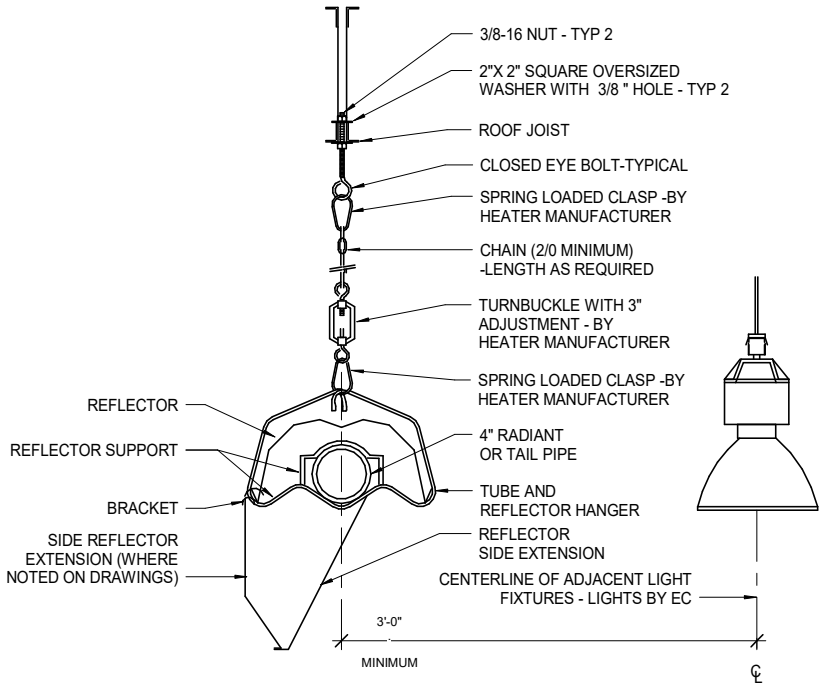


DETAIL NOTES:
1. PROVIDE UNISTRUT SUPPORT BETWEEN ROOF JOISTS AS REQUIRED FOR SUPPORT.

① SUSPENSION DETAIL
12" = 1'-0"

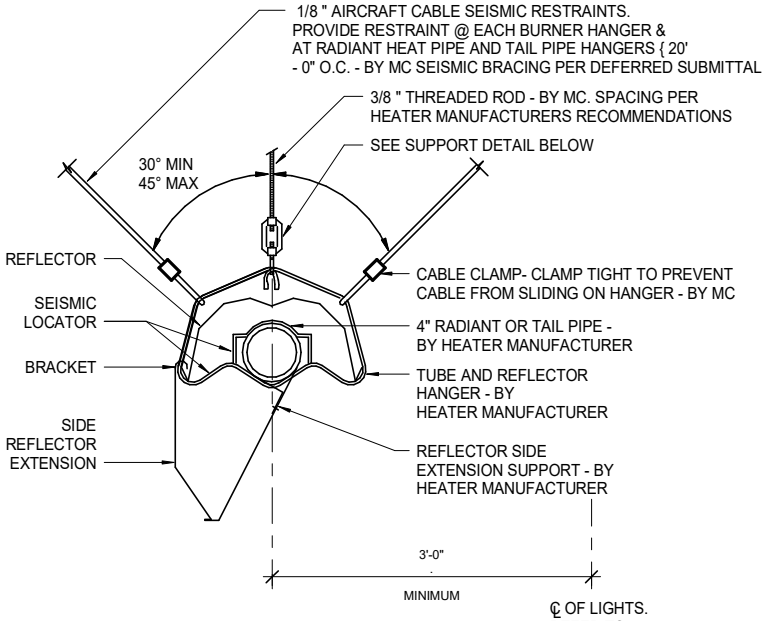


③ GAS CONNECTION TO BURNER
12" = 1'-0"



② SECTION OF REFLECTOR AT TUBE AND REFLECTOR HANGER
12" = 1'-0"

DRAWING NOTES:
DETAILS SHOWN ARE FOR "TYPICAL" CONSTRUCTION AND SHALL BE FOLLOWED UNLESS OTHERWISE NOTED.



SECTION OF REFLECTOR

TUBE AND REFLECTOR HANGER

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MECHANICAL DETAILS

ME502

DESTRATIFICATION CEILING FAN SCHEDULE										
EQUIPMENT TAG	EQUIPMENT NUMBER	VOLTAGE	PHASE	FREQUENCY	RPM	HP	BREAKER	WEIGHT	MANUF & MODEL	SCHEDULE NOTES
CF	1	240 V	1	60 Hz	116	1.9	20A	254	BIGASS FANS 14' POWERFOIL X4	1,2,3
CF	1	240 V	1	60 Hz	116	1.9	20A	254	BIGASS FANS 14' POWERFOIL X4	1,2,3

1. PROVIDE WITH MANUFACTURER WALL MOUNTED FAN CONTROL.
2. COORDINATE COLOR WITH ARCHITECT/OWNER PRIOR TO ORDERING.
3. FOLLOW MANUFACTURERS RECOMMENDED CLEARANCE AND INSTALLATION RECOMMENDATIONS. MAINTAIN 2' CLEAR OF INFRARED HEATERS.

RADIANT TUBE HEATERS								
EQUIPMENT TAG	EQUIPMENT NUMBER	FLUE DIAMETER	HEAT INPUT	MANUF & MODEL	MCA	V/PH/HZ	WEIGHT	SCHEDULE NOTES
RH	1	4"	130000 Btu/h	SCHWANK SST-SB13-30	1.2	120/1/60	154	1,2,3,4,5,6,7,8,9,10
RH	2	4"	130000 Btu/h	SCHWANK SST-SB13-30	1.2	120/1/60	154	1,2,3,4,5,6,7,8,9,10

1. PROVIDE WITH PRE PURGE AND POST PURGE.
2. DIRECT SPARK IGNITION.
3. PROVIDE WITH S/S FLEX GAS CONNECTORS.
4. PROVIDE WITH SHUT OFF.
5. PROVIDE WITH ADJUSTABLE THERMOSTAT AND CONTROL PANEL.
6. PROVIDE WITH PARABOLIC ALUMINUM REFLECTORS.
7. PROVIDE SHIELDING WHERE NECESSARY FOR COMBUSTIBLE PROTECTION.
8. COORDINATE MOUNTING HEIGHT WITH LIGHTS.
9. PROVIDE WITH REGULATOR AS REQUIRED.
10. SEE SPECIFICATIONS FOR OTHER APROVED MANUFACTURERS.

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MECHANICAL SCHEDULES

ME601

PLUMBING LEGEND

MEANING	SYMBOL OR ABBREVIATION	MEANING	SYMBOL OR ABBREVIATION
HOT WATER LINE	HW	WALL CLEANOUT	WCO
COLD WATER LINE	CW	CLEANOUT	CO
HOT WATER RECIRCULATING LINE	HWREC	CLEANOUT TO GRADE	COTG
VENT LINE	V	FLOOR CLEANOUT	FCO
WASTE LINE	SS	BALL VALVE	ϕ
GAS LINE	G	UNION	
VENT THRU ROOF	VTR	CONNECTION TO EXISTING PIPING	
UNDER FLOOR	UF	REGULATOR	Ⓡ
SANITARY SEWER	SS	SOFT WATER	SW
PRIMARY ROOF DRAIN	PRD	SECONDARY ROOF DRAIN	SRD
FIXTURE CALLOUT	WC-1	FIXTURE CALLOUT ABOVE	WC

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PLUMBING LEGEND

PG001

PLUMBING GENERAL NOTES

GENERAL

GP-1 - ALL PLUMBING SHALL BE INSTALLED AND CONFORM TO THE 2021 EDITION OF THE INTERNATIONAL PLUMBING CODE (IPC) WITH UTAH ANNOTATIONS AND LOCAL AUTHORITY REQUIREMENTS.

GP-2 - ALL PIPING MATERIALS SHALL MEET ALL REQUIREMENTS OF IPC AND LOCAL AUTHORITY.

GP-3 - ALL MATERIALS SHALL BE NEW AND SHALL BE DOMESTIC MADE UNLESS SPECIFICALLY APPROVED OTHERWISE IN WRITING BY ARCHITECT OR OWNER.

GP-4 - THE WORKING DRAWINGS ARE DIAGRAMMATIC. BECAUSE OF THE SMALL SCALE OF THE DRAWING, THEY DO NOT SHOW EVERY OFFSET, BEND OR ELBOW NECESSARY FOR THE COMPLETE INSTALLATION IN THE SPACE PROVIDED. ALL PIPING SHALL BE CHECKED AND COORDINATED WITH THE ARCHITECTURAL, STRUCTURAL, MECHANICAL, AND ELECTRICAL DRAWINGS.

GP-5 - COORDINATE ALL PIPING AND PLUMBING EQUIPMENT WITH ALL OTHER TRADES AND/OR CONTRACTORS PRIOR TO INSTALLATION.

GP-6 - ANY AND ALL ALTERATION TO THE SYSTEM SHOWN SHALL BE THE RESPONSIBILITY OF THIS CONTRACTOR AND ARCHITECT/ENGINEER SHALL BE NOTIFIED IN WRITING PRIOR TO CHANGES.

GP-7 - ALL PLUMBING INFORMATION IS NOT LIMITED TO THE PLUMBING DRAWINGS. CONTRACTOR SHALL BE RESPONSIBLE FOR INFORMATION ON ALL OTHER CONSTRUCTION DOCUMENTS INCLUDING ARCHITECTURAL DRAWING, STRUCTURAL DRAWINGS, MECHANICAL DRAWINGS, AND ELECTRICAL DRAWINGS.

GP-8 - CLEANING AND DISINFECTING: ALL PIPING SHALL BE FLUSHED CLEAN BEFORE CONNECTION TO EQUIPMENT. DOMESTIC WATER LINES SHALL BE THOROUGHLY FLUSHED OUT WITH AN ALKALINE DETERGENT SOLUTION TO REMOVE PIPE DOPE, OIL, LOOSE MILL SCALE, AND OTHER EXTRANEOUS MATERIALS. AFTER THE WATER SYSTEM HAS BEEN FLUSHED CLEAN, THE SHUTOFF VALVE TO THE WATER MAIN SHALL BE CLOSED. ALL FIXTURE OUTLETS SHALL BE OPENED SLIGHTLY. A SOLUTION OF SODIUM HYPO CHLORITE AND CLEAN WATER SHALL BE INTRODUCED AT THE NEW TIE-IN TO THE EXISTING WATER PIPES DOWNSTREAM OF NEW VALVE, UNTIL RESIDUAL CHLORINE IS DETECTED AT ALL WATER FAUCETS, OUTLETS, ETC. THE SOLUTION SHALL CONSIST OF 1 GALLON OF 5% SODIUM HYPO CHLORITE (CLOROX OR PUREX) TO 200 GALLONS OF WATER. THE SOLUTION SHALL BE FLUSHED AND ALL AERATORS AND STRAINERS SHALL BE REMOVED, CLEANED AND REPLACED. CARE SHALL BE TAKEN TO NOT ALLOW SOLUTION TO ENTER EXISTING PIPING. AFTER STERILIZATION, FLUSH SOLUTION FROM SYSTEM WITH CLEAN WATER UNTIL RESIDUAL CHLORINE CONTENT IS LESS THAN 0.2 PARTS PER MILLION. WATER SYSTEM WILL NOT BE ACCEPTED UNTIL A NEGATIVE BACTERIOLOGICAL TEST IS MADE ON WATER TAKEN FROM SYSTEM. CHLORINE DOSING SHALL BE REPEATED AS NECESSARY UNTIL SUCH NEGATIVE TEST IS ACCOMPLISHED WHEN CONNECTED INTO EXISTING WATER LINES, CONTRACTOR SHALL PROPERLY PROTECT AND CAP THE EXISTING PIPING OR CONTRACTOR SHALL STAND THE COST OF CLEANING AND DISINFECTING THE EXISTING PIPING SYSTEM TO OWNER'S SATISFACTION. CONTRACTOR SHALL FURNISH TO OWNER AND ARCHITECT A WRITTEN REPORT CERTIFYING THAT PIPE CLEANING AND DISINFECTION HAS BEEN COMPETED AND ACCEPTED.

GP-9 - ALL WATER SYSTEMS SHALL MEET THE REQUIREMENTS OF ANSI/NSF STANDARD 61 SECTION 9 (1998), CONCERNING METAL CONTAMINANTS IN THE WATER SYSTEM.

GP-10 - WATER PIPING SHALL NOT BE ROUTED IN OUTSIDE WALLS OR ON EXTERIOR SIDE OF BUILDING INSULATION ENVELOPE.

GP-11 - CONTRACTOR SHALL KEEP AN UP TO DATE SET OF MECHANICAL AND PLUMBING DRAWINGS IN HIS CUSTODY SHOWING ALL CHANGES IN RED, CLEARLY DEFINED AND NEATLY DRAFTED BY HIM. AT THE END OF CONSTRUCTION, HE SHALL TURN THESE DRAWINGS OVER TO THE ENGINEER. RECORD DRAWINGS MUST BE COMPLETED AND SUBMITTED PRIOR TO FINAL SITE OBSERVATION.

GP-12 - PROVIDE TAGS AND LABELS ON NEW PIPING AND EQUIPMENT. EQUIPMENT TAGS SHALL BE METAL WITH DATA ENGRAVED OR STAMPED FOR PERMANENT ATTACHED ON EQUIPMENT AND SHALL INCLUDE MANUFACTURER, PRODUCT NAME, MODEL NUMBER, SERIAL NUMBER, CAPACITY, OPERATING AND POWER CHARACTERISTICS, AND ESSENTIAL DATA. THESE SHALL BE LOCATED IN AN ACCESSIBLE AND VISIBLE LOCATION. PIPING MARKERS SHALL BE COLOR CODED WITH LETTERING INDICATING SERVICE AND FLOW DIRECTION.

GP-13 - SEE STRUCTURAL PLANS FOR OFFICIAL SEISMIC AND WIND CLASSIFICATIONS. PROVIDE SEISMIC CALCULATIONS AND DESIGN AS DEFERRED SUBMITTAL FOR ALL COMPONENTS REQUIRED BY IBC BY LICENSED SEISMIC ENGINEER. BUILDING IMPORTANCE FACTOR = 1.0. COMPONENT IMPORTANCE FACTOR SHALL BE THE SAME AS BUILDING UNLESS SPECIFIED DIFFERENTLY IN THE IBC.

NATURAL GAS

GAS- 1 - GAS PIPING INSTALLATION SHALL BE IN STRICT ACCORDANCE WITH GAS COMPANY REGULATIONS, NFPA CODE REQUIREMENTS, AND LOCAL AUTHORITY

GAS- 2 - GAS PIPING FROM METER TO EQUIPMENT SHALL BE ASTM A 120-79 SCHEDULE 40 BLACK CARBON STEEL. FITTINGS SHALL BE ASTM A 234-79 WELDED STEEL FITTINGS OR STANDARD WEIGHT MALLEABLE IRON SCREWED FITTINGS. DO NOT USE FLEX PIPING UNLESS REQUIRED BY LOCAL CODE, THEN USE GAS COMPANY APPROVED PIPING INSTALLED BY GAS COMPANY APPROVED INSTALLERS. PIPING CONCEALED IN WALLS OR LARGER THAN 2-1/2" SHALL BE WELDED. ALL PIPING SHALL BE TESTED TO MINIMUM OF 60 PSI AS PER CODE. GAS VALVES SHALL BE UL LISTED BALL VALVES. PIPING AND FITTING MATERIALS SHALL BE AS RECOMMENDED AND ALLOWED BY LOCAL AUTHORITY AND CODES. GAS PIPING WITHIN THE BUILDING SHALL NOT BE ROUTED UNDER FLOOR SLAB. ALL PIPING AND FITTINGS SHALL BE DOMESTIC MADE.

GAS- 3 - GAS LINE FITTINGS SHALL BE STANDARD WELD FITTINGS WITH TAPERED REDUCERS. DO NOT USE VALVES, UNIONS, OR AUTO CONTROLS IN GAS LINES ROUTED IN INACCESSIBLE CONCEALED SPACES.

BNA CONSULTING
4225 Lake Park Blvd Ste 275
West Valley City, Utah 84120
P:801.532.2196
www.bnaconsulting.com
SALT LAKE ST GEORGE

WHW ENGINEERING LLC
MECHANICAL & PLUMBING ENGINEERING

CITY OF MOAB, UTAH
WRF UTILITY VEHICLE
GARAGE PROJECT
MOAB, UT 84532

PROFESSIONAL ENGINEER
07/29/25
WINWARD M. PACKER
No. 375080
STATE OF UTAH
STAMP

NAME	DATE	DESCRIPTION

DATE:	07/29/2025
PROJECT NO.	24104
DRAWN BY:	DD
CHECKED:	AS
SCALE:	SEE GRAPH

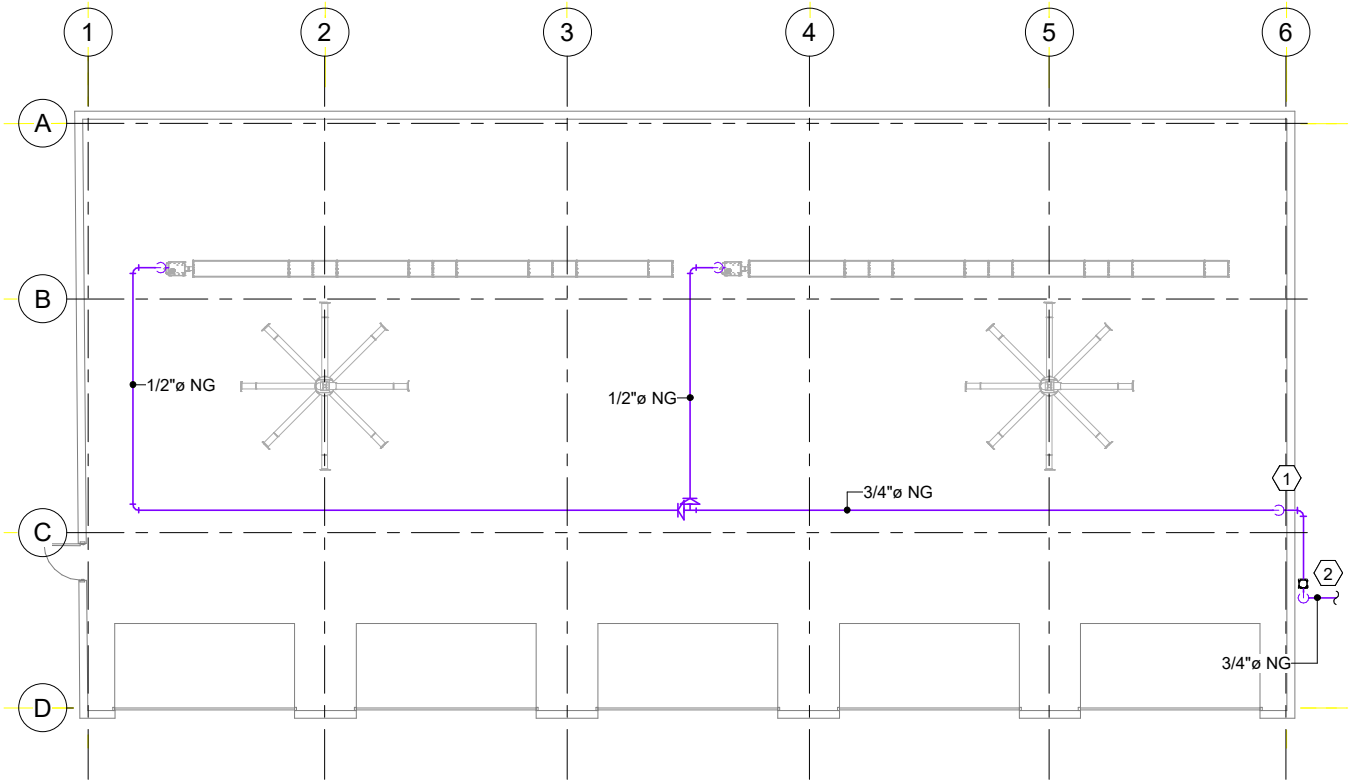
PLUMBING GENERAL NOTES

PG002

SHEET NOTES

1 PROVIDE GAS PIPE PENETRATION INTO BUILDING, SEAL WEATHER TIGHT, AND ROUTE TO CEILING SPACE.

2 COORDINATE WITH DOMINION ENERGY TO PROVIDE NEW GAS METER IN THIS APPROXIMATE LOCATION. PROVIDE EXTERIOR SHUT OFF VALVE,SEISMIC VALVE, AND REGULATOR ABOVE GRADE. FIELD VERIFY. DESIGN CAPACITY:
250 MBH (270 CFH)
DESIGN LENGTH: 175'
DESIGN PRESSURE: 2 LB



1 GAS PIPING PLAN
1/8" = 1'-0"

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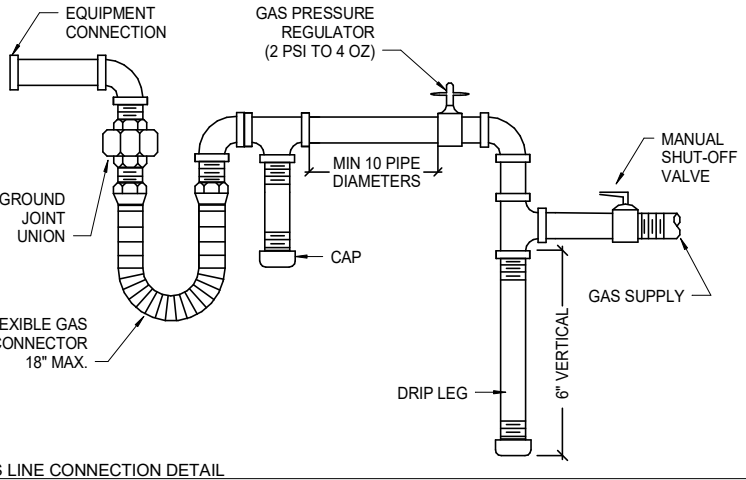
PROFESSIONAL ENGINEER
07/29/25
WINWARD M. PACKER
No. 375080
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STAMP

MARK	DATE	DESCRIPTION

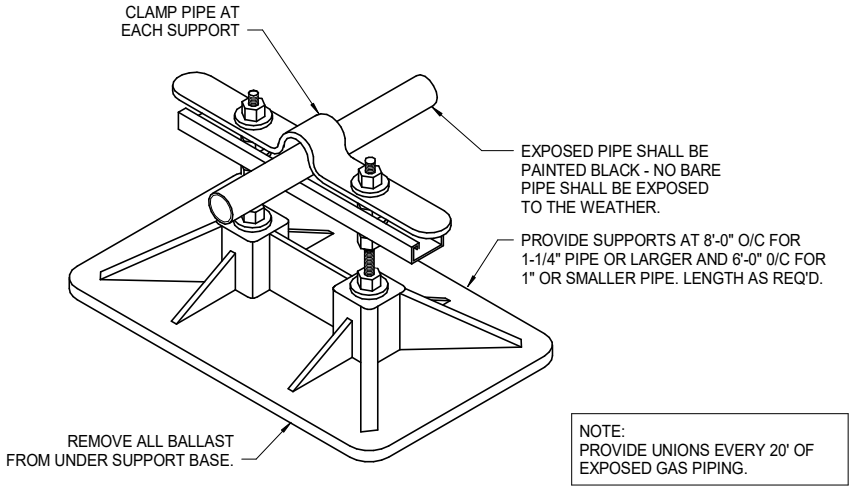
DATE: 07/29/2025
PROJECT NO: 24104
DRAWN BY: DD
CHECKED: AS
SCALE: SEE GRAPH

WATER AND GAS PIPING PLAN

PE101



1 GAS LINE CONNECTION DETAIL
12" = 1'-0"



2 GAS SUPPORT ON ROOF DETAIL
12" = 1'-0"

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Email: mwalton@whwengineering.com

CITY OF MOAB, UTAH
WRF UTILITY VEHICLE GARAGE PROJECT
MOAB, UT 84532

PROFESSIONAL ENGINEER
07/29/25
WINWARD M. PACKER
No. 375080
STATE OF UTAH
STAMP

MARK	DATE	DESCRIPTION

DATE:	07/29/2025
PROJECT NO.:	24104
DRAWN BY:	DD
CHECKED:	AS
SCALE:	SEE GRAPH

PLUMBING DETAILS

PE501

CONSTRUCTION CONTRACT

(Contractor Payment Bond and Performance Bond)

This CONTRACT is made and entered into this____day of _____, 2025, by and between CITY OF MOAB of Moab, Utah, a Municipal Corporation in the County of Grand, State of Utah, in the Contract Documents referred to as the "City," and _____ herein referred to as the "Contractor".

RECITALS

WHEREAS, the City advertised that sealed Bids would be received for furnishing all labor, tools, supplies, equipment, materials and everything necessary and required for the Project described by the Contract Documents and known as_____; and

WHEREAS, the Contract has been awarded to the above named Contractor by the City, and said Contractor is now ready and able to perform the work specified in the Notice of Award, in accordance with the Contract Documents.

NOW, THEREFORE, in consideration of the mutual promises and performances stated herein, the sufficiency of which all parties acknowledge, it is agreed as follows:

ARTICLE 1

Contract Documents. It is agreed by the parties that the following list of instruments, drawings, and documents which are attached and incorporated by reference constitute and shall be referred to either as the Contract Documents or the Contract, and all of said instruments, drawings, and documents taken together as a whole constitute the Contract between the parties:

a. Bid specifications for the Project;
b. Official design prints and specifications furnished by or to the Contractor and approved by the City;
c. Change orders, approved written instructions, and written contract amendments;
d. Performance and Payment bonds;
e. General and Supplementary Conditions; and
f. Notice of Award.

ARTICLE 2

Definitions. In accordance with Article 1, the definition of items provided in the General Contract Conditions applies to their usage in the Contract and other portions of the Contract Documents.

ARTICLE 3

Contract Work. The Contractor agrees to furnish all labor, supervision, tools, supplies, equipment, materials, and all that is necessary and required to complete the tasks associated with or described in the Contract Documents, as limited to those items as indicated in the Notice of Award (the "Work"). Contractor warrants that all construction shall be completed in a workmanlike manner and in accordance with all plans, specifications, and applicable building codes.

Upon request, Contractor shall provide to the City a list of all subcontractors who will provide construction services under the Contract. All goods and services provided by subcontractors, material suppliers, and laborers shall be pursuant to written agreement between all such persons and the Contractor. Contractor shall be solely responsible for supervision of all of its employees and subcontractors, and assuring that work by those persons conforms to the Contract Documents. Contractor shall be solely responsible for payment to all laborers, subcontractors, and material suppliers in connection with work performed under the Contract. Any non-payment by Contractor of sums owing to laborers, material suppliers, or subcontractors is material breach of this Contract. The City, in its discretion, shall be authorized to contact subcontractors, material suppliers, and laborers working on the project for the purpose of verifying compliance with this Section.

ARTICLE 4

Contract Time and Liquidated Damages. The Contractor hereby agrees to commence work under the Contract on or before the date specified in a written Notice to Proceed from the City, and to substantially and fully complete the work within the time specified in the Special Conditions. In the event that the work is not completed in the times set forth and as agreed upon, the Contractor further agrees to pay Liquidated Damages to the City as set forth in the Special Conditions.

Special Conditions: The Contractor shall complete the entire project work no later than **90 days** from the issuance of the Notice to Proceed. Liquidated damages for delay in the amount of $500.00 per day shall be assessed against the Contractor in the event that the Work is not finally complete and accepted by the City by the agreed completion date. Remedies under this Article 4 are cumulative to any other remedies provided in this Contract.

ARTICLE 5

Contract Price and Payment Procedures. The Contractor shall accept as full and complete compensation for the performance and completion of all of the work specified in this Contract and the Contract Documents, the sum of _____ ($_____) ("Contract Price"). The Contract Price has been lawfully appropriated by the City Council of the City of Moab for the use and benefit of the Project. The Contract Price shall not be modified except by written change order, as set forth below.

a. Partial payments shall be made proportionate to the progress of the work according to the following schedule and (if applicable) the schedule of values in the Contract Documents, but subject to this Article Five:

Monthly

Pay Applications shall be prepared by the Contractor and subject to review and approval by the Project Manager based upon the schedule, above. In no event shall the Contractor be entitled to progress payments exceeding percentage of the Work that is completed in accordance with the Contract Documents, less retainage, inclusive of materials ordered and delivered to the site as measured against the total Contract Price.

b. The City shall retain the sum of **five percent (5%)** of the total Contract Price, which sum shall be disbursed to Contractor no later than **ten (10)** days from the date when the Work is determined by the City to be finally complete and in conformity with the Contract Documents.
c. In the event of default under this Contract, the City may retain and deduct from the sums owing under this Contract amounts sufficient to cure or abate the breaching condition, damages, or event.

ARTICLE 6

Bonds and Insurance.

a. Contemporaneous with issuance of the Notice to Proceed Contractor shall furnish to the City payment and performance bonds acknowledged by a surety licensed and authorized to do business in the State of Utah, in a form acceptable to the City, and in an amount equal to the total Contract Price. The bonds shall be attached to and incorporate by reference the Contract Documents. The bonds shall be issued pursuant to U.C.A. § 63-56-38 for the use and benefit of subcontractors, laborers, and material suppliers, and for the use and benefit of the City to secure Contractor's performance of its construction obligations under this Contract. Alternately, Contractor may provide an irrevocable letter of credit in a form acceptable to the City and naming the City as beneficiary for the purpose of satisfying its payment and performance bond obligations.

b. Bonds in amounts of $1,000.00 or less will be made in multiples of $100.00; in amounts exceeding $5,000.00, in multiples of $1,000.00; provided that the amount of the bond shall be fixed at the lowest sum that fulfills all conditions of the Contract.

c. The letter of credit, payment bond, and performance bond shall be released no later than one year from the date of final acceptance of the contracted Work, provided that no person has provided a demand for payment as provided by law or commenced an action seeking payment against the City or under any such instrument within that time. In the event any person described in subsection (a), above, issues a demand or commences suit against the City, the City shall be entitled to draw upon the bond or letter of credit to the extent of all sums claimed, including reasonable attorney fees and court costs that may be incurred by the City. At its option, the City may elect to interplead said funds into a court of competent jurisdiction, at which point the City will be discharged of any further liability. In the event the City declares default under this Contract, it shall be entitled to proceed against the Performance Bond.

d. Contractor shall obtain written lien and payment waivers as specified in Exhibit A, attached, from all laborers, subcontractors and material suppliers contemporaneous with each payment advanced to those persons under this Contract. Upon final completion of the Contract, or upon tender of the final payment to

each such subcontractor or material supplier, Contractor shall obtain a final lien and payment waiver. The waivers shall be on forms acceptable to the City, and Contractor shall deliver all such waivers contemporaneous with each disbursement pursuant to the Contract.

e. Contractor shall provide a Certificate of Insurance as outlined in the following insurance requirements. The limits of liability for the insurance required by the Contractor shall provide coverage for not less the following amounts or greater where required by law:

Workers' Compensation

1. State: Statutory
2. Applicable Federal: Statutory
3. Employer's Liability: State Insurance Requirements

Comprehensive General Liability:

1) Bodily Injury:

$1,000,000 (combined single limit CSL) Each Occurrence

$1,000,000 Annual Aggregate, including Products and Completed Operations Hazard

2) Property Damage:

$1,000,000 CSL Each Occurrence

$1,000,000 Annual Aggregate

3) Property Damage Liability Insurance shall provide Explosion, Collapse, and Underground coverage where applicable.
4) Personal Injury, with employment exclusion deleted.

$1,000,000 CSL

Comprehensive Automobile Liability:

1) Bodily Injury:

$1,000,000 CSL Each Person

$1,000,000 CSL Each Accident

2) Property Damage:

$1,000,000 CSL Each Occurrence

Contractor shall maintain insurance covering casualty to materials purchased for the Work and stored on or off site.

f. The Comprehensive liability insurance shall include completed operations hazard insurance. All of the policies of insurance so required to be purchased and maintained (or the certificates or other evidence

thereof) shall contain a provision or endorsement that the coverage afforded or canceled, materially changed, or renewal refused until at least thirty days prior written notice has been given to the City by certified mail. All such insurance shall remain in effect until final acceptance of the Work by the City, and at all times thereafter when Contractor may be correcting, removing, or replacing defective work. The City shall be endorsed as an additional insured under the general liability policy.

g. Contractor shall record a Notice of Commencement and Notice of Completion and, as provided under U.C.A. § 38-1-31 and § 38-1-33.

ARTICLE 7

Integrated Contract; Change Orders. The Contract Documents constitute the entire agreement between the City and Contractor, and shall supersede any prior representations or discussions. The Contract may only be altered, amended or repealed by a duly executed written agreement signed and lawfully approved by both parties, except as noted by subsection (b), below. This Contract shall not be assigned, in whole or in part, except upon approval in writing by both parties.

a. Contractor shall not be entitled to compensation in excess of the Contract Price, nor shall additional work be undertaken, except upon approval of a change order signed by both parties. The change order shall specify the upward or downward change in the Contract Price, the scope of the work to be performed or omitted, and the change in the Contract Time, if applicable.

b. In the event that budgetary, or other unforeseen circumstances, render completion of the Contract Work impracticable, the City, in its discretion, may unilaterally issue a construction change directive reducing the scope of the Work or omitting certain items from the Contract. In that event, the Contract Price will be proportionately reduced. Construction change directives may only be issued with respect to work that has not been performed as of the date of the change.

ARTICLE 8

Warranties. The Contractor warrants that all work under this Agreement to be of good quality and free from any defective or faulty material or workmanship. The Contractor agrees that for a period of one (1) year (or the period of time specified elsewhere in this Agreement or in any guarantee or warranty provided by any manufacturer or supplier of equipment or materials incorporated into the work, whichever is later) after the date of final acceptance, Contractor shall within ten (10) days after being notified in writing by the City of any defect in the work, faulty material or workmanship or non-conformance of the work with the Scope of Services, scope of work, proposal or bid, commence and prosecute with due diligence all work necessary to fulfill the terms of the warranty at the Contractor’s sole cost and expense. The Contractor shall act sooner as requested by the City in response to an emergency. In addition, the Contractor shall, at its sole cost and expense, repair and replace any portions of the work (or work of other contractors) damaged by its defective or faulty material or workmanship or non-conforming work and any work which becomes damaged in the course of repairing or replacing the defective or faulty material or workmanship or non-conforming work. For any work corrected, the Contractor's obligation to correct defective or faulty material or workmanship or non- conforming work shall be reinstated for an additional one-year period, commencing with the date of acceptance of the corrected work. The Contractor shall perform

such tests as the City may require to verify that any corrective actions, including, without limitation, redesign, repairs, and replacements comply with the requirements of this Agreement. All costs associated with such corrective actions and testing, including the removal, replacement, and reinstitution of equipment and materials necessary to gain access, shall be the sole responsibility of the Contractor. All warranties and guarantees of subcontractors, suppliers and manufacturers with respect to any portion of the work, whether express or implied, are deemed to be obtained by the Contractor for the benefit of the City, regardless of whether or not such warranties and guarantees have been transferred or assigned to the City by separate agreement and the Contractor agrees to enforce such warranties and guarantees, if necessary, on behalf of the City. In the event that the Contractor fails to perform its obligations under this Section, or under any other warranty or guaranty under this Agreement, to the reasonable satisfaction of the City, the City shall have the right to correct and replace any defective or faulty material or workmanship or non-conforming work and any work damaged by any defective or faulty material or workmanship or non-conforming work at the Contractor's sole expense. The Contractor shall be obligated to fully reimburse the City for any expenses incurred upon demand.

ARTICLE 9

Extensions. For good cause shown, the City may grant a reasonable extension of time for the completion of improvements pursuant to this Contract. Good cause may include acts of God, severe weather disturbances (beyond those conditions which are typical to the Moab climate), floods, strikes, riots, or other acts or causes which are unforeseen and beyond the Contractor's control. Extensions of time or change orders for additional compensation shall not be authorized for inexcusable delay, which shall be defined to include, but not be limited to, inadequate crewing; inadequate supervision; late ordering of materials; failure to properly coordinate work; or similar events which could have been avoided with proper foresight, care, or planning by Contractor. All extensions shall be approved in the manner provided for change orders

ARTICLE 10

Legal Compliance, Safety, Indemnity. Contractor hereby warrants that it is licensed and authorized to do business in the State of Utah; that it maintains complying policies for workers compensation coverage and that said coverage shall be in place for the duration of its performance under this Contract; that it maintains insurance coverage as described in this Contract; and that all such policies shall be in place for the duration of this Contract. Contractor further warrants that it shall perform this Contract in compliance with all applicable City, state, and federal laws, including all applicable regulations governing workplace safety, including but not limited to those promulgated by the Occupational Safety and Health Administration (OSHA). With respect to workplace safety, Contractor shall at all times employ properly trained individuals and subcontractors, who shall work under appropriate supervision. Contractor shall also hold regular safety meetings as necessary and appropriate, given the particular safety issues presented by the Work.

a) Contractor hereby agrees to indemnify and hold the City, its officers, employees, and agents harmless from all demands, claims, suits, or liabilities, including reasonable attorney fees, as result of damages, losses, or injuries, including death, to persons not a party to this agreement and deriving, directly or indirectly, from the actions, omissions, or breaches of duties by the Contractor, its officers, agents, employees, subcontractors, or suppliers in the performance of the Contract or in discharging its legal

duties, generally. This duty to indemnify shall apply to all claims by Contractor's employees, subcontractors, or material suppliers with respect to any liabilities incurred by Contractor in the performance of this Contract.

ARTICLE 11

Remedies. The failure by either party to perform or carry out any of the obligations in this Contract or to perform the construction in accordance with the Contract Documents shall be grounds to declare default. In the event of default, the non-breaching party shall be entitled to recover all actual damages resulting from breach, in addition to the other remedies specified in this Contract. Actual damages shall include reasonable and necessary costs of completion of the Work or repair or replacement of Work which does not conform to the Contract Documents. In no event shall either party be liable to the other for consequential damages. In addition to any other remedies, in any legal action arising from this Contract the substantially prevailing party shall be entitled to recover its reasonable attorney fees and court costs.

ARTICLE 12

Venue, Choice of Law, Interpretation. The place of performance under this Contract is Grand County, Utah. In the event of any legal dispute concerning the subjects of this agreement the parties stipulate to jurisdiction and venue in the District Court, Grand County, Utah. This contract shall be construed in accordance with the laws of the state of Utah.

a. There are no known or intended third party beneficiaries to this Contract.

b. This Contract is the product of mutual bargaining. It shall be construed in accordance with its plain meaning, regardless of the extent to which either party participated in the drafting.

ARTICLE 13

Notice of Breach, Limitation of Actions. In the event of the occurrence of any breach of the terms of this contract the non-breaching party shall promptly deliver written notice of same to the other party and allow a reasonable period of time for the other party to cure or abate the breaching condition. It shall not be necessary for any party to deliver multiple notices in the case of repeat or ongoing violations. Any legal action arising from this Contract shall be filed not more than one year from the act, event, or omission constituting breach, and not thereafter.

a. Delivery of notice shall be deemed sufficient if personally delivered or sent by First Class mail as follows:

City Recorder City of Moab
217 East Center Street
Moab, Utah 84532-2534

Contractor:

_____

_____

_____

The City of Moab has caused this Contract to be subscribed by its Mayor and attested by its City Recorder on its behalf; and the Contractor has signed this Contract as set forth below.

City of Moab, Utah

Date: _____ By:_____

Mayor Joette Langianese, Mayor

ATTEST:

_____

City Recorder (Seal)

Contractor:

Date:_____ By:_____

Title_____

State of Utah)

§

County of Grand)

On the_____day of _____, personally appeared before me

_____, who duly acknowledged to me that they executed the same.

_____

Notary Public

My Commission Expires: _____ Residing in: Grand County

MOAB CITY COUNCIL AGENDA December 9, 2025

TITLE: Discussion and Possible Approval for City of Moab Resolution 13-2025, A Resolution Approving the Water Shortage Response Plan As Prepared By Moab City Staff

DISPOSITION: Discussion and possible action

PRESENTER/S: Alexi Lamm, Strategic Initiatives and Sustainability Director

ATTACHMENT/S:

- Exhibit 1: Moab City Resolution 13-2025 Draft
- Exhibit 2: Water Shortage Response Plan Draft Review

RECOMMENDED MOTION/S: I move to approve Moab City Resolution 13-2025

OTHER OPTIONS: Continue or table action to a later meeting with specific direction to City Staff as to additional information needed to make decision

---

SUMMARY:

Utah Code § 73-10-32 requires public water systems with more than 500 connections to update a water conservation plan every five years. The City of Moab's 2021 update included the development of a drought response plan. However, because Moab relies on wells and springs-rather than reservoirs—for its culinary water supply, staff determined that a Water Shortage Response Plan would better address potential supply interruptions. The plan is designed to serve as a temporary guide to manage short-term imbalances between supply and demand caused by events such as drought, equipment malfunctions, or distribution failures. It does not address long-term water trends or conservation measures.

The Water Shortage Response Plan draft outlines five response stages, from Stage 1 (Normal) to Stage 5 (Emergency), which are triggered based on projected water supply levels relative to demand. Each stage specifies voluntary and mandatory measures to reduce water use and maintain essential services, such as drinking water, sanitation, health, and fire protection, while protecting established landscaping and mitigating economic hardships. Additionally, the *Water Shortage Response Plan* references the existing *Moab City Water System Vulnerability Assessment & Emergency Response Plan*, for addressing emergencies in the water supply.

The Planning Commission reviewed a draft of *Water Shortage Response Plan* in March and October 2025. The current draft has been reviewed by city staff and the City's attorney (attached). Code and fee updates are required for the plan to be implemented (attached to the associated agenda item). On December 1, 2025, the Planning Commission forwarded a positive recommendation to the City Council on Ordinance 13-2025. Staff are now seeking approval from the City Council.

RELEVANT LAWS, STUDIES & PLANS:

Utah Code § 73-10-32, Moab's Water Conservation Plan Update 2021

RESPONSIBLE DEPARTMENT:

Utility Services, Public Works, Police Department, Strategic Initiatives and Sustainability

FINANCIAL IMPACT:

If the plan were adopted, and the City entered a water shortage, then the water conservation measures could affect water usage, including the associated costs and revenues. Additionally, residents could incur fees for violations.

CITY OF MOAB RESOLUTION #13-2025

A RESOLUTION TO ADOPT THE WATER SHORTAGE RESPONSE PLAN, AS PREPARED BY CITY OF MOAB STAFF.

WHEREAS, the City of Moab adopts plans to guide decision-making and policy; and

WHEREAS, Utah Code § 73-10-32 requires public water systems with more than 500 connections to update a water conservation plan every five years, and the City of Moab's 2021 update included the development of a drought response plan; and

WHEREAS, Moab relies on wells and springs for its culinary water supply, and a Water Shortage Response Plan would help address short-term imbalances between supply and demand caused by events such as drought, equipment malfunctions, or distribution failures; and

WHEREAS, the Administration, Community Development, Utility Services, Public Works, and police Department collaborated to develop the Moab Water Shortage Response Plan; and

WHEREAS, the Planning Commission, following Public Hearing, reviewed and recommended adoption of Moab City Resolution #18-2025, which is now Moab City Resolution 13-2015, during a special meeting held December 1, 2025; and

NOW, THEREFORE BE IT RESOLVED that the Moab City Council hereby approves Moab City Resolution #13-2025, adopting the Water Shortage Response Plan, as prepared by City of Moab staff as follows:

PASSED AND APPROVED in open Council by a majority vote of the Governing Body of Moab City Council this 9th day of December 2025.

SIGNED: _____

Joette Langianese, Mayor

ATTEST: _____

Sommar Johnson, Recorder

City of Moab
Water Shortage Response Plan

December 2025



This plan establishes actions for water conservation during short-term shortages due to a system disruption, such as equipment malfunctions, distribution failure, or natural events, such as drought. It outlines five response stages, from Stage 1 (Normal) to Stage 5 (Emergency), which are triggered based on projected water supply levels relative to demand. At each stage, the plan specifies measures to reduce water use and maintain essential services within the City. Although water shortages are generally uncommon, this plan provides guidance to help the City respond effectively when they occur.

THE CITY OF MOAB

EST. 1902

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1. Purpose

The City of Moab Utility Department provides culinary water to City residents. Though uncommon, water shortages may occur in the system due to disruption from equipment malfunctions, distribution failure, or natural events, such as drought.

The purpose of this plan is to conserve water and protect the integrity of the water supply, maintaining water for essential and safety purposes in a temporary shortage situation. The recommendations are not long-term solutions, which other City plans cover, such as the Water Conservation Plan. The recommendations in this plan are proportional reduction actions to reduce water use to the level of a temporary shortage. These actions apply to users of culinary water provided by Moab City. Grey water is unrestricted by this plan.

2. Principles

The following principles have guided the development of this plan. In the case where the appropriate actions are unclear due to conflicting stakeholders or circumstances, the principles should guide the resolution of the conflict.

1. **Prioritize water for drinking, health, sanitation, and fire protection.** Water that preserves human health and safety takes precedence, followed by domestic animals.
2. **Stay within the available supply.** The actions within this plan correspond to a known, immediate, and ideally measurable, shortage in supply to meet demand.
3. **Maintain equity.** The water system is connected, so while some shortages may impact specific customers more, the response plan is aimed to serve all residents in the system.
4. **Preserve trees, shrubs, and perennials**, deprioritizing ornamental turfgrass and annuals**.** Trees and shrubs are a long-term investment that provide shade, storm water management, and other benefits. When water is available for vegetation, they are priorities.
5. **Collaboration is the preferred method for water reduction.** People know where water is most and least important to them. Communication, policy, rates, and other tools are preferable methods for voluntary water reductions before enforcement.

3. Definitions

Aesthetic uses refers to water used for ornamental or decorative purposes such as fountains, waterfalls, reflecting pools, and water gardens except when used to preserve aquatic life.

All other non-food plants refers to water used for plants that are not lawns or used for food.

Common Area Lawn Watering refers to the irrigation of shared open spaces such as public and private parks, athletic fields, school yards, areas managed by HOAs, and golf courses.

Dust management refers to water distributed on surfaces to suppress dust.

Food-bearing plants refers to water used for plants that are used for human consumption.

Lodging laundry refers to water used to wash bedding, towels, and other linens associated with hosting guests.

Hydrant flushing refers to preventative maintenance that releases water at a high velocity from a fire hydrant to test the fire flow capacity and remove sediment.

Indoor excess refers to water used for indoor functions beyond the amount needed for the purpose, health, and safety. Indoor excesses could include:

- Neglecting to fix faucet, pipe, or evaporative cooling leaks;
- Running water continuously while brushing teeth, shaving, rinsing produce, or washing dishes;
- Taking long or frequent showers; and
- Running partially full dish and clothes washer loads.

Private Lawn Watering refers to the irrigation of unshared lawn areas for private use.

Misters, toys, and sprinklers refers to devices that require a near constant stream of water for casual cooling or recreational use. This could include but is not limited to misters, sprinklers, slides, and splash pads.

Response Stage refers to a step on a graduated scale of the water shortage intensity with corresponding measures.

Swimming pool filling refers to water used to fill, refill, or add to any indoor or outdoor swimming pools, hot tubs, or Jacuzzi-type pools.

Trigger refers to the threshold of the available water supply relative to demand. For example, supply meets demand exactly at 100%, so a trigger of 95% would indicate that supply is less than demand by 5%.

Vehicle or pavement washing refers to water used to wash a motor vehicle, trailer, other vehicle, walkway, driveway, parking lot, or other hard-surfaced area, including structures for purposes other than health requirements or fire protection.

4. Initiation and Termination of Water Shortage Stages

The Utility Services Director or designee will monitor the supply, demand, and water system to identify potential shortages. When conditions warrant it, the Director or designee will recommend the initiation or termination of a Water Shortage Response Stage to the City Manager.

Initiation of Water Shortage Response Stage

The foreseeable meeting or exceeding a Response Stage Trigger will allow but not require the initiation of the corresponding Response Stage. Factors such as the season, weather, and availability of additional water supplies may influence the decision. The Director or designee may implement any stage of the plan to address the shortage without initiating prior Response Stages.

Termination of Water Shortage Response Stage

When the Director or designee determines that the trigger conditions have subsided, the Director or designee will recommend terminating the current stage and transitioning to the appropriate stage for the current water conditions to the City Manager.

5. Water Shortage Response Stages and Actions

The Utility Services Director or designee shall monitor water supply and demand conditions and determine when conditions warrant initiation or termination of each stage of the Plan. The calculation will be based on the following formula:

$$\text{Trigger} = \frac{Total\ Water\ Supply}{Water\ Demand} \times 100$$

Month	Jan	Feb	Mar	Apr	May	Jun
Supply (gal.)	111,734,400	102,124,200	114,608,400	114,551,000	123,319,400	118,644,000
Historic demand	26,488,667	25,819,500	30,972,167	49,304,500	68,561,333	79,887,500
Historic supply relative to demand	422%	396%	370%	232%	180%	149%
Month	**July**	**Aug**	**Sep**	**Oct**	**Nov**	**Dec**
Supply (gal.)	120,209,400	119,440,400	115,656,000	117,050,400	110,013,000	111,569,400
Historic demand	88,027,483	80,949,989	72,416,278	52,740,500	28,698,933	26,794,900
Historic supply relative to demand	137%	148%	160%	222%	383%	416%

5.1. Water Shortage Response Stages Summary

These tables summarize each water Response Stage, recommended reductions, types of actions, and scenarios that may require such reductions. Additional information for each is provided in the subsequent sections.

Response Stage	Trigger *Water supply relative to demand*	Target Reduction	Response Actions	Example scenario
1 Normal	> 120%	0%	Unrestricted	Full function
2 Advisory	120%	5%	Voluntary	Loss of all springs in summer
3 Warning	105%	15%	Voluntary & Mandatory	Loss of a well and all springs in shoulder season
4 Critical	90%	25%	Voluntary & Mandatory	Loss of the most productive well in shoulder season
5 Emergency	75%	>25%	Mandatory	Loss of the most productive well in Summer

Key O Voluntary ● Mandatory	Aesthetic uses	Vehicle or pavement	Private lawn watering	Common area lawn watering	Lodging laundry	Misters, toys, and sprinklers	All non-food plants	Swimming pools	Dust management	Food-bearing plants	Hydrant flushing	Indoor excess
1 Normal												
2 Advisory	O	O	O	O	O	O	O	O	O			O
3 Warning	●	●	●	●	●	●	O	O	O	O		O
4 Critical	●	●	●	●	●	●	●	●	●	O	O	O
5 Emergency	●	●	●	●	●	●	●	●	●	●	●	O

5.2. Water Shortage Response Stages Detail

5.2.1. Stage 1— Normal

Target: No reduction is necessary

Supply Management Actions: Regular practices for efficient water use are recommended. Utah Division of Water offers several resources, including ideas to "Slow the Flow."

Conservation Actions: The City has implemented continuous checks for leaks in its infrastructure, a water leakage forgiveness program to incentivize repair, weather responsive irrigation in city parks, and indoor and landscaping codes for water conservation.

5.2.2. Stage 2— Advisory

Target: Achieve a five percent (5%) reduction in daily water demand.

Supply Management Actions: None

Conservation Actions:

Voluntary

- **Aesthetic uses** are recommended to reduce operation hours if water sprays, shoots into the air, or falls. A recirculation pump is recommended.
- **Vehicle or pavement washing** are recommended to use water conservation measures such as a broom for walks or an automatic shut-off for washing vehicles.
- **Private lawn watering** is recommended between 8 PM and 8 AM to minimize evaporation. Consider reducing water by 5%.
- **Common area lawn watering** is recommended between 8 PM and 8 AM to minimize evaporation.
- **Lodging laundry** is recommended to provide education to guests on the water shortage with suggestions for water conservation.
- **All other *non-food* plants** are recommended to be watered between 8 PM and 8 AM with hand-held hoses, hand-held buckets, or drip irrigation only. Trees, shrubs and perennials should be prioritized over annuals.

- **Swimming pools** are recommended to use a cover to reduce evaporation and reduce fill level by four inches (4") to reduce loss through splashing.
- **Misters, toys, and sprinklers** are recommended to reduce frequency or duration of use to reduce water by 5%.
- **Dust management** practices are recommended to integrate best management practices that reduce reliance on water for dust management.
- **Indoor excess** is recommended to be reduced through measures such as fixing leaks, taking shorter showers, turning off water while brushing or washing, scraping plates instead of pre-rinsing, running full loads, using sink plugs, installing aerators and efficient showerheads, reusing greywater, and adding displacement devices to older toilets.

5.2.3. STAGE 3— WARNING

Target: Achieve a fifteen percent (15%) reduction in daily water demand.

Supply Management Actions: Equip well 7 and/or purchase water from GWSSA

Conservation Actions:

Voluntary

- **All other *non-food* plants** are recommended to be watered between 8 PM and 8 AM with hand-held hoses, hand-held buckets, or drip irrigation only. Trees, shrubs, and perennials should be prioritized over annuals.
- **Swimming pools** are recommended to use a cover to reduce evaporation and reduce fill level by four inches (4") to reduce loss through splashing.
- **Dust management** practices are recommended to integrate best management practices that reduce reliance on water for dust management.
- **Indoor excess** is recommended to be reduced through measures such as fixing leaks, taking shorter showers, turning off water while brushing or washing, scraping plates instead of pre-rinsing, running full loads, using sink plugs, installing aerators and efficient showerheads, reusing greywater, and adding displacement devices to older toilets.
- **Food-bearing plants** are recommended to only be watered between 8 PM and 8 AM with hand-held hoses, hand-held buckets, or drip irrigation.

Mandatory

- **Aesthetic uses** may not be operated if water sprays, shoots into the air, or falls. They may only be filled to a level required for maintenance.
- **Vehicle or pavement washing** is only permitted at a carwash with recycled water or when necessary for public health or safety.
- **Private lawn watering** may only be watered 8 PM and 8 AM to minimize evaporation. Watering is limited to three days per week on a designated schedule.
- **Common area lawn watering** may only be watered between 8 PM and 8 AM to minimize evaporation.
- **Lodging laundry** must only change linens for multiple night stays at the request of guests and provide education to guests on the water shortage with suggestions for water conservation.
- **Misters, toys, and sprinklers** must reduce frequency or duration of use by 15%.

5.2.4. STAGE 4— CRITICAL

Target: Achieve a twenty-five percent (25%) reduction in daily water demand.

Supply Management Actions: Equip well 7 and/or purchase water from GWSSA

Conservation Actions:

Voluntary

- **Indoor excess** is recommended to be reduced through measures such as fixing leaks, taking shorter showers, turning off water while brushing or washing, scraping plates instead of pre-rinsing, running full loads, using sink plugs, installing aerators and efficient showerheads, reusing greywater, and adding displacement devices to older toilets.
- **Food-bearing plants** are recommended to be watered between 8 PM and 8 AM and with hand-held hoses, hand-held buckets, or drip irrigation only.
- **Hydrant flushing** for regular maintenance is recommended to be postponed, when possible, without compromising health or safety.

Mandatory

- **Aesthetic uses** may not be operated if water sprays, shoots into the air, or falls. They may only be filled to a level required for maintenance.
- **Vehicle or pavement washing** is only permitted when necessary for public health or safety.
- **Private lawn watering** may only be watered 8 PM and 8 AM to minimize evaporation. Watering is limited to two days per week on a designated schedule.
- **Common area lawn watering** may only be watered 8 PM and 8 AM to minimize evaporation. Watering is limited to three days per week on a designated schedule.
- **Lodging laundry** must only change linens for multiple night stays at the request of guests and provide education to guests on the water shortage with suggestions for water conservation.
- **All other *non-food* plants** may only be watered between 8 PM and 8 AM and with hand-held hoses, hand-held buckets, or drip irrigation. Trees, shrubs and perennials should be prioritized over annuals.
- **Swimming pools** must discontinue filling. A cover to reduce evaporation is recommended
- **Misters, toys, and sprinklers** must reduce frequency or duration of use to reduce water by 25%.
- **Dust management** must integrate best management practices that reduce reliance on water for dust management.

5.2.5. STAGE 5— EMERGENCY

Target: Achieve a greater than twenty-five percent (25%) reduction in daily water demand.

Supply Management Actions: Equip well 7 and/or purchase water from GWSSA

Conservation Actions:

Voluntary

- **Indoor excess** should be eliminated through measures such as fixing leaks, taking shorter showers, turning off water while brushing or washing, scraping plates instead of pre-rinsing, running full loads, using sink plugs, installing aerators and efficient showerheads, reusing greywater, and adding displacement devices to older toilets.

Mandatory

- **Aesthetic uses** may not be operated or filled.
- **Vehicle or pavement washing** is only permitted when necessary for public health or safety.

- **Private lawn watering** is prohibited.
- **Common area lawn watering** is prohibited.
- **Lodging laundry** must only change sheets and towels for multiple night stays when required by guests and provide public notice of the water shortage.
- **All other *non-food* plants** may only be watered between 8 PM and 8 AM and with hand-held hoses, hand-held buckets, or drip irrigation. Watering is limited to two days per week. Trees, shrubs and perennials should be prioritized over annuals.
- **Swimming pools** may not be filled.
- Misters, toys, and sprinklers may not be operated.
- **Dust management** is only permitted when necessary for public health.
- **Food-bearing plants** may only be watered between 8 PM and 8 AM and with hand-held hoses, hand-held buckets, or drip irrigation.
- **Hydrant flushing** is only permitted when necessary for public health or safety.

6. Emergency Replacement Water Supply for Water Outages

The City will manage prevention and response to water shortages in accordance with the *2015 Moab City Water System Vulnerability Assessment & Emergency Response Plan.*

7. Notification

7.1. Customers

As soon as meaningful data are available that a shortage may occur, the Communications Manager, or designee, shall notify the public by one or more of the following methods:

- Public service announcements
- Social media
- Publication of notices in a newspaper
- Direct mail or email to each customer
- Signs posted in public places
- Take-home flyers at schools
- Public meetings
- Moab municipal website

Mandatory actions will require written notice to customers.

7.2. Public Safety Contacts

The Utility Services Director, Communications Manager, or designee, shall notify directly the following individuals and entities of restrictions or water shortages, as defined in the subsections below, as appropriate for each response stage.

- Moab City Council
- Moab City Police Chief
- Moab Valley Fire Department Chief
- Grand County Emergency Management Director
- Utah Division of Emergency Management
- Southeast Utah Health Department
- Hospitals

- Schools
- Partnering water systems
- Major water users

8. Exemptions and Exceptions

8.1. Exemptions

Exemptions shall be managed according to Moab Municipal Code 13.30 *Water use during shortages*. Except as noted otherwise by special circumstances, the provisions of the Water Shortage Response Plan shall not apply to:

- Water that is not provided by the City of Moab;
- Reclaimed water;
- Fire suppression;
- Repair of water distribution lines;
- Documented environmental requirement;
- Watering in of prescribed tree disease treatment chemicals or pesticide;
- Washing of garbage and food handling trucks for health and safety; and
- Water use that is necessary for permit requirements, except as outlined in each Response Stage.

8.2. Exceptions

The City may grant exceptions to the Water Shortage Response Plan to prevent an emergency condition relating to health or safety; extreme economic hardship; disruption of essential government services such as police, fire, and similar emergency services; or when practical difficulties or unnecessary hardships cause inconsistencies with the purpose and intent of the standards. Requests for exceptions to this document shall be submitted according to the process in Moab Municipal Code 13.30 *Water use during shortages*.

9. Enforcement

The Plan will be enforced according to the Moab Municipal Code 13.30 *Water use during shortages*, including but not limited to a civil penalty, as listed in the Master Fee Schedule, Chapter 3.50.

MOAB CITY COUNCIL AGENDA December 9, 2025

TITLE: Consideration and Possible Approval of Ordinance 2025-18 An Ordinance Amending The Text Of the Moab Municipal Code (MMC), Amending Section 3.50.180, Amending 13.20.030, And Adding Section 13.30 to Include Additional Regulations Required For Short-Term Shortages of Water Within The City of Moab.

DISPOSITION: Discussion and possible action

PRESENTER/S: Alexi Lamm, Strategic Initiatives and Sustainability Director

ATTACHMENT/S:

- Exhibit 1: Ordinance 2025-18 Draft
- Exhibit 2: Fee Schedule Update Draft
- Exhibit 3: Code Chapter 13 Update Draft

RECOMMENDED MOTION/S: I move to approve Moab City Ordinance No. 2025-18

OTHER OPTIONS: Continue or table action to a later meeting with specific direction to City Staff as to additional information needed

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SUMMARY:

Utah Code § 73-10-32 requires public water systems with more than 500 connections to update a water conservation plan every five years. The City of Moab's 2021 update included the development of a drought response plan. However, because Moab relies on wells and springs-rather than reservoirs—for its culinary water supply, staff determined that a Water Shortage Response Plan would better address potential supply interruptions. The plan is designed to serve as a temporary guide to manage short-term imbalances between supply and demand caused by events such as drought, equipment malfunctions, or distribution failures. It does not address long-term water trends or conservation measures.

The Water Shortage Response Plan draft outlines five response stages, from Stage 1 (Normal) to Stage 5 (Emergency), which are triggered based on projected water supply levels relative to demand. Each stage specifies voluntary and mandatory measures to reduce water use and maintain essential services, such as drinking water, sanitation, health, and fire protection, while protecting established landscaping and mitigating economic hardships. Additionally, the *Water Shortage Response Plan* references the existing *Moab City Water System Vulnerability Assessment & Emergency Response Plan*, for addressing emergencies in the water supply.

The Planning Commission reviewed a draft of *Water Shortage Response Plan* in March and October 2025. The current draft has been reviewed by city staff and the City's attorney (attached to the associated agenda item). Code and fee updates are required for the plan to be implemented. Those are attached here. On December 1, 2025, the Planning Commission held a public hearing and forwarded a positive recommendation to the City Council on Ordinance 2025-18. Staff are now seeking approval from the City Council.

RELEVANT LAWS, STUDIES & PLANS:

Utah Code § 73-10-32, Moab's Water Conservation Plan Update 2021

RESPONSIBLE DEPARTMENT:

Utility Services, Public Works, Police Department, Strategic Initiatives and Sustainability

FINANCIAL IMPACT:

If the code updates were adopted, and the City entered a water shortage, then the water conservation measures could affect water usage, including the associated costs and revenues. Additionally, residents could incur fees for violations.

CITY OF MOAB ORDINANCE #2025-18

AN ORDINANCE AMENDING THE TEXT OF THE MOAB MUNICIPAL CODE (MMC), AMENDING SECTION 3.50.180, AMENDING 13.20.030, AND ADDING SECTION 13.30 TO INCLUDE ADDITIONAL REGULATIONS REQUIRED FOR SHORT-TERM SHORTAGES OF WATER WITHIN THE CITY OF MOAB.

WHEREAS, from time to time the City undertakes revisions in its zoning ordinances to improve the quality of life and preparedness and align the Code with state law and contemporary environmental planning concepts; and

WHEREAS, the City desires to establish actions for water conservation during short-term shortages due to a system disruption or natural event; and

WHEREAS, Actions have been outlined based on five response stages, Stage 1 (Normal) to Stage 5 (Emergency), which are triggered based on projected water supply levels relative to demand; and

WHEREAS, it is in the interest of the City that it establish measures to reduce water use and maintain essential services through standards, requirements, and processes that are substantially consistent throughout the Moab Municipal Code; and

WHEREAS, the City finds that this ordinance updating the Moab Municipal Code is necessary and appropriate for executing a clear and consistent response to water shortages; and

WHEREAS, the ordinance will update the Moab Municipal Code, amending section 3.50.180, removing section 3.20.030, and add Moab Municipal Code section 13.30; and

WHEREAS, the City of Moab has the authority to adopt this ordinance pursuant to Utah Code Annotated (2010) § 10-3-702, and hereby exercises its legislative powers in doing so.

NOW, THEREFORE BE IT ORDAINED that the Moab City Council hereby approve Moab City Ordinance #2025-18, approving amendments to the Moab Municipal Code as follows:

PASSED AND APPROVED in open Council by a majority vote of the Governing Body of Moab City Council this 9th day of December 2025.

SIGNED: _____

Joette Langianese, Mayor

ATTEST: _____

Sommar Johnson, Recorder

Chapter 3.50
MASTER FEE SCHEDULE

Sections:

3.50.050 **Business licenses.**
3.50.060 **Special event and street performer permits.**
3.50.070 **Records requests.**
3.50.080 **Deposit required for City-provided utilities.**
3.50.090 **Culinary water rates.**
3.50.100 **Sanitary sewer rates.**
3.50.110 **Storm water rates.**
3.50.115 **Storm water impact fees.**
3.50.120 *Reserved.*
3.50.130 **Culinary water connection fees.**
3.50.140 **Culinary water impact fees.**
3.50.150 **Sanitary sewer connection fees.**
3.50.160 **Sanitary sewer impact fees.**
3.50.165 **Building service fees.**
3.50.170 **Planning and engineering service fees.**
3.50.180 **Civil code violation penalties (maximum fines noted).**
3.50.190 **Police services fees.**
3.50.200 **Public Works staff and equipment fees.**
3.50.210 **Parks and facilities rental fees.**
3.50.220 **Moab Arts and Recreation Center fees.**
3.50.230 **Moab Recreation and Aquatic Center fees.**
3.50.235 **Arts, sports, and Moab Aquatic and Recreation Center reduced fee program.**
3.50.240 **City sports fees.**
3.50.250 **Dogs and cats.**
3.50.260 **Miscellaneous fees.**

3.50.050 Business licenses.

	Initial	Renewal
General business	$250.00	$52.00
Vendor	$250.00	$52.00

	Initial	Renewal
Vendor – ice cream truck	$250.00	$52.00
Solicitor, peddler, merchant	$150.00	$52.00
Nightly rentals, 4 units or less	$250.00	$52.00
Home occupation	$0	$0
Administration fee for business change of address application (excluding home occupation)	$50.00 each request	

(Ord. 23-11 Att. A, 2023; Ord. 23-06 Att. A, 2023; Ord. 22-06 Att. A, 2022: Ord. 20-07 Att. A (part), 2020; Ord. 20-05 Att. A (part), 2020; Ord. 19-24 Att. A (part), 2019)

3.50.060 Special event and street performer permits.

Event application fee	$50.00
Special event, Level 1*	$466.00
Special event, Level 2* City may require a cash deposit or performance bond for Level II special events to cover estimated costs for damages, cleanup, or loss to public property. Unexpended balance will be returned to event sponsor.	$820.00
Street performance permit fee	$106.00
Filming permit	$149.00

* City may waive fees only for a free speech event (Section 4.13.050).

(Ord. 23-11 Att. A, 2023; Ord. 22-06 Att. A, 2022: Ord. 20-07 Att. A (part), 2020; Ord. 19-24 Att. A (part), 2019)

3.50.070 Records requests.

Record location, retrieval, research, and compilation	$25.00/hr
B&W photocopies for 8.5" x 11"	$0.15
B&W photocopies for 8.5" x 11" double-sided	$0.30
B&W photocopies for 11" x 14"	$0.20
B&W photocopies for 11" x 14" double-sided	$0.45
B&W photocopies for 11" x 17"	$0.30

B&W photocopies for 11" x 17" double-sided	$0.60
Color photocopies for 8.5" x 11"	$0.50
Color photocopies for 8.5" x 11" double-sided	$1.00
Color photocopies for 11" x 14"	$0.75
Color photocopies for 11" x 14" double-sided	$1.50
Color photocopies for 11" x 17"	$1.00
Color photocopies for 11" x 17" double-sided	$2.00
Citizens requesting personal copies are to be charged at rate listed above	

(Ord. 23-11 Att. A, 2023; Ord. 22-06 Att. A, 2022: Ord. 20-07 Att. A (part), 2020; Ord. 19-24 Att. A (part), 2019)

3.50.080 Deposit required for City-provided utilities.

This section applies to City water, sewer, garbage services.

A deposit may be required from any customer at any time if payment record requires one.

All deposits made with the City are noninterest bearing. After one year the account will be reviewed and the deposit refunded if payment history shows twelve current consecutive payments. Deposit may be waived for existing customers in good-standing payment status at the discretion of the City Treasurer.

Owners of single-family residential dwelling	$100.00
Small business and retail establishments having an average monthly service charge	$200.00
Large commercial and industrial users	2 times the highest water bill for service location
New large commercial and industrial users	$2,000

(Ord. 23-11 Att. A, 2023; Ord. 22-06 Att. A, 2022: Ord. 20-07 Att. A (part), 2020; Ord. 19-24 Att. A (part), 2019)

3.50.090 Culinary water rates.

	2024	2025	2026	2027	2028	2029	2030
Residential, within the	$15.05	$15.80	$16.59	$17.42	$18.29	$19.21	$20.17

	2024	2025	2026	2027	2028	2029	2030
City - *minimum charge (includes the first 3,000 gallons)*							
Per thousand for 3,001 to 10,000 gallons	$1.30	$1.37	$1.44	$1.51	$1.58	$1.66	$1.75
Per thousand for 10,001 to 60,000 gallons	$1.74	$1.82	$1.91	$2.01	$2.11	$2.22	$2.33
Per thousand for 60,001 or more gallons	$2.17	$2.28	$2.39	$2.51	$2.64	$2.77	$2.91
Residential, outside the City - *minimum charge (includes the first 3,000 gallons)*	$21.82	$22.91	$24.06	$25.26	$26.52	$27.85	$29.24
Per thousand for 3,001 to 10,000 gallons	$1.74	$1.82	$1.91	$2.01	$2.11	$2.22	$2.33
Per thousand for 10,001 to 60,000 gallons	$2.60	$2.73	$2.87	$3.02	$3.17	$3.32	$3.49

	2024	2025	2026	2027	2028	2029	2030
Per thousand for 60,001 or more gallons	$3.04	$3.19	$3.35	$3.52	$3.69	$3.88	$4.07
Commercial, within the City - *minimum charge (includes the first 2,000 gallons)*	$43.41	$45.58	$47.86	$50.25	$52.77	$55.40	$58.17
Per thousand for 2,001 to 5,000 gallons	$1.74	$1.82	$1.91	$2.01	$2.11	$2.22	$2.33
Per thousand for 5,001 to 10,000 gallons	$2.60	$2.73	$2.87	$3.02	$3.17	$3.32	$3.49
Per thousand for 10,001 to 50,000 gallons	$3.94	$4.13	$4.34	$4.56	$4.78	$5.02	$5.27
Per thousand for 50,001 or more gallons	$4.92	$5.17	$5.42	$5.70	$5.98	$6.28	$6.59
Commercial, outside the City – *minimum charge (includes the first 2,000 gallons)*	$51.22	$53.79	$56.48	$59.30	$62.26	$65.38	$68.65

	2024	2025	2026	2027	2028	2029	2030
Per thousand for 2,001 to 5,000 gallons	$3.47	$3.65	$3.83	$4.02	$4.22	$4.43	$4.65
Per thousand for 5,001 to 10,000 gallons	$3.91	$4.10	$4.31	$4.52	$4.75	$4.99	$5.24
Per thousand for 10,001 to 50,000 gallons	$4.92	$5.17	$5.42	$5.70	$5.98	$6.28	$6.59
Per thousand for 50,001 or more gallons	$5.41	$5.68	$5.97	$6.26	$6.58	$6.91	$7.25
Shop water retail fee (City Public Works Yard) – *Includes the first 2,000 gallons*	$37.62	$39.50	$41.48	$43.55	$45.73	$48.02	$50.42
Per 1,000 gallons for 2,001 or more gallons	$14.76	$15.50	$16.27	$17.09	$17.94	$18.84	$19.78
Shop water government fee (City Public Works Yard) – *Includes the first 2,000 gallons*	$30.10	$31.60	$33.18	$34.84	$36.58	$38.41	$40.33

	2024	2025	2026	2027	2028	2029	2030
Per thousand for 2,001 or more gallons	$10.85	$11.40	$11.97	$12.56	$13.19	$13.85	$14.54
Construction fire hydrant fee – *Includes the first 2,000 gallons*	$37.62	$39.50	$41.48	$43.55	$45.73	$48.02	$50.42
Per thousand for 2,001 or more gallons	$14.76	$15.50	$16.27	$17.09	$17.94	$18.84	$19.78
Construction fire hydrant rental fee per day	$17.36	$18.23	$19.14	$20.10	$21.11	$22.16	$23.27
City parks & cemeteries *per 1,000 gallons*	$0.94	$0.98	$1.03	$1.09	$1.14	$1.20	$1.26
Moab Golf Course Well #7	Current commercial rate						

Other Culinary Water Fees	
Water turn-on fee, after failure to pay City water/sewer charges	$40.00 during normal working hours
	$80.00 after normal working hours
Water meter re-read charges	
The City crew will re-read the customer's meter.	$49.00
The City crew will test a customer's meter.	$49.00

<table>
<tr><td>The City crew will change a tested customer’s meter, at the customer’s request.</td><td>Actual labor costs with a 1-hour minimum</td></tr>
<tr><td rowspan="2">The costs incurred for these requests will be paid within 30 days. If that bill is not paid, the water will be turned off until the debt is satisfied, and a reconnect charge (½-hour minimum) during regular hours, or reconnect charge (2-hour minimum) after hours, will be applicable.</td><td>During regular working hours, actual labor costs with a ½-hour minimum</td></tr>
<tr><td>After hours, actual labor costs with a 2-hour minimum</td></tr>
<tr><td colspan="2">If the problem proves to be the City’s responsibility, there will be no charge to the customer.</td></tr>
</table>

(Ord. 24-04 Att. A, 2024; Ord. 23-11 Att. A, 2023; Ord. 23-06 Att. A, 2023; Ord. 22-06 Att. A, 2022: Ord. 20-07 Att. A (part), 2020; Ord. 19-24 Att. A (part), 2019)

3.50.100 Sanitary sewer rates.

Rates shall be effective on the first full billing cycle of each calendar year.

Base Rate	2024	2025	2026	2027	2028
Single-Family	$32.67	$35.94	$38.81	$40.75	$42.79
Multifamily + Overnight Accommodations (1st Unit)	$29.72	$32.69	$35.31	$37.07	$38.93
Charge per Additional Unit	$14.29	$15.72	$16.98	$17.83	$18.72
Restaurant/Fast Food and Other Nonresidential 1"	$32.67	$35.94	$38.81	$40.75	$42.79
Restaurant/Fast Food and Other Nonresidential 1.5"	$37.59	$41.34	$44.65	$46.88	$49.23

Base Rate	2024	2025	2026	2027	2028
Restaurant/Fast Food and Other Nonresidential 2"	$51.12	$56.23	$60.73	$63.77	$66.96
Restaurant/Fast Food and Other Nonresidential 3"	$150.87	$165.96	$179.24	$188.20	$197.61
Restaurant/Fast Food and Other Nonresidential 4"	$187.85	$206.64	$223.17	$234.33	$246.04
Restaurant/Fast Food and Other Nonresidential 5"	$274.07	$301.47	$325.59	$341.87	$358.96
Restaurant/Fast Food and Other Nonresidential 6"	$372.60	$409.86	$442.65	$464.79	$488.03
Restaurant/Fast Food and Other Nonresidential 8"	$508.58	$559.44	$604.19	$634.40	$666.12
Volume Rate	**2024**	**2025**	**2026**	**2027**	**2028**
Single-Family	$2.87	$3.16	$3.41	$3.58	$3.76
Multifamily	$3.36	$3.69	$3.99	$4.19	$4.40
Overnight Accommodations	$3.36	$3.69	$3.99	$4.19	$4.40
Restaurant/Fast Food	$5.16	$5.67	$6.13	$6.43	$6.76
Other Nonresidential	$3.36	$3.69	$3.99	$4.19	$4.40
Wastewater and septage discharge into	$180.00/1,000 gallons				

Base Rate	2024	2025	2026	2027	2028
municipal treatment works					
After-hours service fee for septage dumps	$150.00				

(Ord. 24-04 Att. A, 2024; Ord. 23-11 Att. A, 2023; Ord. 23-06 Att. A, 2023; Ord. 22-06 Att. A, 2022: Ord. 21-19 Exh. A (Option A), 2021; Ord. 20-07 Att. A (part), 2020; Ord. 19-24 Att. A (part), 2019)

3.50.110 Storm water rates.

Rates shall be effective on the first full billing cycle of each calendar year.

Base Rate	2024	2025	2026	2027	2028	2029	2030
Residential, month for single- and two-household homes on a single lot	$9.00	$9.18	$9.36	$9.55	$9.55	$9.55	$9.55
All other uses (commercial or residential)/month/storm water ERU.* One ERU minimum.	$9.00	$9.18	$9.36	$9.55	$9.55	$9.55	$9.55

* Every 3,000 ft^2 of impervious surface = 1 ERU; every 6,000 ft^2 of semi-impervious surface area = 1 ERU.

(Ord. 24-04 Att. A, 2024; Ord. 23-11 Att. A, 2023; Ord. 23-06 Att. A, 2023; Ord. 23-04, 2023; Ord. 22-06 Att. A, 2022: Ord. 20-07 Att. A (part), 2020; Ord. 19-24 Att. A (part), 2019)

3.50.115 Storm water impact fees.

Summary of Maximum Impact Fee, 2023-2032

Year	Payment	Acres	Payment per Acre	NPV*	Gross Fee	Max Fee per Year per Acre
2024	$318,822	1,130	$282.14	$2,951.13	$8,597.12	$5,645.98

Summary of Maximum Impact Fee, 2023-2032

Year	Payment	Acres	Payment per Acre	NPV*	Gross Fee	Max Fee per Year per Acre
2025	$318,822	1,155	$276.04	$2,816.55	$8,597.12	$5,780.57
2026	$318,822	1,180	$270.19	$2,681.34	$8,597.12	$5,915.78
2027	$318,822	1,205	$264.58	$2,545.22	$8,597.12	$6,051.90
2028	$318,822	1,230	$259.20	$2,407.90	$8,597.12	$6,189.22
2029	$318,822	1,255	$254.04	$2,269.09	$8,597.12	$6,328.03
2030	$318,822	1,280	$249.08	$2,128.50	$8,597.12	$6,468.62
2031	$318,822	1,305	$244.31	$1,985.85	$8,597.12	$6,611.27
2032	$318,822	1,330	$239.72	$1,840.83	$8,597.12	$6,756.29
2033	$318,822	1,355	$235.29	$1,693.16	$8,597.12	$6,903.96
2034	$318,822	1,380	$231.03	$1,542.52	$8,597.12	$7,054.60
2035	$318,822	1,405	$226.92	$1,388.62	$8,597.12	$7,208.50
2036	$318,822	1,430	$222.95	$1,231.13	$8,597.12	$7,365.99
2037	$318,822	1,455	$219.12	$1,069.73	$8,597.12	$7,527.38
2038	$318,822	1,480	$215.42	$904.10	$8,597.12	$7,693.02
2039	$318,822	1,505	$211.84	$733.88	$8,597.12	$7,863.23
2040	$318,822	1,530	$208.38	$558.74	$8,597.12	$8,038.38
2041	$318,822	1,555	$205.03	$378.29	$8,597.12	$8,218.83
2042	$318,822	1,580	$201.79	$192.18	$8,597.12	$8,404.94

* NPV = net present value discounted at five percent

(Ord. 24-04 Att. A, 2024; Ord. 23-11 Att. A, 2023; Ord. 23-05, 2023)

3.50.120 Reserved.

3.50.130 Culinary water connection fees.

Connection fees do not include the labor and materials required to complete any asphalt repairs. Owner/ requester is responsible for completing this work in accordance with City standards and is subject to final inspection by the City.

Within the City (meter size/ERU capacity)	Meter provided by City	Meter provided by customer
5/8" x 3/4"	$1,746.60	$1,114.00
1"	$1,932.50	$1,114.00
1½"	$2,339.20	$1,212.00
2"	$2,577.40	$1,212.00
3"	$4,828.80	$1,506.00
4"	$5,500.90	$1,506.00
6"	$7,501.60	$1,506.00
Outside City Limit – additional 5% (meter size/ERU capacity)	Meter provided by City	Meter provided by customer
5/8" x 3/4"	$1,833.93	$1,169.70
1"	$2,029.13	$1,169.70
1½"	$2,456.16	$1,272.60
2"	$2,706.27	$1,272.60
3"	$5,070.24	$1,581.30
4"	$5,775.95	$1,581.30
6" (includes the meter)	$7,876.68	$1,581.30
Fire sprinkler system connection fee	Actual cost to perform the connection	
Fire hydrant connection fee	Actual cost of installation	
Fire hydrant meter deposit	$2,000.00	$2,000.00

(Ord. 23-11 Att. A, 2023; Ord. 22-06 Att. A, 2022: Ord. 20-07 Att. A (part), 2020; Ord. 19-24 Att. A (part), 2019)

3.50.140 Culinary water impact fees.

Within the City (meter size/ERU capacity)	
5/8" x 3/4"/1.0	$478.00
1"/3.7	$1,769.00
1½"/11.0	$5,528.00
2"/22.9	$10,946.00
4"/n-a	Calculated under lodging rate, see below
Outside City Limit (meter size/ERU capacity)	
5/8" x 3/4"/1.0	$478.00
1"/3.7	$1,769.00
1½"/11.0	$5,528.00
2"/22.9	$10,946.00
4"/n-a	Calculated under lodging rate, see below
Water impact fees for overnight lodging including motels, inns, bed and breakfast establishments, and hotels shall be calculated pursuant to the following schedule:	
Impact fee/room for lodging without a restaurant: Number of rooms x $229.00	
Impact fee/room for lodging with a restaurant: Number of rooms x $330.00	

(Ord. 23-11 Att. A, 2023; Ord. 23-03, 2023; Ord. 22-06 Att. A, 2022: Ord. 20-07 Att. A (part), 2020; Ord. 19-24 Att. A (part), 2019)

3.50.150 Sanitary sewer connection fees.

Within the City:	
4" line	$680.00
6" line	$844.00
Outside the City:	

4" line	$714.00
6" line	$886.20

(Ord. 23-11 Att. A, 2023; Ord. 22-06 Att. A, 2022: Ord. 20-07 Att. A (part), 2020; Ord. 19-24 Att. A (part), 2019)

3.50.160 Sanitary sewer impact fees.

		Within City Limits		Outside of City Limits	
	Allowable units under minimum fee	Minimum fee	Fee/additional unit above minimum	Minimum fee	Fee/additional unit above minimum
Residential dwellings					
Single-family (residence)	1 residence	$1,566.00	$1,566.00/ residence	$1,361.00	$1,361.00/ residence
Multifamily, 2 bedrooms or larger (residential unit)	2 units	$3,132.00	$1,566.00/unit	$2,721.00	$1,361.00/unit
Multifamily, 1 bedroom or smaller (residential unit)	2 units	$1,754.00	$877.00/unit	$1,524.00	$762.00/unit
Nightly rental dwellings					
2 bedrooms or larger with kitchen (residential unit)	1 unit	$1,879.00	$1,879.00/unit	$1,633.00	$1,633.00/unit
1 bedroom or smaller with kitchen (residential unit)	1 unit	$1,566.00	$1,566.00/unit	$1,361.00	$1,361.00/unit
Hotel/motel, no kitchen (residential unit)	2 units	$2,452.00	$1,226.00/unit	$2,130.00	$1,065.00/unit
Auto repair (1,000 ft^2)	7,000 ft^2	$1,768.00	$253.00/ 1,000 ft^2	$1,536.00	$219.00/ 1,000 ft^2

		Within City Limits		Outside of City Limits	
	Allowable units under minimum fee	Minimum fee	Fee/additional unit above minimum	Minimum fee	Fee/additional unit above minimum
Bakery (1,000 ft^2)	500 ft^2	$1,793.00	$3,585.00/ 1,000 ft^2	$2,190.00	$4,380.00/ 1,000 ft^2
Bank (1,000 ft^2)	2,000 ft^2	$1,566.00	$783.00/1,000 ft^2	$1,361.00	$680.00/1,000 ft^2
Beauty/barber shop (chair)	4 chairs	$1,566.00	$392.00/chair	$1,361.00	$340.00/chair
Campground (campsite)	2 campsites	$2,463.00	$1,231.00/ campsite	$2,139.00	$1,070.00/ campsite
Car wash – automatic (each)	1 each	$12,575.00	$12,575.00/ each	$9,510.00	$9,510.00/each
Car wash – wand (wands)	1 wand	$6,288.00	$6,288.00/ wand	$4,755.00	$4,755.00/ wand
Commercial (1,000 ft^2)	7,000 ft^2	$1,687.00	$241.00/1,000 ft^2	$1,465.00	$209.00/1,000 ft^2
Dry cleaner (1,000 ft^2)	2,000 ft^2	$1,574.00	$787.00/1,000 ft^2	$1,866.00	$622.00/1,000 ft^2
Fast food (1,000 ft^2)	500 ft^2	$2,825.00	$5,650.00/ 1,000 ft^2	$2,724.00	$5,447.00/ 1,000 ft^2
Gas station/convenience store (1,000 ft^2)	4,000 ft^2	$1,740.00	$435.00/1,000 ft^2	$1,512.00	$378.00/1,000 ft^2

		Within City Limits		Outside of City Limits	
	Allowable units under minimum fee	Minimum fee	Fee/additional unit above minimum	Minimum fee	Fee/additional unit above minimum
Grocery store (1,000 ft^2)	4,000 ft^2	$2,021.00	$505.00/1,000 ft^2	$1,756.00	$439.00/1,000 ft^2
Laundromat (washers)	2 washers	$1,767.00	$884.00/washer	$1,320.00	$660.00/washer
Office (1,000 ft^2)	4,000 ft^2	$1,566.00	$392.00/1,000 ft^2	$1,361.00	$340.00/1,000 ft^2
Restaurant (seats)	12 seats	$2,650.00	$221.00/seat	$2,704.00	$225.00/seat
Retail (1,000 ft^2)	7,000 ft^2	$1,687.00	$241.00/1,000 ft^2	$1,465.00	$209.00/1,000 ft^2
School (students)	15 students	$1,566.00	$104.00/student	$1,361.00	$91.00/student
Theater (seats)	150 seats	$1,620.00	$11.00/seat	$1,407.00	$9.00/seat
Warehouse (1,000 ft^2)	10,000 ft^2	$1,649.00	$165.00/1,000 ft^2	$1,432.00	$143.00/1,000 ft^2

(Ord. 23-11 Att. A, 2023; Ord. 22-06 Att. A, 2022: Ord. 20-07 Att. A (part), 2020; Ord. 19-24 Att. A (part), 2019)

3.50.165 Building service fees.

Building, temporary, during construction on a lot – bond	RV: $200.00 Mobile home: $500.00
Building permit (by total valuation)	
$1.00 to $500.00	$85.00
$501.00 to $2,000.00	$100.00 for the first $500.00 plus $3.66 for each additional $100.00, or fraction thereof, up to and including $2,000.00
$2,001.00 to $25,000.00	$119.90 for the first $2,000.00 plus $16.80 for each additional $1,000.00, or fraction thereof, up to and including $25,000.00
$25,001.00 to $50,000.00	$506.30 for the first $25,000.00 plus $12.12 for each additional $1,000.00, or fraction thereof, up to and including $50,000.00
$50,001.00 to $100,000.00	$809.30 for the first $50,000.00 plus $8.40 for each additional $1,000.00, or fraction thereof, up to and including $100,000.00
$100,001.00 to $500,000.00	$1,229.30 for the first $100,000.00 plus $6.72 for each additional $1,000.00, or fraction thereof, up to and including $500,000.00
$500,001.00 to $1,000,000.00	$3,917.30 for the first $500,000.00 plus $6.72 for each additional $1,000.00, or fraction thereof, up to and including $1,000,000.00
$1,000,001.00 and up	$7,277.30 for the first $1,000,000.00 plus $6.72 for each additional $1,000.00, or fraction thereof
Building permit renewal fee	$85.00
Building permit, miscellaneous	
Demo permit	$85.00/unit
Garage up to 600 sq. feet (plus plan review)	$255.00/permit
Manufactured or mobile home into park	$255.00/unit

Manufactured home on private property (not into park)	$340.00/unit
Modular home (plus plan review; requires third-party ICC inspections to be performed at factory)	$680.00/unit
Residential swimming pool (plus plan review)	$340.00/permit
Roofing permit	$1.00 per 100 sq. feet with $85.00 minimum fee
RV park infrastructure	$255.00/5 sites
Separate mechanical, electrical, and/or plumbing permits	$85.00/inspection
Solar – roof mount (plus plan review)	$170.00/permit
Solar – ground mount (plus plan review)	$255.00/permit
Inspections	
Inspections for which no fee is specifically listed	$85.00/inspection
Inspections outside of normal business hours	Actual costs plus 10%
Reinspection fees assessed under provisions of Section 305.8 due prior to the reinspection	Actual costs plus 10%; 2-hour minimum
Plan review – commercial	
Nonrefundable commercial plan deposit for initial plan review only for new construction, tenant finish, and/or major remodel	10% building permit fee; $260.00 minimum
Commercial plan review and additional plan review(s) required due to changes, corrections, additions, and/or revisions to plans	$85.00/hr; 1-hour minimum charge
Deferred submittal (prior approval by the Building Official required)	$170.00/submittal
Outside consultants (plan review and/or inspections)	Actual costs plus 10%
Plan review – residential	
Nonrefundable residential plan review deposit (new construction only)	$170.00/permit
Residential plan review and additional plan review required for changes, corrections, additions, change of contractor, owner or other information, and/or revisions to plans	$85.00/hr; 1-hour minimum
	Actual costs calculated by including 10% administrative and overhead costs.

(Ord. 25-08 Att. A, 2025; Ord. 24-04 Att. A, 2024; Ord. 23-11 Att. A, 2023; Ord. 23-06 Att. A, 2023; Ord. 22-06 Att. A, 2022: Ord. 20-07 Att. A (part), 2020; Ord. 19-24 Att. A (part), 2019)

3.50.170 Planning and engineering service fees.

Administrative costs (research)	$50.00/hr
Amended plats (boundary adjustment)	$250.00 plus $25.00/amended lot or unit
Annexation	$600.00 (flat rate)
Appeal authority submittal	$450.00
Cemetery application fee	$100.00
Cemetery bond	150% of total cost of improvements
Condominiums and condominium conversions	$350.00 plus $50.00/unit
Development code amendment application – Text amendment	
Development code amendment application – Zone change – small residential (less than a ½ acre)	$350.00
Development code amendment application – Zone change – large residential or commercial	$500.00
Construction bond	In every construction contract where there is a modification of bonding requirements, or where no bonding is required (e.g., contracts under $50,000.00 in value), the construction contract shall contain one or more alternative security mechanisms to secure performance by the contractor and/or payment to subcontractors, laborers, and material suppliers. Alternative security mechanisms may include: (1) an irrevocable letter of credit payable to the City; (2) a first position deed of trust on real property; (3) a cash deposit to be held by the City; or (4) other collateral, contract, or security instruments as approved by the City Attorney.
Floodplain development permits and elevation certificates	$200.00

Floodplain reviews – for floodway and floodplain interpretations, delineations and reviews that exceed 1 hour.	$50.00/hr
Grading/excavation permit Required for > 50 cubic yards or cuts or fills exceeding 10' depth or height	$0.50/each cubic yard
General plan amendment	$350.00
GIS fee schedule	
GIS custom data request	$75.00/each GIS layer
Maps	$50.00/each
Hillside development permits	$300.00 + $50.00/hr of staff review time that exceeds 10 hours
Hillside development – improvements and restoration bond	Amount reasonably calculated to cover anticipated costs for improvements, as determined by City Planning Director
Improvements agreement	
Financial assurance	110% of the approved construction costs
Warranty deposit	10% of the approved construction costs
Landscaping – bond for new developments in summer and winter months	Amount reasonably calculated to cover anticipated costs for improvements, as determined by City Planning Coordinator
Large-scale projects – fee structure for developers to underwrite City staff expenses	Amount reasonably calculated to cover anticipated costs for improvements, as determined by City Planning Coordinator
Large-scale projects – over 30,000 ft^2 – landscaping deposit For completion of landscaping, in the event corrections cannot be made or installation cannot be completed prior to issuance of a certificate of occupancy.	1½ the cost of the landscaping project
Maps	D or E size (> 2'): $25.00 Digital files: $20.00
Master planned developments and planned unit development – application (A separate fee is to be collected for preliminary and final plats)	$350.00 plus $50.00/dwelling unit or $50.00/3,000 ft^2 of floor area for commercial buildings

Master planned developments and planned unit development – bond	As required on a case by case basis by the City Planning Director
Mobile, manufactured or modular home parks – application	$200.00 plus $25.00/unit or lot
Mobile home parks – bond	Amount equal to the estimated cost, plus 50% of constructing all landscaping, roads, lighting, pedestrian ways, hard-surfacing, water and sewer lines, storage enclosures and common facilities as shown on the final plan.
Occupancy – cash-only bond if given permission by City Planner or designee to occupy prior to completion of building	150% of the cost of completing all required work, plus all administrative costs as determined by the governing body.
Parking, fee-in-lieu. Due prior to issuance of a building permit.	$8,500.00/parking space
Plan check fee	65% of the building permit fee for plans that are sent out to a professional plan checker; or $30.00/ hour for plans that are checked by staff, with a $30.00 minimum.
Planned affordable development (PAD)	$50.00/1,000 ft^2 of building floor area
Planning applications – miscellaneous	$100.00
Pre-application conference	$100.00
Professional services	Actual costs plus 10%
Reapplication fee	$300.00 plus appropriate subdivision plat fees
Recording fee	Actual costs
Recreational vehicle court	$200.00 plus $25.00/RV space
Right-of-way construction permit	$50.00
Sidewalks, curbs, gutters, and street paving, fee-in-lieu. The City Engineer shall calculate by consulting licensed contractors.	110% of the estimated cost of constructing 200 lineal feet of the required improvements.
Sign permit	$50.00 plus $0.50 for each ft^2 above 30 ft^2
Site plan application fee ($100.00 min)**	$50.00/1,000 ft^2 of building floor area
Site plan application resubmittal fee ($100.00 min)***	$25.00/1,000 ft^2 of building floor area

Site plan review appeal	If the record is voluminous, appellant must pay the reasonable costs of assembly and copying of the record.
Special exception	$100.00
Street numbers, if City has to install	$20.00
Subdivisions (A separate fee is to be collected for preliminary and final plats.)	$350.00 plus $50.00/lot
Subdivisions – Townhome plat (A separate fee is to be collected for preliminary and final plats.)	$350.00 plus $50.00/lot
Subdivisions – bond	1½ times the cost of improvements not previously installed.
Trees – removing or damaging City-owned trees without permission	The basal area formula and the cost to buy, plant and water replacement trees shall be the basis for the urban forester to determine the replacement cost of the removed or damaged trees.
Water & sewer master plan mains extensions – deposit	Amount equal to the estimated cost of construction
Wireless telecommunications facility – application fee (for each separate monopole, lattice tower, or antenna)	$350.00
Zoning confirmation letter	$100.00
*Square foot construction costs are established using the International Code Council's Building Valuation Data which is updated at 6-month intervals (February and August). Refunds for building permits issued will be limited to 80% of the permit costs, not later than 90 days after the date of fee payment. **Site plan application fee is limited to two rounds of development review team (DRT) review. ***Site plan application resubmittal fee is charged per each resubmittal review.	

(Ord. 25-08 Att. A, 2025; Ord. 24-04 Att. A, 2024; Ord. 23-11 Att. A, 2023; Ord. 23-06 Att. A, 2023; Ord. 22-06 Att. A, 2022: Ord. 20-07 Att. A (part), 2020; Ord. 19-24 Att. A (part), 2019)

3.50.180 Civil code violation penalties (maximum fines noted).

Building code violation	$500.00/infraction

Illegal use of vehicle as dwelling	$650.00/day/infraction
Nuisances – generally	$500.00/day/infraction
Solid waste	$500.00/infraction and all costs associated with legal fees and cleanup
Weed abatement	$500.00/day/infraction
Unlawful parking, idling, or camping	$120.00/infraction or 24-hour period
Illegal storm water system dumping	$1,000.00/day/Class B misdemeanor
Grease trap – installation and/or maintenance compliance	$1,000.00/day/Class B misdemeanor
Violation – building code	$1,000.00/day/Class B misdemeanor
Signs – prohibited signs	$250.00/infraction
Illegal subdivision	$650.00/infraction
Debris abatement	$500.00/infraction
Chickens – prohibited uses	$250.00/infraction
Construction without permit, investigation fee	Double permit fee
Storage of junk and debris	$650.00/day/infraction
Mobile home parks – failure to maintain common areas, landscaping, and/or improvements	City and its contractors may complete this work and charge all costs (plus 10% administration) to property owner including, but not limited to, labor costs and attorney’s fees
Land use violations	$650.00/day/infraction
Noise	$650.00/day/infraction
Residential area regulations	$650.00/day/infraction
Zoning violations generally	$1,000/violation/Class B misdemeanor
Business license – noncompliance	200% of license fee/violation
Business license – home occupation noncompliance	$50.00/violation

Illegal short-term rental	$750.00/day/infraction
Signs – prohibited signs	$250.00/infraction
Burning prohibited	$500.00/day/infraction
Nuisance – abate	City and its contractors may abate the nuisance and charge all costs (plus 10% administration) to property owner including, but not limited to, labor costs and attorney's fees
Miscellaneous fines and/or penalties	As directed in specific code sections (to be used until code revision is completed and adopted)
Water Shortage Violation at Stage 3 - Warning	$250.00/infraction up to $750.00
Water Shortage Violation at Stage 4-Critical	$500.00/infraction up to $1,500.00
Water Shortage Violation at Stage 5- Emergency	$750.00/infraction up to $2,250.00

(Ord. 25-18; Ord. 24-04 Att. A, 2024; Ord. 23-11 Att. A, 2023; Ord. 22-06 Att. A, 2022: Ord. 20-07 Att. A (part), 2020; Ord. 19-24
Att. A (part), 2019)

3.50.190 Police services fees.

Fingerprinting	
Resident; first set	$10.00
Resident; additional card	$5.00
Non-resident; first set	$20.00
Non-resident; additional card	$5.00
Records requests/GRAMA	$30.00
Case photo	
Per photo	$2.00/per photo with $10.00 minimum, plus USB if applicable

Digital photos	$20.00 plus USB cost if applicable
Driver privilege card digital fingerprints and background check	$30.00
Police officers	$100.00/hr; 4 hour minimum/day

(Time charged begins when the officer leaves his/her residence and ends when he/she returns to his/her residence. If 12-hour notice is not given for cancellation, there is a minimum charge of four hours for each officer requested, plus police vehicle time.)	
Police vehicles	$100.00/day
Per mile charge	$0.655/mile
Evidence disposal	$100.00/hr w/ 4 hour minimum
Audio/visual recordings	
Audio recordings	$40.00/hr w/ 1 hour minimum, plus USB cost if applicable
Video recordings	$40.00/hr w/ 1 hour minimum, plus USB cost if applicable
Redaction and video editing services	$75.00/hr w/ 3 hour minimum, plus USB cost if applicable
Sex offender registration	$25.00/yearly

(Ord. 23-11 Att. A, 2023; Ord. 23-06 Att. A, 2023; Ord. 22-06 Att. A, 2022: Ord. 20-07 Att. A (part), 2020; Ord. 19-24 Att. A (part), 2019)

3.50.200 Public Works staff and equipment fees.

Public works leads	Actual labor cost/hr
Parks worker	Actual labor cost/hr
Sewer service worker	Actual labor cost/hr
Water worker	Actual labor cost/hr
Street/storm water worker	Actual labor cost/hr
Facilities workers	Actual labor cost/hr
Other Public Works staff. Includes the time for loading or unloading prior to and after an event	Actual labor cost/hr

Overtime service fee	1½ times hourly rate
Traffic control and safety equipment	
36" cone	$0.40/day
Vertical flats	$0.60/day
Signs w/ stand	$2.50/day
Barrels	$0.60/day
Candlestick	$0.50/day
Slide top	$5.50/day
Barricades	$3.00/day
Electronic message board (Labor rates apply in addition to rental fee)	$50.00/day
Jersey barrier (Labor rates apply in addition to rental fee)	$25.00/day
Other items and equipment	Assessed as needed
Equipment rental fees:	Reference FEMA for current rates. https://www.fema.gov/assistance/public/tools-resources/schedule-equipment-rates
Encroachment Permit Fees	
New roads or newly resurfaced roads less than 3 years old. (Seamless patch required.) A total resurfacing of the road may be required as determined by the City.	$500.00 + $2.00/sq. ft.
Directional boring of a new road or newly resurfaced road less than 3 years	$300.00 for directional boring/+ $2.00/sq. ft. for each pothole required for the purpose of relocating existing utilities.
Roads 3 to 5 years old (Seamless patch required)	$250.00 + $1.50/sq. ft.
Roads 5 to 10 years old	$150.00 + $1.00/sq. ft.
Roads 10 to 15 years old	$125.00 + $1.00/sq. ft.
All roads older than 15 years	$100.00 + $1.00/sq. ft.
All curb cuts and sidewalk	$100.00 + $1.00/sq. ft.
Curb cut driveway approach – 16' at bottom of cut with 3' wings on each side 22' total	$122.00

Curb cut driveway approach – 22' at bottom of cut with 3' wings on each side 28' total	$128.00
Curb cut driveway approach – 32' at bottom of cut with 3' wings on each side 38' total	$138.00

(Ord. 23-11 Att. A, 2023; Ord. 23-06 Att. A, 2023; Ord. 22-06 Att. A, 2022: Ord. 20-07 Att. A (part), 2020; Ord. 19-24 Att. A (part), 2019)

3.50.210 Parks and facilities rental fees.

Rotary Park	
Pavilion reservation, 4 hours or less	$35.00
Pavilion reservation, more than 4 hours	$85.00
Damage and cleanup deposit (100 – 300 people)	$150.00
Damage and cleanup deposit (300+ people)	$300.00
Old City Park	
Reservation, 4 hours or less	$35.00
Reservation, more than 4 hours	$85.00
Damage and cleanup deposit (100 – 300 people)	$150.00
Damage and cleanup deposit (300+ people)	$300.00
Amplified music	$30.00
Lions Park	
Pavilion reservation, 4 hours or less	$35.00
Pavilion reservation, more than 4 hours	$85.00

Damage and cleanup deposit (100 – 300 people)	$150.00	
Damage and cleanup deposit (300+ people)	$300.00	
Amplified music	$30.00	
Lions Park	**Grand County Resident**	**Nonresident**
Less than 25% of park, 4 hours or less	$35.00	$55.00
Less than 25% of park, more than 4 hours	$85.00	$125.00
Use of more than 25% of park, less than 4 hours	$60.00	$75.00
Use of more than 25% of park, 4 – 8 hours	$105.00	$155.00
All-day use of entire park	$475.00	$600.00
Damage and cleanup deposit (100 – 300 people)	$150.00	$200.00
Damage and cleanup deposit (300+ people)	$300.00	$400.00
Swanny City Park		
Pavilion reservation, 4 hours or less	$35.00	
Pavilion reservation, more than 4 hours	$85.00	
Pavilion reservation, Damage and cleanup deposit (100 – 300 people)	$150.00	
Pavilion reservation, Damage and cleanup deposit (300+ people)	$300.00	
Center Street Ballfield		
Nonprofit/resident use (no admission fees)	$15.00/hr or $100.00/day	
Nonprofit/resident use (admission and/or participation fees)	$25.00/hr or $150.00/day	

Commercial use w/no fees	$250.00/day
Commercial use w/fees	$500.00/day
Day camp rates	$50.00/day
Damage and cleanup deposit	$150.00
Use of lights	$15.00/hr
Center Street Gym	
Gym reservation	$25.00/hr or $200.00/day
Recurring fitness groups (billed monthly) (No damage and cleanup deposit required)	$10.00/hr
Multipurpose room reservation (rooms on the lower level of the gym)	$15.00/hr or $120.00/day
Damage and cleanup deposit	$200.00
Sun Court	
Reservations less than 4 hours	$50.00
Reservations more than 3 hours	$75.00
Other areas not listed (can potentially be reserved for educational purposes with City Manager approval.)	$25.00/day
Movie equipment rental (outdoor screen, projector, PA)	$200.00/day
PA (sound system)	$100.00/day
Popcorn machine	$35.00/day

(Ord. 25-08 Att. A, 2025; Ord. 24-04 Att. A, 2024; Ord. 23-11 Att. A, 2023; Ord. 22-06 Att. A, 2022: Ord. 20-07 Att. A (part), 2020; Ord. 19-24 Att. A (part), 2019)

3.50.220 Moab Arts and Recreation Center fees.

Room rentals (art events, classes, programs, workshops, public meetings, etc.; one-time or ongoing)	
Dance room upstairs	$25.00/hr, $200.00/day
Stage room upstairs	$25.00/hr, $200.00/day
Foyer upstairs	$25.00/hr, $200.00/day
Side yard	$25.00/hr, $200.00/day
Downstairs conference room	$15.00/hr, $120.00/day
Private Studio/Office space	$300.00/month
Refundable damage and cleanup deposit	51 – 150 people - $150.00 150+ people - $300.00
Cleaning fee (charged if renter fails to leave facility in good and clean condition)	$50.00/hr, 1 hr minimum charge
Wedding fee (includes rental)	$2,000.00
Alcohol permit (for private events; public events may require special event or DABS permits)	$75.00/event
Coworking fees	
Daily membership	$15.00
Monthly membership	$75.00
ARTillery studio monthly membership	$85.00
Discounts available (one preagreement; if rental is generating revenue or if an entry fee is charged, the rental is not eligible for a discount)	
Local nonprofit (501(c)(3), church, school, mission aligned programs, etc.)	50% discount
Moab resident	10% discount
Grand County recreation programs, Grand County police agency, fire agency, EMS agency	No rental fee (damage deposit may be required)

Equipment rentals	
PA/sound system	Smaller model $75.00/day Larger model $150.00/day
Digital projector	$35.00/day
Screen	$20.00/day
Tables (included if renting space)	$10.00/day/table
Chairs (included if renting space)	$2.00/day/chair
Easels (included if renting space)	$2.00/day/easel
Yoga mats and blocks (included if renting space)	$1.00/piece/day
Classes	
Beginner, single session	$30.00/per person plus materials
Beginner, multi-session	$50.00/per person plus materials
Advanced, single session	$50.00/per person plus materials
Advanced, multi-session	$80.00/per person plus materials
Commission rates for gallery work	
City Hall and MARC Locations	15%
Airport location	25%
Special Events	30%
Summer camp	$150.00/week/camper
Vendor booth space	$15.00 to $150.00/per size, event, and location

(Ord. 25-08 Att. A, 2025; Ord. 24-04 Att. A, 2024; Ord. 23-11 Att. A, 2023; Ord. 22-06 Att. A, 2022: Ord. 20-07 Att. A (part), 2020; Ord. 19-24 Att. A (part), 2019)

3.50.230 Moab Recreation and Aquatic Center fees.

Aquatic Only or Fitness Only	

Daily admission	Resident	Nonresident
3 and under	Free	$1.50
Youth 4 – 17 individual (aquatic)	$3.00	$6.00
Youth 14 – 17 individual (fitness)	$3.00	$12.00
Adult 18+ individual	$5.00	$12.00
Senior 55+ individual	$3.00	$6.00
Family up to 6 (14+ allowed in fitness)	$15.00	$36.00
Annual pass		
Youth 4 – 17 individual	$126.50	
Adult 18+ individual	$187.00	
Senior 55+ individual	$137.50	
Adult couple	$275.00	
Senior couple	$220.00	
Family up to 6 (14+ allowed in fitness)	$352.00	
Additional family member	$55.00	
6-month pass		
Youth 4 – 17 individual	$99.00	
Adult 18+ individual	$132.00	
Senior 55+ individual	$99.00	
Adult couple	$187.00	
Senior couple	$143.00	
Family up to 6 (14+ allowed in fitness)	$231.00	
Additional family member	$44.00	
3-month pass		
Youth 4 – 17 individual	$77.00	
Adult 18+ individual	$93.50	
Senior 55+ individual	$77.00	
Adult couple	$148.50	

Senior couple	$121.00	
Family up to 6 (14+ allowed in fitness)	$181.50	
Additional family member	$33.00	
Monthly		
Youth 4 – 17 individual	$38.50	
Adult 18+ individual	$49.50	
Senior 55+ individual	$38.50	
Adult couple	$77.00	
Senior couple	$55.00	
Family up to 6 (14+ allowed in fitness)	$93.50	
Additional family member	$11.00	
25-punch card		
Youth 4 – 17 individual	$66.00	
Adult 18+ individual	$110.00	
Senior 55+ individual	$66.00	
1-week family aquatic only pass	$137.50	
Aquatic and Fitness Combined		
Daily admission	Resident	Nonresident
3 and under	N/A	N/A
Student 14 – 17 individual	$5.00	$8.50
Adult 18+ individual	$7.00	$18.00
Senior 55+ individual	$5.00	$8.50
Family up to 6 (14+ allowed in fitness)	$20.00	$48.00
Annual pass		
Youth 14 – 17 individual (fitness)	$203.50	
Adult 18+ individual	$302.50	
Senior 55+ individual	$220.00	
Adult couple	$451.00	

Senior couple	$352.00
Family up to 6 (14+ allowed in fitness)	$550.00
Additional family member	$71.50
6-month pass	
Youth 14 – 17 individual	$137.50
Adult 18+ individual	$192.50
Senior 55+ individual	$137.50
Adult couple	$291.50
Senior couple	$231.00
Family up to 6 (14+ allowed in fitness)	$357.50
Additional family member	$60.50
3-month pass	
Youth 14 – 17 individual	$110.00
Adult 18+ individual	$148.50
Senior 55+ individual	$110.00
Adult couple	$231.00
Senior couple	$181.50
Family up to 6 (14+ allowed in fitness)	$291.50
Additional family member	$49.50
Monthly	
Youth 14 – 17 individual	$55.00
Adult 18+ individual	$71.50
Senior 55+ individual	$55.00
Adult couple	$115.50
Senior couple	$93.50
Family up to 6 (14+ allowed in fitness)	$148.50
Additional family member	$16.50

25-punch card			
Youth 14 – 17 individual	$110.00		
Adult 18+ individual	$148.50		
Senior 55+ individual	$110.00		
Annual corporate membership	Org. size 1 – 9	Org. size 10+	
Adult 18+ individual	$275.00	$258.50	
Senior 55+ individual	$192.50	$176.00	
Adult couple	$401.50	$385.00	
Senior couple	$291.50	$275.00	
Family up to 6 (14+ allowed in fitness)	$484.50	$456.50	
Additional family members	$71.50	$71.50	
MRAC classes	Resident	Nonresident	
Swim lessons for 1 – 30 minutes	$25.00		
Swim lessons for 1 – 1 hour	$35.00		
Swim lessons for 2 – 30 minutes	$40.00		
Swim lessons for 2 – 1 hour	$60.00		
Swim lessons (city group sessions)	$40.00		
Jr. lifeguard course	$25.00		
Class 20-punch pass – members	$45.00		
Class 20-punch pass – nonmembers	$75.00		
Drop-in fee – members	$3.00		
Drop-in fee – nonmembers	$5.00		
Other fees			
Shower fee	Resident $5.00/Nonresident $12.00		
Child care – individual	$5.00		
Swim club registration fee	$60.00		
Additional lifeguard support (more than two life guards required for pool rentals)	$25.00/hr		
Locker rentals	$11.00/mo	$27.50/3 mo	$110.00/yr
Room rental fee	$27.50/hr		

Wibit rental fee	$55.00/rental
Indoor lap pool rental	$110.00 per hour
Outdoor lap pool rental	$55.00 per hour
Outdoor leisure pool	$55.00 per hour
All pools	$220.00 per hour
After hours setup fee (one time)	$25.00
Reduced fee program for qualifying residents	
50% of annual membership pass	
10 Admissions aquatic or fitness	
Youth 14 – 17 individual	$10.00
Adult 18+ individual	$20.00
Senior 55+ individual	$10.00
25 admissions aquatic or fitness	
Youth 14 – 17 individual	$25.00
Adult 18+ individual	$50.00
Senior 55+ individual	$25.00

(Ord. 23-11 Att. A, 2023; Ord. 22-13, 2022; Ord. 22-06 Att. A, 2022: Ord. 20-07 Att. A (part), 2020; Ord. 19-24 Att. A (part), 2019)

3.50.235 Arts, sports, and Moab Aquatic and Recreation Center reduced fee program.

The goal of the reduced fee program is to minimize financial barriers for residents to access City programs.

A. *Fees.* Eligible participants can choose between half off annual memberships or a package of admissions at the following rate:

	Youth/Senior	Adult
10 Admissions	$10	$20
25 Admissions	$25	$50

	Youth/Senior	Adult
Sports	50% off program fee	
Moab Arts	50% off art classes and summer camp	

B. *Eligibility.* Participants must be able to show residency and need.

1. *Residency.* To meet residency requirements you must be one of the following:

a. Enrolled in a Grand County school.

b. Reside in Grand County.

c. Employed in Grand County.

2. *Need.* Can provide one of the following:

a. A Grand School District free or reduced lunch letter from the current school year.

b. Proof of current State or Federal assistance, including but not limited to:

i. Medicaid (we do not accept copies of Medicaid cards as proof of coverage).

ii. SNAP (Supplementary Nutrition Assistance Program) (EBT cards are not acceptable proof).

iii. SSI (Supplementary Security Income).

iv. SSDI (Social Security Disability Income).

v. WIC (Women, Infants, and Children) (WIC cards are not acceptable proof).

vi. TANF (Temporary Assistance for Needy Families).

vii. AND (Aid to the Needy Disabled).

viii. OAP (Old Age Pension).

ix. CCAP (Child Care Assistance Program).

x. Foster care.

xi. Medicare savings program.

xii. Self-sufficiency program.

c. Proof of income (income levels follow the National School and Breakfast and Lunch Program). (Ord. 23-11 Att. A, 2023; Ord. 22-15 Att. A, 2022)

3.50.240 City sports fees.

First Kicks 3 – 4 yrs old	$20.00
Spring soccer 5 yrs old – 4th grade	$40.00 + uniform cost
Spring soccer 5th grade – 8th grade	$60.00 + unform cost
Spring youth volleyball 3rd – 8th grade	$50.00 reg + uniform cost
T-ball kindergarten	$40.00
Coach pitch boys 1st + 2nd grade	$50.00
Coach pitch girls 1st + 2nd grade	$50.00
Baseball/softball 3rd – 8th grade	$80.00
Adult soccer 15+	$25.00
Frisbee golf tournament 15+	$25.00/person, $40.00/team
Adult softball league 15+	$300.00/team
Adult pickleball tournament 15+	$50.00/individual, $75.00/team
Fall youth soccer 5 yrs old – 3rd grade	$45.00
Tackle football 4th – 7th grade	$85.00
NFL flag football 1st – 4th grade	$65.00
Fall youth volleyball 3rd – 6th grades	$50.00
Adult flag football 15+	$200.00/team
Adult volleyball 15+ (winter/summer)	$30.00/season (drop-in)
Adult volleyball league 15+	$150.00/team
Adult basketball league 15+	$150.00/team
Adult spring basketball tournament 15+	$100.00/team (discount with item above to $175.00/team)
Jr. Jazz basketball 3rd – 6th grades	$75.00 +uniform cost

Youth indoor soccer 7th – 12th grades	$50.00
Adult indoor soccer 15+	$30.00/season (drop-in)
Ultimate frisbee 15+	$10.00
Ultimate frisbee tournament 15+	$75.00/team

(Ord. 23-11 Att. A, 2023; Ord. 22-06 Att. A, 2022: Ord. 20-07 Att. A (part), 2020; Ord. 19-24 Att. A (part), 2019)

3.50.250 Dogs and cats.

Annual fee for unneutered or unspayed dogs and cats (May be waived for in-service or assistant dogs)	$25.00
No fee for lifetime license of neutered dogs and cats.	$0
Replacement tag for dogs and cats	$10.00
Breeder	$100.00 annually
Guard dog permit Expires in 1 year. Not transferable to any other location.	$100.00 plus applicable registration fee
Impoundment fees for dogs and cats; fines for no tag. May be applied to the cost of spaying or neutering the dog or cat.	Cats: $40.00 + $5.00/day of impoundment
	Dogs: $40.00 + $10.00/day of impoundment
Impounded, registered, unspayed or unneutered dog or cat, taken 2 times in 12 months. Owner must pay spay or neuter deposit. Fee refunded if owner spays or neuters within 30 days of release.	$50.00 refundable deposit, if animal is spayed or neutered within 30 days of release
Shelter relinquishment fees	
Cats if altered and current on rabies vaccination	$25.00
Cats if unaltered and not current on rabies vaccination	$50.00
Cats if altered and not current on rabies vaccination	$35.00
Dogs if altered and current on rabies vaccination	$35.00
Dogs if altered and not current on rabies vaccination	$45.00
Dogs if unaltered and not current on rabies vaccination	$75.00
Presentation of strays at shelter	First two presentations of strays: $0

(One mother dog with puppies or one mother cat with kittens counts as one stray.)	Presentation of strays after first two: $25.00/stray
Adoption fees (Deposit is refundable upon presentation of proof of spay/neuter and rabies vaccination within 30 days of adoption if animal is over 6 months of age, and within 6 months if animal is under 6 months of age.)	
Altered and current on rabies vaccination	$50.00
Unaltered and not current on rabies vaccination	$50.00 + $50.00 deposit
Altered and not current on rabies vaccination	$50.00 + $25.00 deposit
Rabies quarantine at shelter	$15.00/day of quarantine
Rabies deposit at shelter. For all animals released without current rabies vaccination. Deposit is refundable if proof of rabies vaccination is provided within 30 days of release.	$25.00
Rabies vaccination performed at shelter	$25.00
Veterinary fees for reclaimed animals	Owners of reclaimed animals shall be charged the actual cost of any veterinary services needed during the impoundment plus 5%.

(Ord. 25-08 Att. A, 2025; Ord. 23-11 Att. A, 2023; Ord. 22-06 Att. A, 2022: Ord. 20-07 Att. A (part), 2020; Ord. 19-24 Att. A (part), 2019)

3.50.260 Miscellaneous fees.

Check given as payment to City that is returned for insufficient funds	$25.00
Late payment penalty – assessed 10 days after payment due date	Commercial accounts – greater of 3% of billing or $25.00
	Residential accounts – $15.00
Finance charge on accounts receivable that are over 30 days past due	3% or $25.00/month, whichever is higher

Designation of historic structure	$75.00 + public notice expenses and recording fees associated with the designation.
Conference room rental	$15.00/hr, $120.00/day
Council Chambers room rental	$15.00/hr, $120.00/day
Conference room and Council Chambers rental (open wall)	$25.00/hr, $200.00/day
Notary Services	$10.00/per page
Discount on aquatic and/or gym membership, and arts and sports programs for military, veterans and first responders	10% discount

(Ord. 25-08 Att. A, 2025; Ord. 23-11 Att. A, 2023; Ord. 22-06 Att. A, 2022: Ord. 20-07 Att. A (part), 2020; Ord. 19-24 Att. A (part), 2019)

The Moab Municipal Code is current through Ordinance 25-14, passed August 26, 2025.

Disclaimer: The City Recorder's Office has the official version of the Moab Municipal Code. Users should contact the City Recorder's Office for ordinances passed subsequent to the ordinance cited above.

City Website: moabcity.org
City Telephone: (435) 259-5121

Hosted by General Code.

Original

13.20.030 Water use during shortages – Restrictions.

In the event of drought or any event in which water supply is deemed inadequate, or whenever, in the judgment of the City Council, it shall be necessary, the City may, upon adoption of a resolution, limit the use of culinary water to such an extent as may be required for the public good. (Ord. 17-30 (part), 2017: Ord. 17-25 (part), 2017)

Revised

~~**13.20.030 Water use during shortages – Restrictions.**~~

~~In the event of drought or any event in which water supply is deemed inadequate, or whenever, in the judgment of the City Council, it shall be necessary, the City may, upon adoption of a resolution, limit the use of culinary water to such an extent as may be required for the public good. (Ord. 17-30 (part), 2017: Ord. 17-25 (part), 2017)~~

13.30 Water use during shortages

13.30.010 Water Restrictions.

A. In the event of any event in which water supply is deemed inadequate by the Utility Director or designee, or whenever in the judgment of the City Council it shall be necessary, the City Manager or designee may declare a water shortage. A water shortage designation will enable the implementation of the City's Water Shortage Response Plan. (Ord. 25-18; Ord. 17-30 (part), 2017: Ord. 17-25 (part), 2017)
B. When the Utility Director or designee determines that the triggering conditions have subsided, they may recommend terminating the current stage and transitioning to the appropriate stage for the current water conditions to the City Manager or designee, who may transition to the appropriate Stage or terminate the water shortage.

13.30.020 Enforcement.

A. If the owner of the property violates any of the provisions of this chapter, the City may pursue the violation for noncompliance in accordance with established processes outlined by Chapter 17.78, Zoning Violations – Penalties. (Ord. 25-13, 2025)
B. The City may pursue any available legal or equitable action to enforce the adopted Water Shortage Response Plan and to address violations of the staged regulations
C. Violation.
    1. The requirements and regulations set forth in the Mandatory Conservation Actions in stages 3,4, and 5 regulating water usage shall apply to all residential, commercial, industrial, agricultural, and governmental uses.
    2. The following conditions of violation shall impose the following penalty:

DRAFT

a. Failure to comply at Stage 3 – Warning, will result in a $250 fine; at Stage 4 – Critical, a $500 fine; and at Stage 5 – Emergency, a $750 fine.
b. Each subsequent violation within the same stage will incur an additional fine, up to a maximum of $750 for Stage 3, $1,500 for Stage 4, and $2,250 for Stage 5, according to the Master Fee Schedule.
c. Upon issuance of a fourth violation at any stage, in a twelve (12) month period, a flow restrictor or interruption of service may occur until corrective action is taken.

D. Exemptions

1. Except as noted otherwise by special circumstances, the provisions of the Water Shortage Response Plan shall not apply to:

    a. Water that is not provided by the City of Moab;
    b. Reclaimed water;
    c. Fire suppression;
    d. Repair of water distribution lines;
    e. Documented environmental requirement;
    f. Watering in of prescribed tree disease treatment chemicals or pesticide;
    g. Washing of garbage and food handling trucks for health and safety; and
    h. Water use that is necessary for permit requirements, except as outlined in each Response Stage.

E. Exceptions

1. The City may grant exceptions to the Water Shortage Response Plan to prevent an emergency condition relating to health or safety; extreme economic hardship; disruption of essential government services such as police, fire, and similar emergency services; or when practical difficulties or unnecessary hardships cause inconsistencies with the purpose and intent of the standards.
2. Requests for exceptions to this document shall be submitted in writing with appropriate documentation and justification to the Utility Services Director or designee. Exception requests must, at a minimum, contain the following:

    a. Action under which the applicant seeks an exception;
    b. Justification for not complying with the action;
    c. Proposed alternate criteria or standards to comply with the intent of the Water Shortage Response Plan;
    d. Supporting documentation; and
    e. The proposed exception's potential adverse impacts.
3. Upon receipt of a complete application for an exception, the Utility Services Director or designee shall prepare a statement to recommend that the exception be approved or denied or to request a modification of the proposed exception.
4. Exceptions shall be reviewed and approved by the City Manager.

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MOAB CITY COUNCIL AGENDA December 9, 2025

TITLE: Consideration and Possible Approval of Moab City Resolution 14-2025, A Planning Resolution Approving the Sidewalk, Curb, and Gutter Special Exception Request, for property at 1053 West 400 North, Moab, Utah 84532

DISPOSITION: Discussion and possible action

PRESENTER/S: Johanna Blanco, Associate Planner

ATTACHMENT/S:

- Exhibit 1: Moab City Resolution 14-2025 Draft
- Exhibit 2: Vicinity Map
- Exhibit 3: Site Plans
- Exhibit 4: Request Letter

STAFF RECOMMENDATION: Deny approval of Moab City Resolution 14-2025

OTHER OPTIONS: Continue or table action to a later meeting with specific direction to City Staff and Applicant as to additional information needed to make a decision, or Approve the Special Exception Application, giving specific findings for decision.

RECOMMENDED MOTION: I move that the City of Moab City Council Deny approval of Moab City Resolution 14-2025, A Planning Resolution Approving the Sidewalk, Curb, and Gutter Special Exception Request, for property at 1053 West 400 North, Moab, Utah 84532

SUMMARY:

Background:
Patrick Davis ("Applicant") submitted an application for approval for special exception to the Moab Municipal Code (MMC) 12.08.060 Special Provisions on November 18, 2025 for property located at 1053 West 400 North, within the I-1 Industrial Zone. The special exception application was deemed complete and submitted for City Council review on November 19th, 2025.

MOAB CITY COUNCIL AGENDA December 9, 2025

Project Summary:

Location:	1053 West 400 North, Moab, Utah 84532
Property Owner:	CHP ELECTRICAL SERVICES INC
Parcels:	01-0002-0021 (1.16 acres)
Current Zone:	I-1 Industrial Zone
Proposed Use:	Mixed-Use development

Process: Special Exception Request to Sidewalk, Curb, and Gutter is approved by City Council. In the event that the lot frontage meets all of the following criteria, the City Council may grant an exception where the property owner shall pay a fee in lieu of construction. Those criteria are:

1. The frontage of the lot exceeds two hundred lineal feet;
2. The lot is intended only for a single-household residence;
3. The construction of the street, curb and gutter, and sidewalks is inconsistent with the street character; and
4. The exception will not create, extend or perpetuate a half-paved street.

Request: The following Special Exception to the Moab City Required Sidewalk, Curb, and Gutter:

1. A Special Exception to not require sidewalks, curbs and gutters, and street paving to be installed along all street frontage of any building lot at the time of construction upon that lot unless an exception is granted by the City Council as established under subsection (D) of this section. MMC 12.08.060

Analysis:

The property does not fit all the criteria listed for the exception. The lot is intended to be mixed-use; Industrial and single household residence.

The applicant's property is approximately 730 feet from the nearest paved section of 400 N. Stewart Lane, the property's other frontage, has no paved sidewalk, curb, or gutter.

The property is not on the 2017 ADA Self-Evaluation & Transportation Plan's Sidewalk Priority Map. The Unified Transportation Master Plan also does not mention the project area.

The Engineering Department's estimated fee-in-lieu is $26,900 at 110% cost for 200 feet of the required infrastructure. MMC 3.50.170.

RELEVANT LAWS, STUDIES & PLANS:
The applicant is seeking an exception under 12.08.060. D. *Sidewalks, curbs and gutters required at time of construction.*

RESPONSIBLE DEPARTMENT: Planning, Streets

FINANCIAL IMPACT: Possible approximate $26,900 deposit to the Moab City street fund.

MOAB CITY RESOLUTION 14-2025

A RESOLUTION GRANTING AN EXCEPTION TO THE SIDEWALK REQUIREMENT AS SET FORTH IN THE MOAB MUNICIPAL CODE SECTION 12.08.060 ALLOWING A FEE-IN-LIEU FOR A WAIVER OF THE REQUIREMENT TO CONSTRUCT SIDEWALK, CURB, AND GUTTER ALONG ALL STREET FRONTAGES FOR THE CHP COMMERCIAL SITE PLAN

WHEREAS, Moab Municipal Code Section 12.08.060 provides that sidewalks, curbs and gutters are required at time of construction and that sidewalks, curbs and gutters shall be installed along all street frontage of any building lot at the time of construction upon that lot; and

WHEREAS, Moab Municipal Code Section 12.08.060 also provides that the City Council may grant an exception to this requirement if it determines that all exception criteria are met and the applicant pays a fee-in-lieu; and

WHEREAS, the Moab Development Review Team is reviewing the Level 2 Site Plan for an Industrial building at 1053 West 400 North, which has triggered Moab Municipal Code Section 12.08.060; and

WHEREAS, City staff have not recommended granting of this exception based on the property not satisfying all exception criteria; and

NOW THEREFORE, WE THE GOVERNING BODY OF THE CITY OF MOAB do hereby resolve to approve Moab City Resolution 14-2025 an exception to Moab Municipal Code Section 12. 08. 060 allowing the CHP development to forego construction of approximately 415 linear feet of sidewalk, curb, and gutter along Stewart Lane and 400 N, provided that a fee-in-lieu of an amount determined by the Moab City Engineering Department be paid to the City of Moab.

PASSED AND APPROVED in an open meeting of the Moab City Council by a majority vote of the Governing Body of Moab City Council this 9th day of December 2025.

SIGNED: _____

Joette Langianese, Mayor

ATTEST: _____

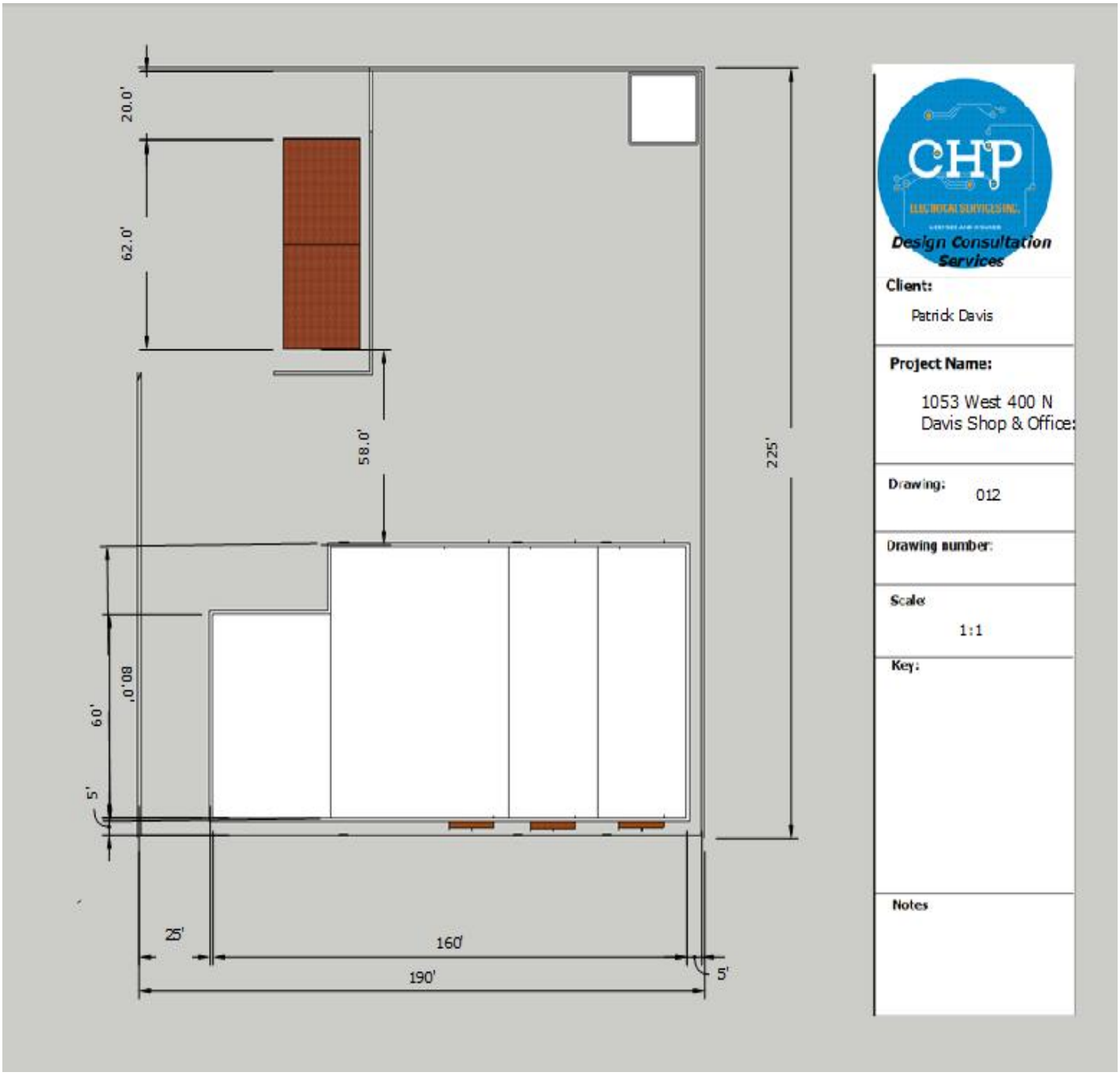
Sommar Johnson, Recorder


Stewart Ln
W 400 N
W 400 N
W 400 N
W 400 N
W 400 N
Apple Ln
Riversands Rd
Riversands Rd
Nearest Sidewalk
CHP Electrical Services & Home Automation...
1053 W 400 N
Stewart Ln
Stewart Ln
Apple Ln
Apple Ln
Riversands Dr
Portal Vista Loop
Riversands Dr

Site Plan Proposal 1053 W 400 N Davis Shop & Office.

16

1.



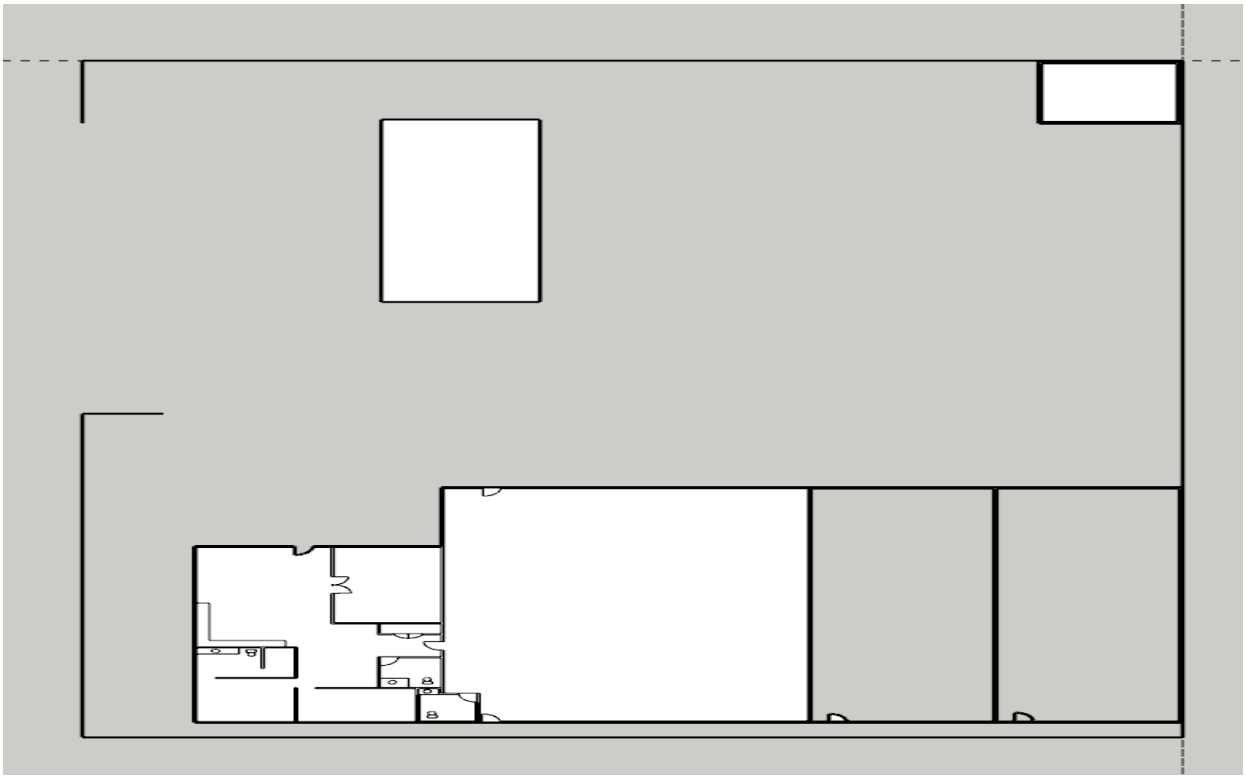
Site Plan Proposal 1053 W 400 N Davis Shop & Office.

A regional or vicinity map shall accompany the submitted application to indicate the location of the project: Survey Attached

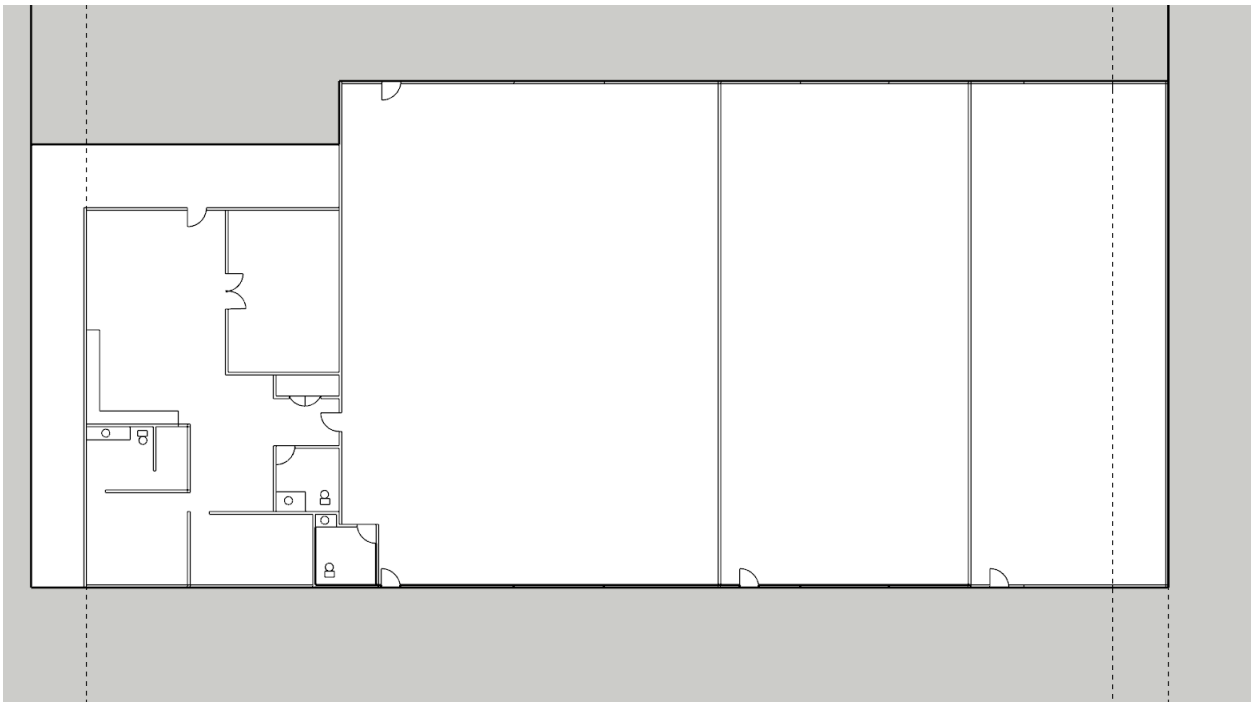
2. The legal description of the property: BEG NW COR NE1/4 SEC 2 T26S R21E; N 89°54'E 242.14 FT; S 208.71 FT; S 89°54'W 242.14 FT; N 208.71 FT TO POB. 1.16 AC

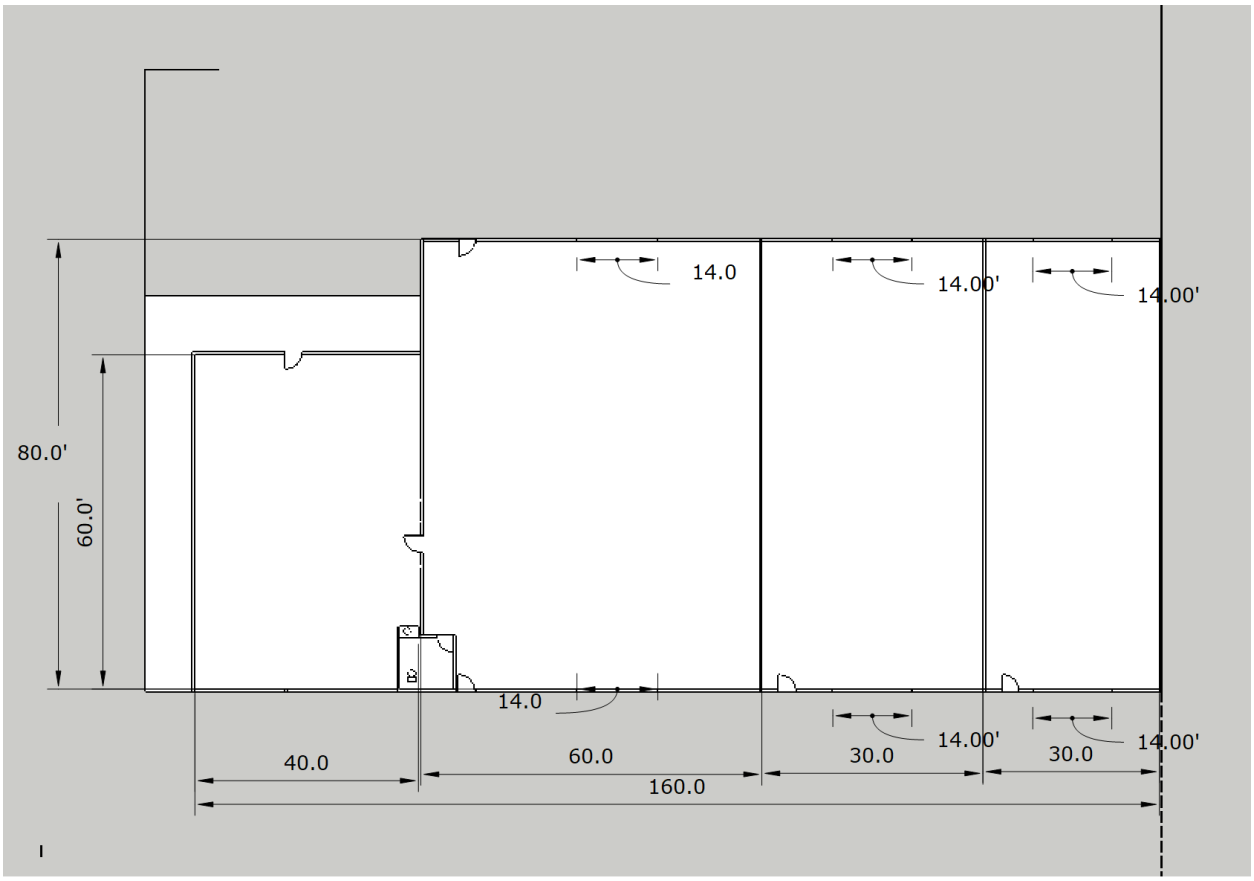
2. Floor Plan and Elevations

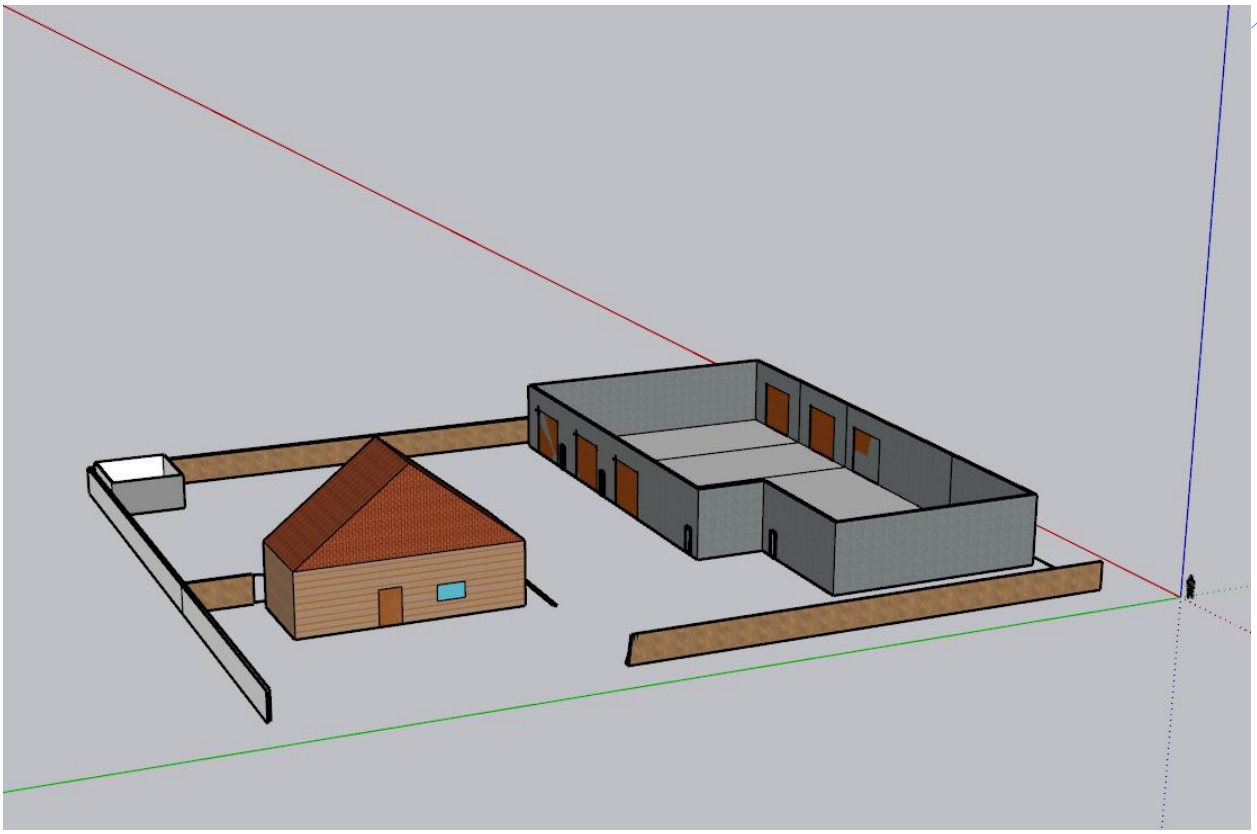




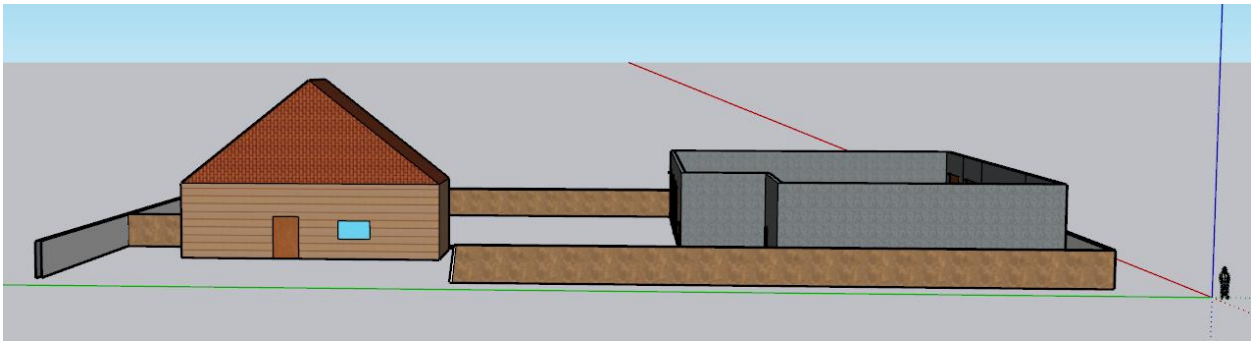
Site Plan Proposal 1053 W 400 N Davis Shop & Office.



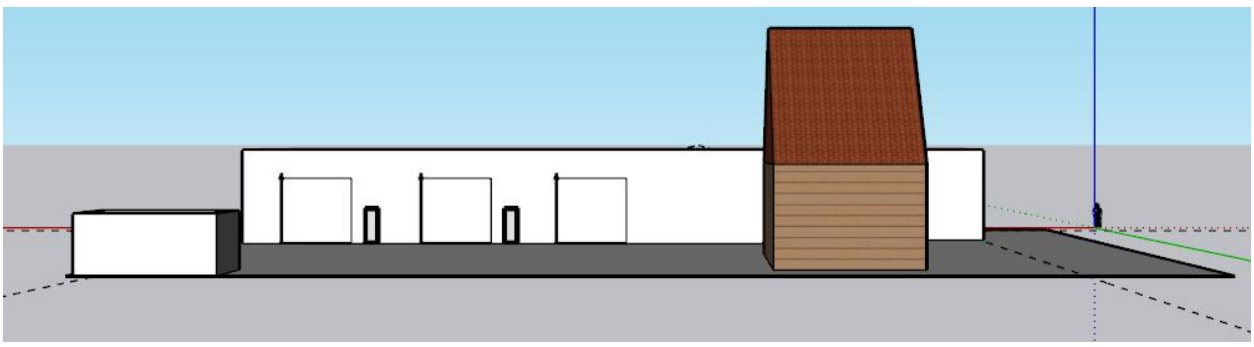




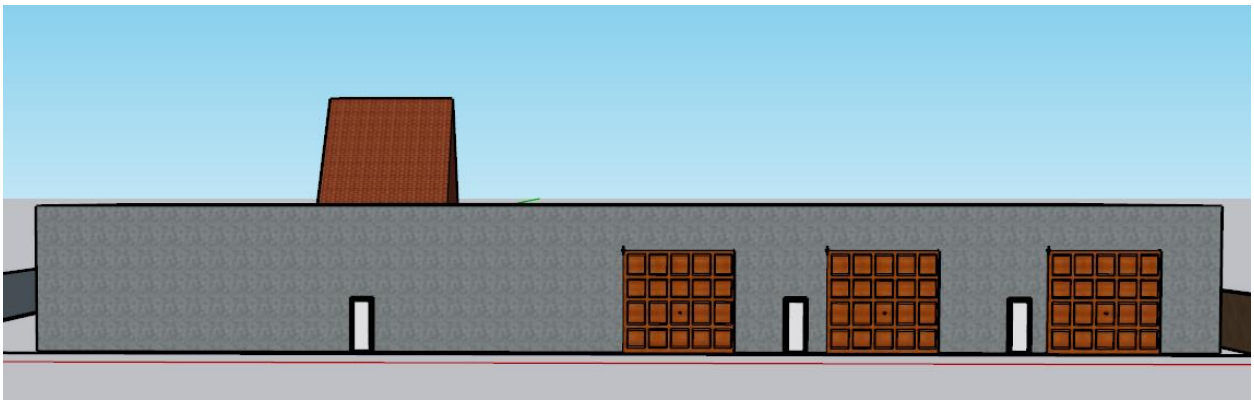
400 North View:



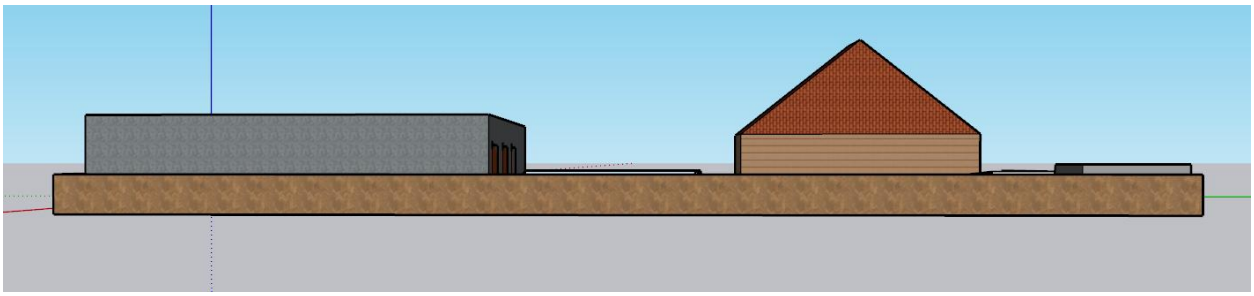
Moab Bit & Tool View:



Stewart Lane View:



South View:



B. Narrative.

This building will provide much needed space for the company currently operating at this location as well as provide space for future business' to establish a place of operations. This opportunity will benefit the local economy and workforce in Moab. This project aligns with the City's vision for sustainable growth and employment opportunities.

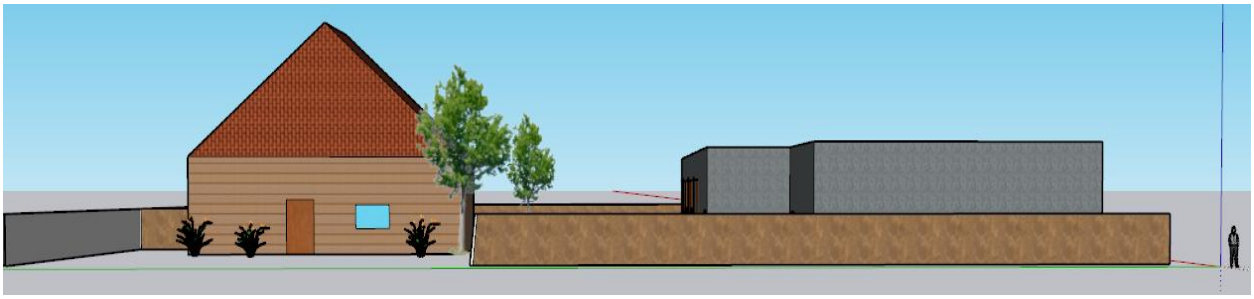
Overview: Total building length from North to South would be 160ft, allowing for proper setbacks according to code. Building width from East to West would be 40ft. on the north side, and 80ft. on the south side. The north end of the building will provide space for employee breakroom, meeting space and restrooms. The large bay in the center of the sturcture will be used to store construction equipment. The two smaller bays on the south end of the structure will be future use determined by the city codes of businesses in need of operating space. Our intent is to rent this space to industrial or construction based tenants.

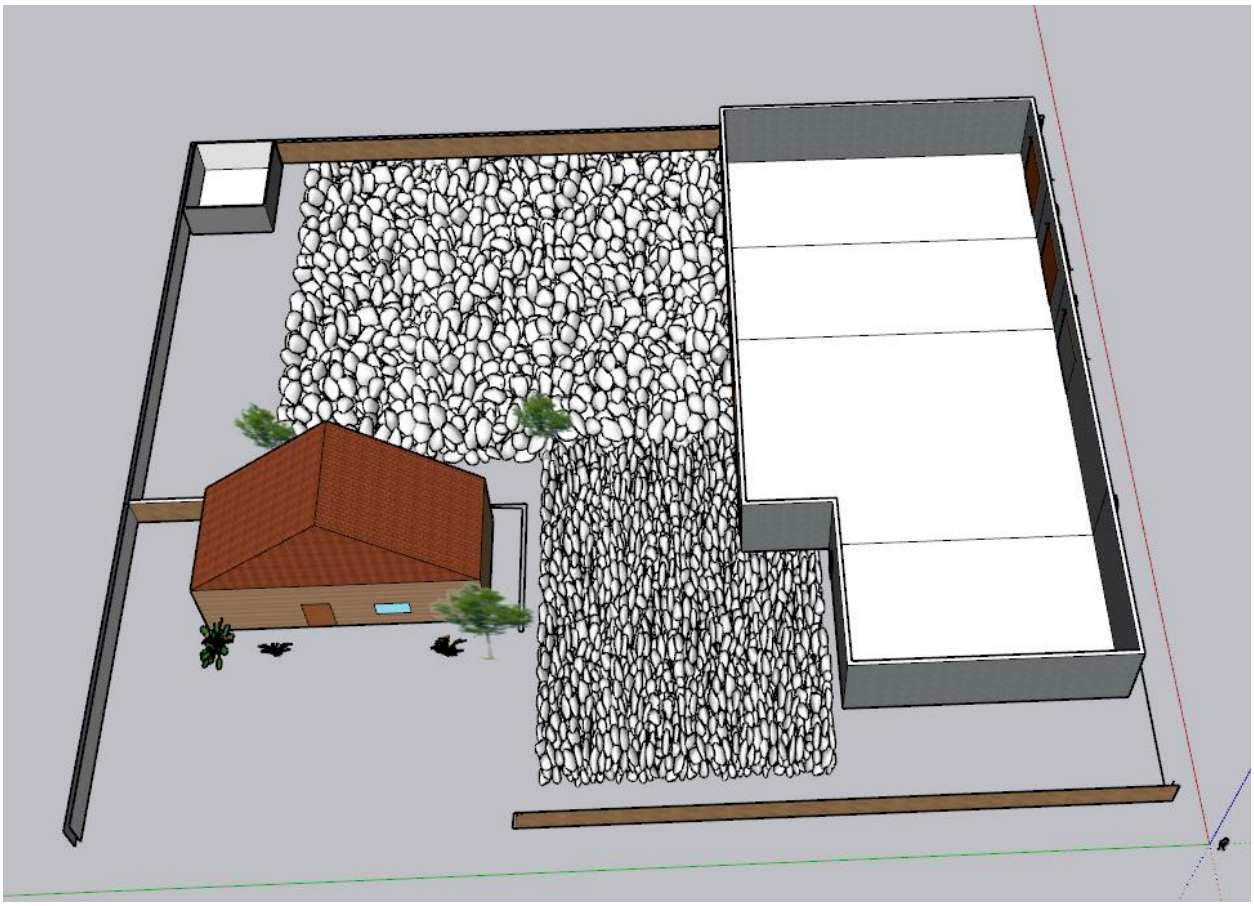
The proposed building will maintain a cohesive environment with the surrounding buildings while also providing fencing to increase asthetics to neighboring facilities. Currently the property is visable to all who drive by, fencing is needed to increase the street appeal.

C. Conceptual Master Sign Plan: There will be no signage.

D. Lighting Plan. See Attached

E. Landscape Plan: Landscaping will correlate with the Citys vision of waterwise plants and conservation. Landscaping will largely consist of gravel, there are currently three existing trees that will remain on the property. All previously established grass has been removed and replaced with zero scape and artificial plants.





F. Wetlands, Riparian Areas, and Floodways

G. Drainage Plan: See Attached

H. Planned Grading: See Attached

I. Utility Plan: See Attached

J. Evidence of Title: See Attached

K. Slopes: See Drainage

L. Surface and Subsurface Soils Report: Awaiting Report

M. Traffic Study.: This building will not generate in excess of five hundred peak daily trips.

Special Exception Application City of Moab 1053 West 400 N Davis Shop & Office:

Patrick and Cassidy Davis
1053 W 400 N
Moab UT 84532
Patrickd@chpelectricalservices.com
801-898-2426
11/18/2025

To Whom it may Concern at the City of Moab planning department,

We are writing to formally request a special exception for the requirement of municipal code 12.08.060 in accordance with approval for the building of a new commerical structure of 2,000 ft or more, located at the above named property.

The proposed building will be multiple purpose, including:

- Storage of Construction Equipment
- Two bays for future commercial business rental space
- Office space
- Employee meeting space
- Employee Breakroom

This building will provide much needed space for the company currently operating at this location as well as provide space for future business' to establish a place of operations. This opportunity will benefit the local economy and workforce in Moab. This project aligns with the City's vision for sustainable growth and employment opportunities.

Overview: Total building length from North to South would be 160ft, allowing for proper setbacks according to code. Building width from East to West would be 40ft. on the north side, and 80ft. on the south side. The north end of the building will provide space for employee breakroom, meeting space and restrooms. The large bay in the center of the sturcture will be used to store construction equipment. The two smaller bays on the south end of the structure will be future use determined by the city codes of businesses in need of operating space. Our intent is to rent this space to industrial or construction based tenants. These uses are consistent with the surrounding areas and will not increase noise, polution, or odors.

The proposed building will maintain a cohesive environment with the surrounding buildings while also providing fencing to increase asthetics to neighboring facilities. Currently the property is visable to all who drive by, fencing is needed to increase the street appeal. Fencing will encompass the entire lot. This proposed building is consistent with the

current zoning of the location. Hours of operation will continue to be maintained from 7am-6pm. CHP Electrical Services Inc. currently employs 9 people.

We are requesting the approval of this exception in accordance with the following criteria.

1. The frontage of the lot exceeds two hundred lineal feet:

This lot exceeds two hundred lineal feet in both the north to south and east to west directions.

2. The lot is intended only for a single-household residence;

3. The construction of the street, curb and gutter, and sidewalks is inconsistent with the street character: all surrounding city entities, homes, and businesses in this location do not have sidewalks, curb or gutter. Placing one at this location would be inconsistent and inconvienient to neighboring facilities and homeowners. Please consider granting this exemption, as not doing so would cause an undue hardship for adjacent property owners and potentially disrupt normal use of their property.

4. The exception will not create, extend or perpetuate a half-paved street: A sidewalk in this location would not connect to any existing pedestrian pathways. Requiring installation at this time would create an unnecessary inconvenience by creating a discontinuous or isolated segment of sidewalk that serves no functional purpose. I respectfully ask the City to grant this exemption based on practical use and neighborhood continuity.

Landscaping will correlate with the Citys vision of waterwise plants and conservation. Landscaping will largely consist of gravel, there are currently three existing trees that will remain on the property. All previously established grass has been removed and replaced with zero scape and artificial plants.

Thank you for your careful consideration of the circumstances. We respectfully request the approval of this exemption. Patrick and/or Cassidy are available for any discussions or meeting needed to provide additional information or answer any questions you may have.

Thank you,

Patrick and Cassidy Davis

MOAB CITY COUNCIL AGENDA December 9, 2025

TITLE: Resolution 11-2025: A Resolution of the Governing Body of the City of Moab Declaring Certain Property Owned by the City of Moab as Surplus

DISPOSITION: Discussion and possible action

PRESENTER/S:

ATTACHMENT/S: Resolution 11-2025

STAFF RECOMMENDATION: I move to adopt Resolution 11-2025 declaring certain property owned by the City of Moab as surplus.

OTHER OPTIONS:

SUMMARY:

The list of vehicles included in the resolution were purchased by the City for the Police Department. In accordance with Moab Municipal Code Section 2.28.1160, the items must be declared surplus and disposed of at a publicly noticed and advertised sale.

RELEVANT LAWS, STUDIES & PLANS:
Moab Municipal Code 2.28.170

RESPONSIBLE DEPARTMENT:
Recorder

FINANCIAL IMPACT:
Proceeds from the sale of surplus property are returned to the vehicle fund.

RESOLUTION 11-2025
A RESOLUTION OF THE GOVERNING BODY OF THE CITY OF MOAB
DECLARING CERTAIN PROPERTY
OWNED BY THE CITY OF MOAB AS SURPLUS

WHEREAS, Moab City has the right and title to certain property listed below and;

WHEREAS, the Governing Body of Moab City declares that at the present time, it has no use whatsoever for said property.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF MOAB CITY THAT:

1. The property detailed on the attached list is hereby declared as surplus city property.
2. This resolution shall take effect immediately upon passage.

PASSED AND APPROVED in open Council by a majority vote of the Governing Body of Moab City Council, this 9th day of December 2025.

SIGNED:

_____
Joette Langianese, Mayor

ATTEST:

_____
Sommar Johnson, City Recorder

Item	Unit #	VIN#
2022 Dodge Durango	280	1C4SDJFT2NC193083
2022 Dodge Durango	278	1C4SDJFT9NC193081
2022 Dodge Durango	279	1C4SDJFT0NC193082

MOAB CITY COUNCIL AGENDA Click or tap to enter a date.

TITLE: Consideration and Possible Approval of Ordinance 2025-19, An Ordinance Initiating a Data Privacy Program for the City of Moab

DISPOSITION: Discussion and possible action

PRESENTER/S: Sommar Johnson, City Recorder

ATTACHMENT/S:

- Draft Ordinance 2025-19

STAFF RECOMMENDATION: I move to adopt Ordinance 2025-19 establishing a Data Privacy Policy for the City of Moab

OTHER OPTIONS: Table action to a later meeting with specific direction to City staff as to additional information needed to make a decision

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SUMMARY:

Every governmental entity in Utah, including the City of Moab, is mandated by the Utah State Legislature to initiate a data privacy program ("**program**") under the Government Data Privacy Act (GDPA) by December 31, 2025. This requirement to initiate a program and prepare a Privacy Program Report ("**Report**") was enacted in HB 491 (2024) and HB 444 (2025). Moab must meet this deadline even if its data privacy program is in its earliest stages. Through the years, Moab's long-term procedures will unfold, which will include the implementation of privacy practices, governance standards, records management, data privacy training, data collection notice, designation of record series, retention and disposal of records, website notices, restriction on usage of personal data, data breach and security incident protocols, and more.

A data privacy program is a structured program to be developed and implemented to comply with all applicable state laws, including GRAMA, Government Records Access and Management Act, and DARSMGR, Division of Archives and Records Service and Management of Government Records, that govern the processing and protecting of personal data. *See* Utah Code §§ 63A-19-101 *et seq.* Although this statutory requirement to create the structured program has been pending, the Utah Office of Data Privacy (Office) just recently completed forms and instructions as mandated in Utah Code Ann. Subsections 63A-19-401(2)(a)(i); and 63A-19-301(3)(a).

According to interpretations made by Lana Taylor, Ombudsman with the Office, on November 19, 2025, the appointed CAO and Records Officer may be the same individual, and especially with small towns or cities, the Town Clerk or City Recorder. There is no requirement to file the Report with the Office, but instead, your CAO must only prepare and sign the timely Report and retain it as Moab's proof of compliance in case you were ever audited.

Moab's Report will be considered a protected record under Utah Code § 63G-2-305 but may be requested by the Office. By fulfilling the reporting requirement, Moab will satisfy the statutory requirement to initiate a privacy program by December 31, 2025.

RELEVANT LAWS, STUDIES & PLANS:
Utah Code Annotated 63A-19-401.

RESPONSIBLE DEPARTMENT:
City Manager and City Recorder

FINANCIAL IMPACT:
None

ORDINANCE 2025-19

AN ORDINANCE TO INITIATE THE ESTABLISHMENT OF THE CITY OF MOAB DATA PRIVACY PROGRAM; DESIGNATE CHIEF ADMINISTRATIVE AND AUTHORIZED RECORDS OFFICERS; REQUIRE RECORDS FOR PROOF OF OFFICER AND EMPLOYEE PRIVACY TRAINING; PREPARE WEBSITE DATA PRIVACY NOTICE; ENDORSE THE STATE OF UTAH'S DATA PRIVACY POLICY; AND COMPLETE CITY OF MOAB INTERNAL DATA PRIVACY PROGRAM REPORT

WHEREAS, the Moab City Council ("**Council**") adopts programs to guide decision-making and policy; and

WHEREAS, the State of Utah requires each governmental entity, including the City of Moab ("**Moab**"), to initiate a data privacy program ("**DPP**") that recognizes the state policy that "an individual has a fundamental interest in and inherent expectation of privacy regarding the individual's personal data that an individual provides to a governmental entity" and each governmental entity shall process personal data consistent with this state policy pursuant to Utah Code § 63A-19-401; and

WHEREAS, the Utah State Legislature enacted HB 444, Data Privacy Amendments, in 2025, which requires Moab to prepare an internal DPP report ("**Report**") no later than December 31, 2025, pursuant to Utah Code Ann. § 63A-19-401.3; and

WHEREAS, the Council resolves to fully comply with the requirements of Utah Code, Title 63A, Chapter 19, Government Data Privacy Act ("**GDPA**"); Utah Code, Title 63G, Chapter 2, Government Records Access and Management Act ("**GRAMA**"); and Utah Government Operations Code, Title 63A; including the completion of the Report; and

WHEREAS, the Council desires to initiate and establish an official Moab DPP to be developed and implemented over time to comply with the requirements of Utah Code, Title 63A, Chapter 19, Part 4, Duties of Governmental Entities, and other applicable laws; and

WHEREAS, the Council desires to appoint a Chief Administrative Officer ("**CAO**") and an administrative records officer ("**ARO**") for the City's DPP.

NOW, THEREFORE BE IT ORDAINED by the Moab City Council that:

1. Approval of Forms: The Council approves the following forms:

    a. The internal privacy report form template included as **Exhibit A** of this Ordinance; and

    b. The website data privacy statement attached as **Exhibit B** of this Ordinance.

2. Appointment of CAO: The Council designates Sommar Johnson, City Recorder, as the CAO of Moab DPP and directs the CAO to:

a. Obtain all required training(s); and

b. Oversee the compliance of all Moab staff and applicable agents with the data privacy training pursuant to Utah Code § 63A-19-401.2; and

c. Report the names of the designated CAO and ARO to the Division of Archives and Records Services pursuant to Utah Code Subsections 63A-12-103(8)(c)(ii) and 63G-2-108; and

d. Prepare the Report to the best of the CAO's ability using the template attached as Exhibit A in accordance with applicable law and to file the completed report in Moab records, provided that such report will be a protected record; and

e. Prepare the website data privacy statement in a manner that is substantially similar to the notice template attached as Exhibit B and publish the completed statement to the City of Moab official website and the Utah Public Notice Website.

3. Appointment of ARO: The Council designates Sommar Johnson, City Recorder, as the ARO of Moab DPP to fulfill all duties under applicable law and Moab ordinances and directs the ARO to take all required training(s).

4. Endorsement: The Council endorses the State of Utah's data privacy policy.

5. Enactment of DPP: The Council approves:

a. The initiation and establishment of the [] DPP, with direction to the Mayor and staff to and present to the Council for approval at a later date such other ordinances, rules, or policies needed to implement the DPP and to comply with applicable law; and

b. The designation of the CAO and appointment of the ARO, the intended recordkeeping for proof of completion of ARO training and certification and employee privacy training; and

c. The preparation and publication of the website data privacy notice; and

d. The completion of the Report.

6. Additional Direction to Mayor and Staff: The Mayor and staff are authorized and directed to take such other steps as may be needed:

a. For this Ordinance to become effective under Utah law; and

b. To make any non-substantive edits to correct any scrivener's, formatting, and numbering errors that may be needed, if any, to this Ordinance.

7. Severability: If a court of competent jurisdiction determines that any part of this Ordinance is unconstitutional or invalid, then such portion of this Ordinance, or specific application of this Ordinance, shall be severed from the remainder, which shall continue in full force and effect.

8. Effective Date: This Ordinance will go into effect immediately.

[execution on following page]

ADOPTED AND APPROVED at a duly called meeting of the Moab City Council on this 9th day of December 2025.

CITY OF MOAB

_____

By: Joette Langianese, Mayor

ATTEST:

_____

Sommar Johnson, City Recorder

(Complete as Applicable)
Date ordinance summary was published on the Utah Public Notice Website per Utah Code §10-3-711: _____
Effective date of ordinance:_____

SUMMARY OF
CITY OF MOAB
ORDINANCE NO. 2025-19

On December 9, 2025, the Moab Council enacted Ordinance No. 2025-19 to: (1) establish a data privacy program per H.B. 444; (2) designate chief administrative and authorized records officers; (3) require records for proof of officer and employee privacy training; (4) prepare a website data privacy notice; (5) endorse the State of Utah's data privacy policy; and (6) complete an initial data privacy program report.

CITY OF MOAB

_____
By: Joette Langianese, Mayor

ATTEST:

_____
Sommar Johnson, City Recorder

Voting:
Council member Myers voting ___
Council member Topper voting ___
Council member Knuteson-Boyd voting ___
Council member Taylor voting ___
Council member Wojciechowski voting ___

A complete copy of Ordinance No. 2025-19 is available in the office of the Moab City Recorder, 217 East Center Street, Moab, UT 84532.

EXHIBIT A

CITY OF MOAB TEMPLATE DATA PRIVACY PROGRAM REPORT

Section 1: Governmental Entity Information

Governmental Entity Name: Moab City

Governmental Entity Type (Select One):

☐State Agency	☐Interlocal
☐County	☐Associations of Government
☐Municipality	☐Charter School
☐Special Service District	☐Public School
☐Board or Commission	☐Independent or Quasi-Government
☐College or University	☐Other_____

Mailing Address:

_____

Chief Administrative Officer (CAO):

- **Name:** _____
- **Title:** _____
- **Email:** _____
- **Phone:** _____
- **Date of Report Completion:**_____

Section 2: Privacy Program Status

Utah Code Ann. Subsection 63A-19-401.3(1)(a):

- Has your governmental entity initiated a **privacy program**?

  ☐Yes ☐No

- What mechanism(s) has your governmental entity used to initiate its **privacy program**?

☐Administrative Rule

☐Ordinance

☐Resolution

☐Policy

☐Privacy Program Report

Other: _____

Section 3: Privacy Practices, Maturity and Strategies

Utah Code Ann. Subsections 63A-19-401.3(1)(b)(i) and (ii):

Privacy Practice Maturity Model:

Level	Description
Level 0 Non-Existent	The practice is not implemented or acknowledged.
Level 1 Ad Hoc	The practice may occur but is undocumented (no policies or procedures), application is reactive and not standardized.
Level 2 Defined	The practice is implemented and documented, but documentation may not cover all relevant aspects, and application may be informal and inconsistent.
Level 3 Consistently Implemented	The practice is documented to cover all relevant aspects, application is formal and consistent.
Level 4 Managed	The practice is actively managed with metrics that are regularly reviewed to assess efficacy and facilitate improvement.
Level 5 Optimized	The practice is fully embedded in the entity with recognition and understanding across the workforce through active training and awareness campaigns, and inclusion in operations and strategy.

Privacy Practices Implemented:
List all privacy practices implemented, and the strategies your entity will implement, in the coming calendar year to improve its privacy practices and program. The Office recommends entities indicate the current maturity level (0–5) of each practice and select the target maturity they plan to achieve for a given practice by the end of the following calendar year. This will be beneficial to the entity in moving their privacy programs forward.

Governance				
Practice	**Implemented**	**Current Maturity**	**Strategies for Improvement**	**Target Maturity**
Gov-1. Chief Administrative Officer (CAO) Designation	☐Yes ☐No	Level 0	*Example Strategy:* Adopt policy or ordinance formally adopting this practice and defines who will make CAO designation and how that designation will be made.	Level 0
Gov-2. Records Officers Appointment	☐Yes ☐No	Level 0	*Example Strategy:* Adopt policy or ordinance formally adopting this practice and defines how the CAO will appoint records officers and review appointments.	Level 0
Gov-3. Records Officer Training and Certification	☐Yes ☐No	Level 0	*Example Strategy:* Adopt policy or ordinance formally adopting this practice and require records	Level 0

			officers complete certification.	
Gov-4. Statewide Privacy Awareness Training	☐Yes ☐No	Level 0		Level 0
Gov-5. Privacy Program Report	☐Yes ☐No	Level 0		Level 0

Identify				
Practice	**Implemented**	**Current Maturity**	**Strategies for Improvement**	**Target Maturity**
Ide-1. Record Series Creation and Maintenance	☐Yes ☐No	Level 0		Level 0
Ide-2. Record Series Designation and Classification	☐Yes ☐No	Level 0		Level 0
Ide-3. Retention Schedule Proposal and Approval	☐Yes ☐No	Level 0		Level 0
Ide-4. Record Series Privacy Annotation	☐Yes ☐No	Level 0		Level 0

Ide-5. Inventorying	☐Yes ☐No	Level 0	*Example strategy:* Adopt policy or ordinance that formally adopts this practice.	Level 0
Ide-6. Privacy Impact Assessment	☐Yes ☐No	Level 0		Level 0
Ide-7. Record and Data Sharing, Selling, or Purchasing	☐Yes ☐No	Level 0	*Example Strategy:* Adopt policy or ordinance requiring any sharing, selling or purchasing of data be reported and inventoried.	Level 0

Control				
Practice	**Implemented**	**Current Maturity**	**Strategies for Improvement**	**Target Maturity**
Con-1. Data Subject Requests for Access	☐Yes ☐No	Level 0		Level 0
Con-2. Data Subject Requests for Amendment or Correction	☐Yes ☐No	Level 0		Level 0
Con-3. Data Subject Requests for an Explanation	☐Yes ☐No	Level 0		Level 0

Con-4. Data Subject Request At-Risk Employee Restrictions	☐Yes ☐No	Level 0		Level 0

Communicate				
Practice	**Implemented**	**Current Maturity**	**Strategies for Improvement**	**Target Maturity**
Com-1. Website Privacy Notice (Policy)	☐Yes ☐No	Level 0		Level 0
Com-2. Privacy Notice (Notice to Provider of Information)	☐Yes ☐No	Level 0		Level 0

Protect				
Practice	**Implemented**	**Current Maturity**	**Strategies for Improvement**	**Target Maturity**
Pro-1. Minimum Data Necessary	☐Yes ☐No	Level 0		Level 0
Pro-2. Record Retention and Disposition	☐Yes ☐No	Level 0		Level 0
Pro-3. Incident Response	☐Yes	Level 0		Level 0

	☐No			
Pro-4. Breach Notification	☐Yes ☐No	Level 0		Level 0

Other Privacy Practices Implemented by the Governmental Entity				
Practice	**Implemented**	**Current Maturity**	**Strategies for Improvement**	**Target Maturity**
	☐Yes ☐No	Level 0		Level 0
	☐Yes ☐No	Level 0		Level 0

Section 4: High-Risk Processing Activities

Fulfills requirement of Subsection 63A-19-401.3(1)(b)(iii): The chief administrative officer of each governmental entity shall prepare a report that includes a description of: the governmental entity's high-risk processing activities.

Definition – Utah Code § 63A-19-101(17)(a) and (b):

(a) "**High-risk processing activities**" means a governmental entity's processing of personal data that may have a significant impact on an individual's privacy interests, based on factors that include:

(i) the sensitivity of the personal data processed;
(ii) the amount of personal data being processed;

(iii) the individual's ability to consent to the processing of personal data; and
(iv) risks of unauthorized access or use.

(b) High-risk processing activities may include the use of:

(i) facial recognition technology

(ii) automated decision making

(iii) profiling

(iv) genetic data

(v) biometric data

(vi) geolocation data.

4.1 High-Risk Activities:

Select all applicable high-risk processing activities your entity engages in and provide a brief description of the purposes and uses of each activity.

☐**Facial recognition technology**
Explanation of Purpose:
_____

☐**Automated decision making**
Explanation of Purpose:
_____

☐**Profiling (e.g., behavioral or predictive analysis)**
Explanation of Purpose:
_____

☐**Genetic data processing**
Explanation of Purpose:
_____

☐**Biometric data processing (e.g., fingerprints, voice, iris scans)**
Explanation of Purpose:
_____

☐**Geolocation data processing**

Explanation of Purpose:

_____

4.2 Additional high-risk activities (not listed above):

List any other processing activities your entity has identified as high-risk under the statutory definition and a brief description of the purposes and uses of each.

[Insert narrative or list here]

_____

Section 5: Personal Data Sharing, Selling, and Purchasing

5.1 Personal Data Sharing, Selling, and Purchasing

Fulfills requirements of Subsections 63A-19-401.3(1)(c) and (d):

The chief administrative officer of each governmental entity shall prepare a report that includes: **a list of the types of personal data the governmental entity currently shares, sells, or purchases and the legal basis for sharing, selling, or purchasing personal data.**

Using the checkboxes below identify whether, and the types of, personal data that your governmental entity shares, sells, or purchases and provide a summary of the legal basis for the sharing, selling, or purchasing.

Types of Personal Data	**Share, Sell and Purchase Status**	**Legal Basis for Sharing, Selling or Purchasing**
Basic Identification & Contact Information ● Full Name ● Date of Birth ● Place of Birth ● Gender ● Age	☐Share ☐Sell	

• Government-Issued Identifiers:
  ○ Social Security Number
  ○ Driver's License or State ID Number
  ○ Passport Number
  ○ Other national or government-assigned IDs
• Contact Information:
  ○ Home Address
  ○ Email Address(es)
  ○ Phone Number(s)
  ○ Mailing Address (if different from home address)
	☐ Purchase
	
	☐N/A	

• **Demographic & Personal Characteristics**
• Race or Ethnicity
• Marital Status
• Nationality or Citizenship
• Language Preferences
• Household Information
  ○ Household Size
  ○ Household Composition
	☐Share
	
	☐Sell
	
	☐ Purchase
	
	☐N/A	

• **Employment & Professional Information**
• Job Title and Position
• Employment History
• Employer Name
• Professional Credentials
  ○ Professional Licenses
  ○ Certifications
• Work Contact Information
	☐Share
	☐Sell
	☐ Purchase
	☐N/A	

• **Financial Data**
• Banking Details
  ○ Bank Account Numbers
  ○ Credit Card Numbers
• Tax Identification Numbers
• Income and Wage Data
• Credit Information
  ○ Credit Reports
  ○ Credit Scores
• Payment History
	☐Share
	☐Sell
	☐ Purchase
	☐N/A	

• **Health and Medical Information**	☐Share	

• Medical History • Diagnoses or Treatments • Mental Health Data • Health Insurance Information • Prescription Information • Disability Status	☐Sell ☐ Purchase ☐N/A	

• **Education Information**
• School or Institution Attended
• Student ID Numbers
• Academic Records
  ○ Grades
  ○ Transcripts
• Special Education Status
• Disciplinary Records
	☐Share
	☐Sell
	☐ Purchase
	☐N/A	

• **Government Program & Benefits Data** • Program Participation (e.g., SNAP, Medicaid, TANF) • Eligibility Determinations • Benefit Amounts or Disbursements • Case Management Notes	☐Share ☐Sell ☐ Purchase	

• Appeals/Decisions	☐N/A	

• **Biometric Data**
• Physical Biometrics
  ○ Fingerprints
  ○ Facial Recognition Data
  ○ Retina or Iris Scans
• Voiceprints
• Genetic Information: DNA or other genetic data
	☐Share
	☐Sell
	☐ Purchase
	☐N/A	

• **Online & Digital Identifiers**
• Network Identifiers
  ○ IP Addresses
  ○ Device IDs
• Tracking Technologies
  ○ Cookies
  ○ Browser Fingerprints
• Location Data (e.g., GPS, precise geolocation)
• Login Credentials (e.g., usernames, hashed passwords)
• Online Activity Logs
	☐Share
	☐Sell
	☐ Purchase
	☐N/A	

• Social Media Handles		
• **Criminal or Legal Information** • Arrest Records • Conviction History • Court Records • Probation or Parole Status • Incarceration Records	☐Share ☐Sell ☐ Purchase ☐N/A	

• **Vehicle & Property Data**
• Vehicle Information
  ○ Vehicle Registration
  ○ VIN Numbers
• Property Ownership
  ○ Property Ownership or Deed Information
  ○ Property Tax Records
• Utility Usage Data
	☐Share
	☐Sell
	☐ Purchase
	☐N/A	

• **Photographic or Video Data** • Surveillance Footage	☐Share ☐Sell	

• Government ID Photos • School or Agency-Provided Photo Records • Body Camera Footage • Public Meeting Recordings	☐ Purchase ☐N/A	
• **Voting & Civic Data** • Voter Registration • Voting History • Political District Assignments • Civic Engagement Program Data	☐Share ☐Sell ☐ Purchase ☐N/A	
• **Immigration & Travel Information** • Visa Status • Travel History or Itineraries • Customs Declarations • Immigration Proceedings	☐Share ☐Sell ☐ Purchase ☐N/A	
• **Communication & Complaints Data**	☐Share	

● Correspondence ○ Emails or Written Correspondence ○ Call Transcripts or Recordings ● Case Notes related to complaints or service requests ●	☐Sell ☐ Purchase ☐N/A	
● **Other** Explain: _____	☐Share ☐Sell ☐ Purchase ☐N/A	

5.2 Personal Data Recipients and Sources

Fulfills requirements of Subsections 63A-19-401.3(1)(e)(i), (ii), and (iii):

The chief administrative officer of each governmental entity shall prepare a report that includes: **the category of individuals or entities with whom, to whom, and from whom the governmental entity shares, sells, or purchases personal data.**

Mark all that apply:

Processing Activity	**Categories of Recipients or Sources**
Personal Data Shared With:	**Governmental and Public Sector Entities** I. Domestic Governmental Entities: ☐State, Local, Federal, or Tribal Governmental Entities ☐Law Enforcement Agencies ☐Judicial or Court Systems ☐Legislative Bodies or Policy Research Organizations ☐Regulatory Agencies ☐Professional Licensing Boards II. International Governmental Entities: ☐Foreign Governments or International Organizations ☐Public Services & Emergency: ☐Emergency Services / Disaster Response Agencies ☐Public Utilities or Infrastructure Partners III. Public Disclosure: ☐Public Disclosure / Open Records Releases **Commercial and Private Sector Entities** I. Service Providers & Vendors: ☐Third-Party Service Providers / Contractors / Vendors ☐Cloud Service Providers / Hosting Platforms ☐Technology Integrators or Software Developers

	II. Data & Marketing: ☐Private Sector / Commercial Companies ☐Data Brokers / Aggregators ☐Social Media Platforms III. Financial & Insurance: ☐Credit Bureaus or Financial Institutions ☐Insurance Providers IV. Healthcare: ☐Healthcare Providers or Health Information Exchanges V. Media: ☐Media or News Organizations **Research, Education, and Nonprofit Entities** ☐Research Institutions / Universities ☐Educational Institutions ☐Nonprofit Organizations ☐Non-Governmental Watchdogs / Advocacy Groups **Individuals and Oversight** ☐Individuals (e.g., data subjects or their authorized representatives) ☐Auditors / Oversight Bodies **Other/Not Applicable (N/A)** ☐Other (Specify as needed)

	☐N/A (Indicate if no data is shared with or received from any of these categories)
Personal Data Sold To:	**Governmental and Public Sector Entities** I. Domestic Governmental Entities: ☐State, Local, Federal, or Tribal Governmental Entities ☐Law Enforcement Agencies ☐Judicial or Court Systems ☐Legislative Bodies or Policy Research Organizations ☐Regulatory Agencies ☐Professional Licensing Boards II. International Governmental Entities: ☐Foreign Governments or International Organizations ☐Public Services & Emergency: ☐Emergency Services / Disaster Response Agencies ☐Public Utilities or Infrastructure Partners III. Public Disclosure: ☐Public Disclosure / Open Records Releases **Commercial and Private Sector Entities** I. Service Providers & Vendors: ☐Third-Party Service Providers / Contractors / Vendors ☐Cloud Service Providers / Hosting Platforms ☐Technology Integrators or Software Developers

	II. Data & Marketing: ☐Private Sector / Commercial Companies ☐Data Brokers / Aggregators ☐Social Media Platforms III. Financial & Insurance: ☐Credit Bureaus or Financial Institutions ☐Insurance Providers IV. Healthcare: ☐Healthcare Providers or Health Information Exchanges V. Media: ☐Media or News Organizations **Research, Education, and Nonprofit Entities** ☐Research Institutions / Universities ☐Educational Institutions ☐Nonprofit Organizations ☐Non-Governmental Watchdogs / Advocacy Groups **Individuals and Oversight** ☐Individuals (e.g., data subjects or their authorized representatives) ☐Auditors / Oversight Bodies **Other/Not Applicable (N/A)** ☐Other (Specify as needed)

	☐N/A (Indicate if no data is shared with or received from any of these categories)
Personal Data Purchased From:	**Governmental and Public Sector Entities** I. Domestic Governmental Entities: ☐State, Local, Federal, or Tribal Governmental Entities ☐Law Enforcement Agencies ☐Judicial or Court Systems ☐Legislative Bodies or Policy Research Organizations ☐Regulatory Agencies ☐Professional Licensing Boards II. International Governmental Entities: ☐Foreign Governments or International Organizations ☐Public Services & Emergency: ☐Emergency Services / Disaster Response Agencies ☐Public Utilities or Infrastructure Partners III. Public Disclosure: ☐Public Disclosure / Open Records Releases **Commercial and Private Sector Entities** I. Service Providers & Vendors: ☐Third-Party Service Providers / Contractors / Vendors ☐Cloud Service Providers / Hosting Platforms ☐Technology Integrators or Software Developers

	II. Data & Marketing: ☐Private Sector / Commercial Companies ☐Data Brokers / Aggregators ☐Social Media Platforms III. Financial & Insurance: ☐Credit Bureaus or Financial Institutions ☐Insurance Providers IV. Healthcare: ☐Healthcare Providers or Health Information Exchanges V. Media: ☐Media or News Organizations **Research, Education, and Nonprofit Entities** ☐Research Institutions / Universities ☐Educational Institutions ☐Nonprofit Organizations ☐Non-Governmental Watchdogs / Advocacy Groups **Individuals and Oversight** ☐Individuals (e.g., data subjects or their authorized representatives) ☐Auditors / Oversight Bodies **Other/Not Applicable (N/A)** ☐Other (Specify as needed)

	☐N/A (Indicate if no data is shared with or received from any of these categories)

Section 6: Privacy Training Completion

Fulfills requirement of Subsection 63A-19-401.3(1)(f):

The chief administrative officer of each governmental entity shall prepare a report that includes: **the percentage of the governmental entity's employees that have fulfilled the data privacy training requirements described in Section 63A-19-401.2**.

What percentage of your entity's employees have completed the required privacy training requirements described in Section 63A-19-401.2?

Enter %

Section 7: Non-Compliant Processing Activities (Must be completed by Dec 31, 2027)

Fulfills requirement of Subsections 63A-19-401(2)(a)(iv)(D) and 63A-19-401.3(1)(g):

The chief administrative officer of each governmental entity shall prepare a report that includes: **a description of any non-compliant processing activities identified under Subsection 63A-19-401(2)(a)(iv) and the governmental entity's strategy for bringing those activities into compliance with Part 4 of the Government Data Privacy Act.**

Have any non-compliant processing activities been identified pursuant to Utah Code § 63A-19-401(2)(a)(iv)?

☐*Yes*

☐*No*

If yes, provide details:

Processing Activity Name	***Processing Activity Type***	***Issues Identified***	***Strategies for Compliance***	***Estimated Completion Date***

Certification

Certification must be completed by the governmental entity's Chief Administrative Officer.

I, the undersigned, certify that the information provided in this report is accurate to the best of my knowledge.

Name: _____

Signature: _____

Date: _____

EXHIBIT B

CITY OF MOAB WEBSITE PRIVACY NOTICE

Privacy Policy of Moab City

Purpose of Privacy Notice

Moab City (the "City") is committed to protecting residents' personally identifiable information. The purpose of this Notice is to inform residents regarding the City's collection and use of personally identifiable information. This information is provided on City website and on account application cards.

Definition of Personally Identifiable Information

For purposes of this Notice "Personally Identifiable Information" means any information relating to an identified or identifiable individual who is the subject of the information. This information could include information that identifies a user by name, account number, physical or mailing address, email address, telephone number, Social Security number, credit or debit card information, or bank account information. This information may include any combination of the above or other personal information that could be used to determine identity.

Information Gathered by the City

The City only collects the Personally Identifiable Information that is required to carry out and provide services to the residents [or users of our services].

Some digital services require the creation of a user account that may use some personally identifiable information. Such information is only used by the City to provide these government services.

The City will make every reasonable effort to protect Personally Identifiable information. The City does not disclose gathered personal information to any third parties inside or outside the City except as required by law or to provide a service for which the City has contracted with a third party.

Access to Personally Identifiable Information from Governmental Websites and the Governmental Records Access and Management Act

As a municipal government, the City is a public governmental body subject to Chapter 2, Title 63 of the Utah Code, the law entitled the Government Records Access and Management Act (GRAMA). Information about GRAMA can be found on the Utah State Legislature website at https://le.utah.gov/xcode/Title63G/Chapter2/63G-2.html. If an appropriate request is made to the City for information that is subject to disclosure under Chapter 2, and not made confidential elsewhere in the Utah Code, the City may be required to disclose the information requested, even if it may include your personally identifiable information. While Chapter 2 sets the general policies for access to government records in the state of Utah, other sections of the Utah Code as well as other federal laws also deal with confidentiality issues.

All records that are prepared, owned, received, or retained by a governmental entity that may be reproduced by certain means are considered public, unless they are classified as private, controlled, or protected, as outlined in GRAMA Code 63G-2, or are records to which access is restricted according to court rule, other State law, federal law, or federal regulation. Personally identifiable information is not a classification of records under GRAMA.

Data Security

The City is committed to data security and the data integrity of Personally Identifiable Information that is gathered and takes reasonable precautions to protect such information from loss, misuse, or alteration. The City maintains physical, technical, and administrative safeguards. The City restricts access to personal data to only those employees who need the information to provide necessary City benefits or services. As with any transmission over the Internet, there is always some element of risk involved in sending personal information. Unless otherwise prohibited by state or federal law, rule or regulation, an individual is granted the ability to access and correct personally identifiable information whether the information inaccuracy was accidental or by created unauthorized access. Individuals should be aware, however, that even though protections are in place, the City cannot guarantee against the occurrence of hardware failure, unauthorized intrusion, or other technical problems.

Information Storage

Retention of records follows the State's General Retention Schedule (https://archives.utah.gov/rim/retention-schedules.html). Retention timelines can vary depending on what kind of information you provide.

Sharing Information

The City may share information or statistics with third parties or the public in an anonymous form that does not directly identify individuals. No Personally Identifiable Information would be shared. Additionally, if a user is having issues with an online City service, the City may share information with outside parties to the extent necessary to troubleshoot the issues or enhance the performance of the system.

If We Are Required by Law to Disclose Information

Under certain circumstances, the City may be required by law to disclose certain information to law enforcement authorities. Suspicious emails, electronic threats, and any information on illegal activity may be provided to the appropriate authorities.

Changes to this Privacy Notice and Security Policy

The City reserves the right to change or amend this Privacy Notice from time to time and reserves the right to do so without notice.

Identity of the City's website operator and contact information:

City is the operator of the City's website. Any questions or concerns related to privacy or correcting any Personally Identifiable Information may be directed to the Moab City by telephone at [phone number] or electronically by emailing [email].

MOAB CITY COUNCIL AGENDA December 9, 2025

TITLE: Impact Fee Waiver Policy

DISPOSITION: Discussion and possible action

PRESENTER/S: Michael A. Black, AICP, City Manager

ATTACHMENT/S: Draft Affordable Housing Partnership Policy

STAFF RECOMMENDATION: Staff recommends that the City Council approve the proposed policy establishing options for affordable housing developers to receive impact fee waivers or reductions, as well as the standards the City will use when evaluating such requests.

Background

The proposed **Affordable Housing Partnership Policy** establishes a framework for how the City of Moab can use its Housing Fund to assist in the development of dedicated affordable housing. The policy formalizes the City's ability to provide impact fee waivers or reductions to qualified affordable housing projects.

Impact fees are charged to cover the inherent impacts of adding density to systems like water, sewer and storm drains. Over time adding density to these systems will require upgrades and expansions of existing systems. Waiving the impact fee does not cancel out the impact that a development will have on our systems. In a case where the City waives impact fees for qualified reasons, the City is taking on that burden to fund the waived portion of the impact to our systems.

The Policy

The new policy allows the City to offset impact fees for affordable housing providers through waivers and fee reductions. The previous option to offer loans for this purpose has been removed, as staff does not believe a loan program could be structured in a way that would be practical or utilized by developers.

The Policy establishes a unified framework for how the City reviews and considers requests for impact fee waivers or reductions associated with affordable housing developments. It consolidates guidance under City Code to ensure a consistent, transparent process aligned with the City's long-term affordable housing goals.

The Policy clarifies that its primary purpose is to strategically leverage the Housing Fund to incentivize the creation and long-term preservation of affordable units, while recognizing the Fund's finite nature and the need for responsible financial stewardship.

The Policy also anticipates adoption of an Impact Fee Waiver Matrix, which will create a structured, tiered system for determining waiver levels based on such factors as available program funding, the length of deed restrictions, and the affordability level of the units. The matrix is intended to use limited funds efficiently by prioritizing the deepest affordability and longest commitments, while still incentivizing a broad spectrum of affordable housing types—from multifamily developments to ADUs and single-family homes.

Developers who dedicate units for 50 years at extremely low income levels (30% AMI or below) would qualify for the highest reductions, with decreasing levels of assistance offered across a continuum of affordability and term lengths.

Proposed Motion:

*"I move that the Moab City Council approve Ordinance ____, the **Affordable Housing Partnership Policy and Impact Fee Assistance Program** as presented (or with specified changes)."*

RELEVANT LAWS, STUDIES & PLANS:

The fee waiver to support affordable housing is aligned with the City's **General Plan, Affordable Housing Plan**

RESPONSIBLE DEPARTMENT(s):

Administration, Community Development

FINANCIAL IMPACT:

Impact fees are charged to cover the inherent impacts of adding density to systems like water, sewer and storm drains. Over time adding density to these systems will require upgrades and expansions of existing systems.

Waiving the impact fee does not cancel out the impact that a development will have on our systems. In a case where the City waives impact fees for qualified reasons, the City is taking on that burden to fund the waived portion of the impact to our systems.

This new policy provides the ability to offset the impact fees through no-interest loans paid for through the Housing Fund.

CITY OF MOAB ORDINANCE NO. [XXXX]

An Ordinance of the Moab City Council Establishing the Affordable Housing Partnership Policy and Impact Fee Assistance Program to Support Affordable Housing Development in Moab

WHEREAS, Utah Code § 10-8-84 authorizes the City Council for the City of Moab (the "**City**") to enact ordinances, rules, and regulations "as are necessary and proper to provide for the "safety and [to] preserve the health, and promote the prosperity of its inhabitants;" and

WHEREAS, the City has established the Workforce Assured Housing Ordinance and the Housing Fund (collectively, the "**Housing Fund**"), which consists of fees the City has collected from developers to promote the development of affordable housing within the City; and

WHEREAS, under Moab Municipal Code ("**MMC**") § 17.69.040, the City will use proceeds from the Housing Fund "for the acquisition, construction, maintenance, management, or development of affordable housing;" and

WHEREAS, the City has found that partnering with local developers who are willing to develop, dedicate, and manage affordable housing developments on a long-term basis represents an effective and sustainable use of Fund resources to promote affordable housing directly benefiting citizens of Moab; and

~~**WHEREAS,** several local developers are currently exploring deed-restricted and dedicated affordable housing developments that would directly benefit the citizens of Moab; and~~

WHEREAS, collaboration between the City and these developers, including measures to reduce impact fee costs, may significantly increase the feasibility and production of affordable housing within the community by private and non-profit developers; and

WHEREAS, the 2023 Moab Area Affordable Housing Plan establishes a goal to "identify funding streams to encourage affordable housing development."

WHEREAS, MMC § 17.69.110 authorizes the City Council to "waive all or part of the impact fees otherwise payable in connection with affordable housing units" developed in accordance with MMC Chapter 17.69, and that "[a]ny waiver will be vested in the discretion of the City Council based on the merits of the application in attaining the affordability goals" of Chapter 17.69; and

WHEREAS, MMC § 13.25.090 sets forth the process the City uses to review and approve applications that request impact fee waivers, including waivers for "affordable or low income housing by nonprofit and for-profit entities;" and

WHEREAS, the City Council desires to establish a formal and unified policy framework to: (i) guide its consideration of impact fee waiver requests under MMC §§13.25.090, 17.69.040, 17.69.110; and (ii) the City's use of the Housing Fund to provide ~~loans or fee~~impact fee waivers

or reductions for qualified affordable housing developments in accordance with the MMC and the City's affordable housing goals.

NOW, THEREFORE, BE IT ORDAINED, by the Moab City Council that:

1. Adoption. The Affordable Housing Partnership Policy and Impact Fee Assistance Program (the "**Policy**") attached to this Ordinance is enacted.

2. Severability. If a court of competent jurisdiction declares any section, clause, or portion of this Ordinance to be invalid, the remainder will not be affected and will remain in full force and effect.

3. Direction to Staff. City staff, under the direction of the City Manager, are authorized and directed to: (i) make such non-substantive changes and to take such other actions required to finalize, post, and publish this Ordinance; and (ii) to prepare any administrative forms, including any forms, applications or contracts, that may be needed to implement and administer this Ordinance and the Policy.

4. Effective Date. This Ordinance and the Policy will take effect upon the posting of this Ordinance pursuant to Utah Code § 10-3-712.

PASSED AND ADOPTED by a majority of the City Council this ____th day of _____, 2025.

MOAB CITY COUNCIL

_____
By: Joette Langianese, Mayor

ATTEST

_____
Sommar Johnson, Recorder

DRAFT

(Complete as Applicable)

Date ordinance summary was posted to the Moab City website, the Utah Public Notice website, and in a public place within Moab City per Utah Code §10-3-711:_____

Effective date of ordinance: _____

CITY OF MOAB

AFFORDABLE HOUSING PARTNERSHIP POLICY AND IMPACT FEE ASSISTANCE PROGRAM

Effective [insert date]

The City of Moab supports and encourages partnerships between the City and qualified local developers to advance affordable housing s. The City Council authorizes the use of the Workforce Assured Housing Fund ("**Housing Fund**") as a revolving fund to provide impact fee waivers and impact, fee reductions~~, and short-term impact fee loans~~ to support eligible affordable housing partnerships, consistent with this Policy.

Section 1. Policy Adoption

The following policy is hereby adopted as the City's Affordable Housing Partnership Policy and Impact Fee Assistance Program (the "**Policy**").

Section 2. Purpose and Intent

The intent of this Policy is to strategically leverage the Housing Fund resources ~~to partner with developers~~ to incentivize the development and long-term availability of affordable housing in the City.

The Housing Fund is a finite resource, and the use of these funds without repayment will reduce the Fund's balance and limit the long-term effectiveness of this policy in supporting affordable housing project within the City.

The Policy serves as the guiding framework the City will follow when reviewing and considering applications for impact fee waivers~~,~~ and reductions~~, or loans~~ related to impact fees for qualifying affordable housing developments.

Section 3. Eligibility

To qualify for consideration of waivers, reductions~~, or loans~~ related to impact fees a~~nd~~ developer or applicant must meet the following basic requirements first:

DRAFT

1) The affordable housing development must be located within the incorporated boundaries of the City and be subject to impact fees owed to the City.

2) The affordable housing development developer must "designate" all affordable housing units, as defined in Section 9 of this Policy.

3) Impact Fee waivers, reductions ~~or loans~~ will only be considered for designated affordable housing units and ~~may~~ shall not be applied to market rate units.

4) The developer and/or owner of the affordable housing project must be in good standing with the City, with no outstanding violations, unpaid fees, or compliance issues.

Section 4. Impact Fees Generally

Impact fees are collected by the City to offset the infrastructure impacts of new development, ensuring that growth contributes its fair and proportional share to the cost of public facilities and services. These fees are essential to maintaining the City's ability to provide reliable utility, transportation, and public infrastructure as the community expands.

Section 5. Authority

Moab Municipal Code ("**MMC**") § 17.69.040.C ("Fee in Lieu of Construction") authorizes the City to use proceeds from the Housing Fund "for the acquisition, construction, maintenance, management, or development of affordable housing."

MMC § 17.69.110 ("Impact Fee Waiver") further authorizes the City Council to "waive all or part of the impact fees otherwise payable in connection with affordable housing units" developed in accordance with Chapter 17.69 of the Moab Municipal Code. It also requires that "[a]ny waiver will be vested in the discretion of the City Council based on the merits of the application in attaining the affordability goals" of Chapter 17.69.

Similarly, MMC §13.25.090 ("Extraordinary Adjustments") authorizes the City Council to waive all or a portion of impact fees for affordable housing projects that serve a broad public or charitable purpose, including the creation of affordable or low-income housing by nonprofit and for-profit entities. This section also sets forth the process developers must follow when applying for an impact fee waiver.

This Policy is therefore established to provide clear guidance and criteria for the City's consideration of impact fee waivers~~,~~ or reductions~~, or no-interest loans~~ related to affordable housing developments. Its intent is to ensure that these financial adjustments are applied consistently, transparently, and in a manner that advances the City's long-term affordable housing goals while maintaining fiscal responsibility and infrastructure sustainability.

Section 5. Impact Fee Waiver Applications

Pursuant to MMC §§ 13.25.090 and 17.69.110, an developer may request a waiver of all or part of the impact fees owed to the City for an affordable housing project, including impact fees owed for water, sewer, storm drain, and/or transportation systems.

A. Impact Fee Waiver Application Requirements

When applying for an impact fee waiver, developers must comply with MMC § 13.25.090.D by submitting a written application to the City Council prior to connecting to City services. The application must contain the following:

1) A description of the affordable housing project and its purpose, together with the developer's nonprofit tax identification number (if applicable);

2) A statement of the reasons why an impact fee waiver or reduction of impact fees is appropriate and in the public interest;

3) Proof that the affordable housing project will support the affordability goals of MMC Chapter 17.69.100, including proof that the development will meet affordable housing cost criteria, as established from time to time by City housing studies;

4) The fee amount requested to be waived and such other relevant information as may be requested by the City Council;

5) And any other reasonable information the City Manager or their designee may request to process or review the application.

B. City Manager Review of Applications

The City Manager, or their designee, will review all applications to determine whether the application is complete. If an application is incomplete, the City Manager or their designee will notify the application in writing of the information they need to submit for an application to considered complete.

The City Manager will provide a recommendation to the City Council for each complete application that requests a waiver or reduction of impact fees for an affordable housing project. Each recommendation will include an opinion from the City Manager as to~~: (i)~~ whether the application and development satisfy the requirements of this Policy~~; and (ii) the feasibility of providing the developer of a no-interest loan in lieu of an impact fee waiver pursuant to Section 6 of this Policy.~~

~~C.~~ City Council Action on Applications

When acting on an application for the waiver or reduction of impact fees for affordable housing, the City Council will consider the recommendation the City Manager issues under Section 5.B and will use the criteria set forth in this policy ~~broad discretion~~ in determining whether

to approve or deny applications, in whole or in part. When considering an application, the City Council will consider whether:

1) The application includes the above information required under Section 5.A of this Policy;

2) The affordable housing development meets the eligibility requirements outlined in Section 3 of this Policy;

3) The affordable housing project will support the affordability goals of MMC Chapter 17.69.100 and the City's affordable housing cost criteria, as established from time to time by City housing studies; and

4) The Housing Fund has sufficient resources, pursuant to Section 8 of this Policy, to offset any waived fees;

~~5) It would be infeasible for the affordable housing project to receive a no-interest loan under Section 6; and~~

~~6)~~5) There ~~are extraordinary circumstances that justify approval of the application.~~ Applicant has met all of the requirements and criteria of this policy.

Pursuant to MMC § 13.25.090.D.2, any aggrieved party may seek judicial review of a decision the City Council makes under this Section in accordance with MMC § 13.25.100.

Section 6. Impact Fee Waiver Matrix (to be added) ~~No-Interest Loans for Impact Fees:~~

IMPACT FEE WAIVER MATRIX TO BE ADDED

~~Pursuant to MMC §17.69.040, the City Manager or their designee will have the authority to provide no-interest loans for qualified affordable housing developments in accordance with the following requirements:~~

~~1) A qualified developer may submit a written application to the City Manager requesting a no-interest loan in the amount of impact fees owed for water, sewer, storm drain, or transportation systems. All applications for a no-interest loan must satisfy the criteria for impact fee waivers set forth in Section 3 and must include proof that the affordable housing project will support the affordability goals of MMC Chapter 17.69.100, including proof that the development will meet affordable housing cost criteria, as established from time to time by City housing studies;~~

~~2) The City Manager will review applications for no-interest loans for completeness in accordance with Section 5.B.~~

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~~3) The City Manager may approve no-interest short-term loans for up to 100% of the Impact Fees owed to the City.~~

~~4) The maximum loan for any single affordable housing project will not exceed $200,000.~~

~~5) The Housing Fund must have at least twice the requested amount of funds available at the time of loan approval.~~

~~6) A lien for the loan amount will be recorded on the property, subordinate only to primary financing.~~

~~7) Loans must be repaid in full within _____ years following the issuance of the first Certificate of Occupancy for the affordable housing development, or within _____ years of the loan issuance date, whichever occurs first.~~

~~8) Failure to repay will result in enforcement of the lien and ineligibility for future Housing Fund partnership participation.~~

~~9) If the City Manager denies an application for a no-interest loan, the City Manager will notify the developer of their right to appeal the decision pursuant to MMC § 17.69.130.~~

Section 7. Contracts and Forms

Developers must execute a contract with the City as a precondition for receiving an impact fee waiver that the City Council has approved~~. or a no-interest loan the City Manager has approved. Contracts for no-interest loans include a detailed repayment schedule, to be negotiated with the borrower at the time of the loan request.~~ All contracts must include a requirement that the developer, or applicable property owner record a deed restriction that designates the applicable affordable housing units that are the subject of an impact fee waiver~~ or no-interest loan~~. The City Manager is authorized to develop, negotiate, and execute all contracts required under this Policy.

Section 8. Program Review and Reporting

City staff will provide an annual report to the City Council summarizing the number and type of affordable housing developments that have applied and received fee impact fee waivers~~–~~or reductions~~or loans~~, the total amount of Housing Fund expenditures and repayments, and the number of affordable housing units created or preserved. The City Council will review this Policy periodically to ensure fiscal sustainability and alignment with community housing goals.

Section 9. Definitions

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The below definitions will apply to this Policy, in addition to any other applicable definitions of the MMC, including MMC §§ 13.25.010 and 17.69.020. If a conflict arises between the below definitions and a definition found in the MMC, the below definitions will govern.

1) *Affordable Housing Project*: A residential development that contains deed-restricted affordable housing units.

2) *Affordable Housing Unit:* A residential unit available for purchase or rent by households earning ~~between 40% and 80%~~up to 120% of the Area Median Income (AMI) for Grand County, Utah.

3) *AMI*: Area Median Income of Grand County, Utah, as determined by the U.S. Department of Housing and Urban Development (HUD).

4) *Designated:* To record a restrictive deed on the property enforceable by the City that ensures designated affordable housing units remain so for at least 50 years.

5) *Developer*: the owner or designated representative of the property or Affordable Housing Project.

~~6) *Housing Project*: A residential development that contains deed-restricted affordable units.~~

~~7) *No-Interest Impact Fee Loan:* A loan made by the City to cover impact fees, to be repaid under contract terms consistent with this Policy between the City and developer.~~

~~8)~~6) *Impact Fee Waiver or Reduction* : The forgiveness of all or part of impact fees owed to the City consistent with Section 6 of this policy.

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